



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2023

1st January 2023 to 31st December 2023

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- The 5,058 injury road traffic collisions reported to the police in 2023 remained below pre-covid levels and was 58 fewer than in 2022. The overall number of casualties (7,985) was also below pre-covid levels but was 139 higher than 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. Overall, collision and casualty figures remain lower than before the pandemic however there has been a general increase over the last three years as traffic and travel patterns returned to more typical levels.
- However, when broken down by severity of injury, serious casualties were higher in 2023 than before the pandemic and the second highest number recorded in the last decade (880).
- There were 71 road traffic fatalities which was 15 more than the 55 recorded in 2022, and the highest number of road deaths since 2015.
- There were 35 vulnerable road users killed comprising the deaths of 20 pedestrians, 13 motorcyclists and 2 pedal cyclists. This was nine more deaths amongst vulnerable road users than in 2022 and 1 more than the 34 fatalities of vulnerable road users in 2014.
- Derry City and Strabane has recorded low numbers of fatalities since 2018, with 2 or fewer recorded in each year to 2023.
- The greatest number of KSI collisions occurred between 5pm and 6pm (93 collisions, 11.5%). The period between 2pm and 6pm accounted for 31.3% of all KSI collisions.
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (135) and 'impairment by drugs or alcohol - driver/rider' (84).



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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 2023 to 31st December 2023. At the time of publication, CRFs had been processed for 99.3% of reported injury collisions for the 2023 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.

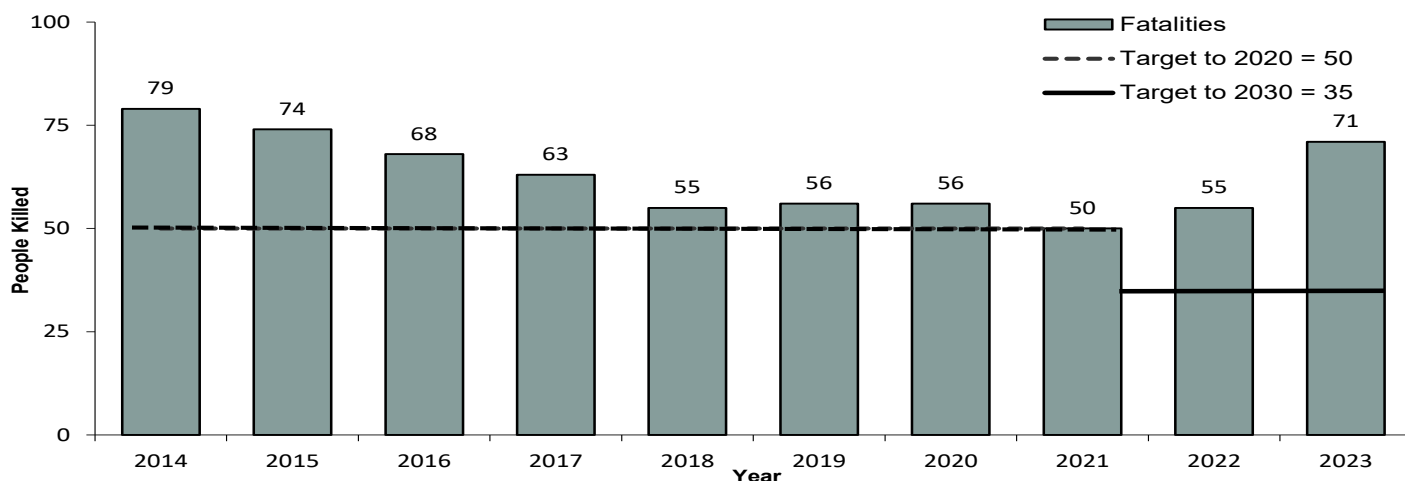
The Casualty Reduction Target for 2030

The [Draft Road Safety Strategy for Northern Ireland to 2030](#) was published by the Department for Infrastructure in October 2022 and obtained Executive approval on 13th June 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 2023: [Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2023 | 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.

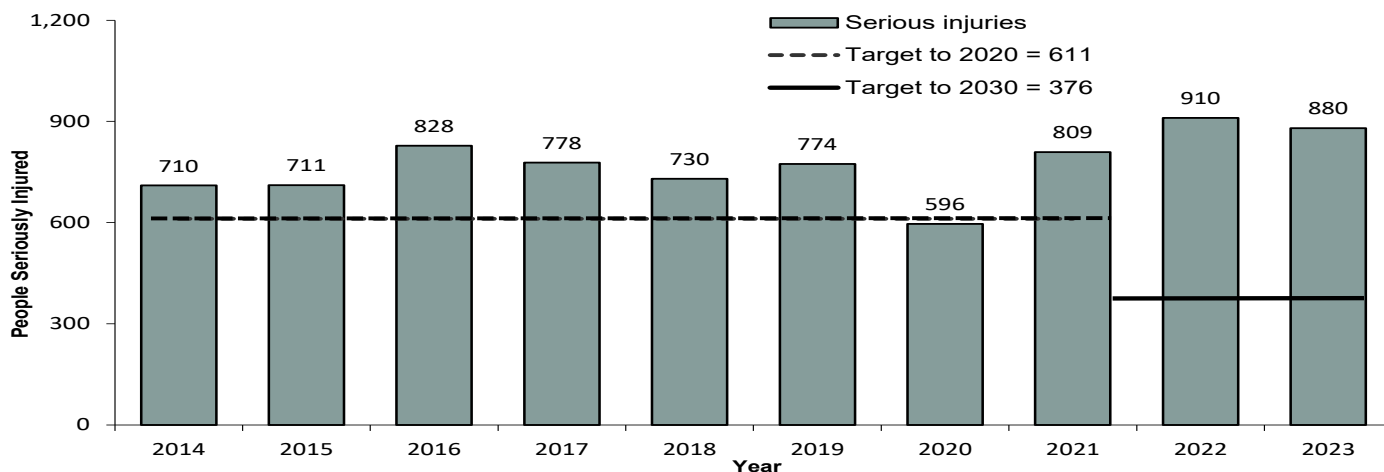
Target A: To reduce the number of people killed by at least 50%. The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 35 by 2030. The figure for 2023 shows the number of fatalities was 36 above the 2030 target.

Fatality reduction target for 2030



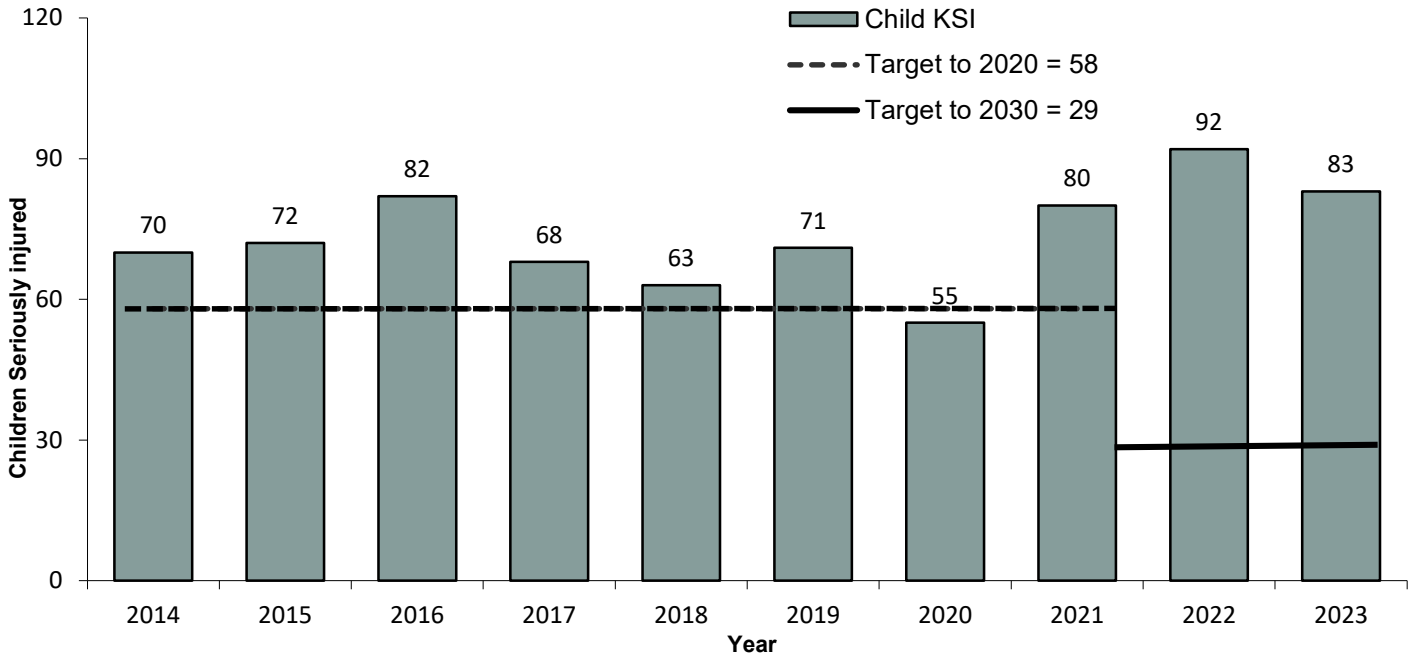
Target B: To reduce the number of people seriously injured by at least 50%. The Department for Infrastructure Northern Ireland Road Safety Strategy aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 376 by 2030. There were 880 people seriously injured in 2023 which was 504 more than the target.

Seriously injured reduction target for 2030



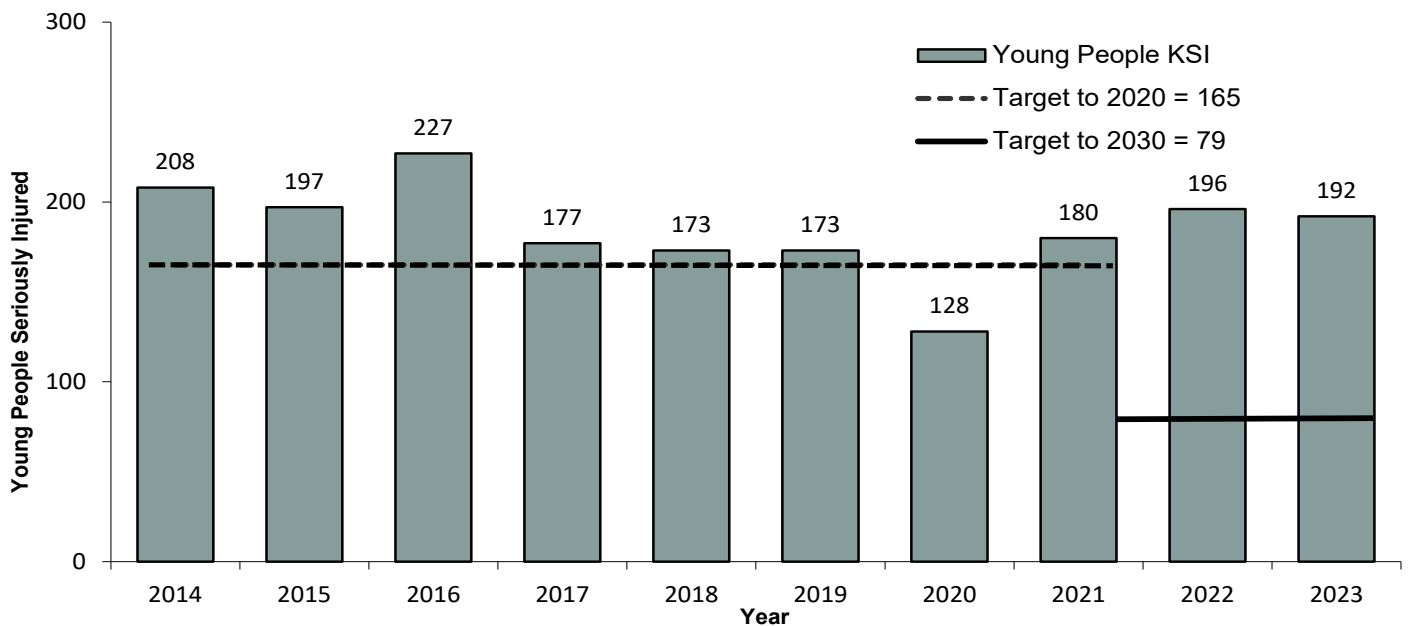
Target C: To reduce the number of children KSI by 60%. The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland’s roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The 2023 figure was 54 child KSI above the target.

Child (under 16) KSI casualty reduction target for 2030



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 192 KSI in 2023 was 113 above the target.

Young people (16-24) KSI casualty reduction target for 2030



Section 1 – Casualty Information

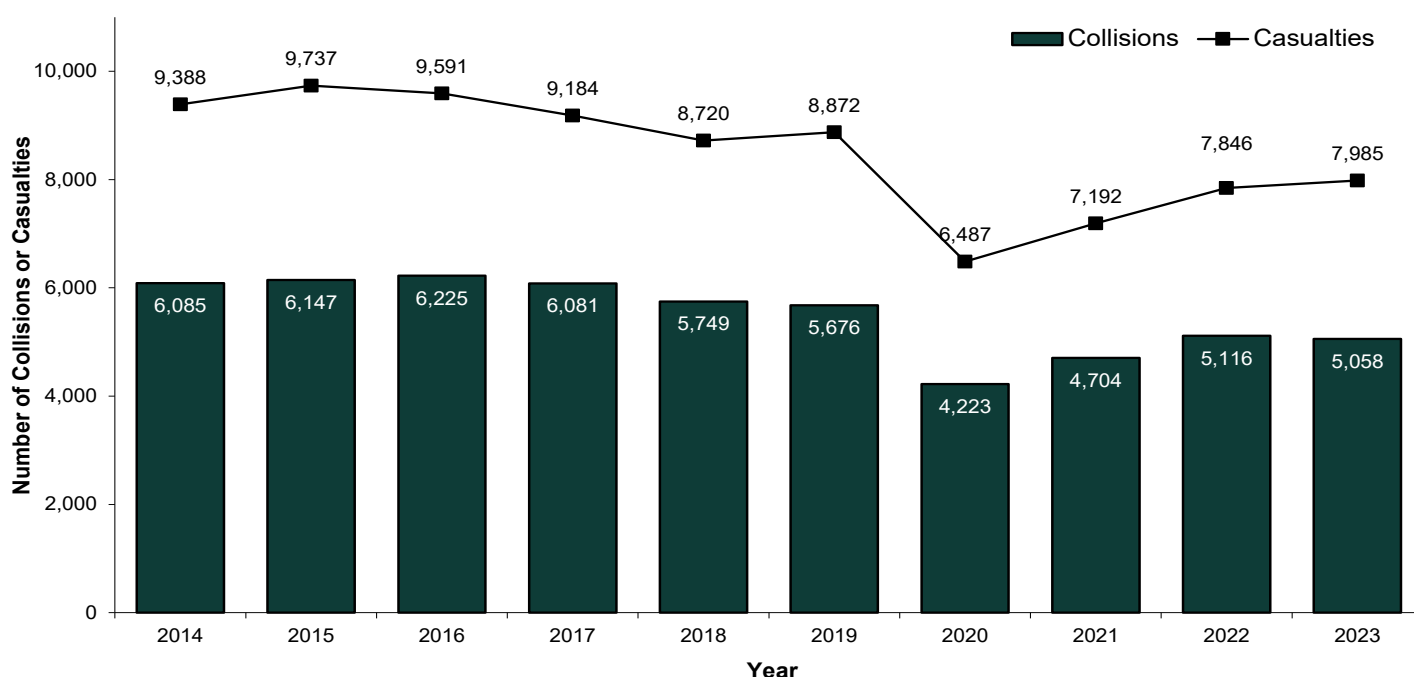
Ten year trends – all collisions and casualties

Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2014-2023

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2014	74	577	5,434	6,085	79	710	8,599	9,388
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

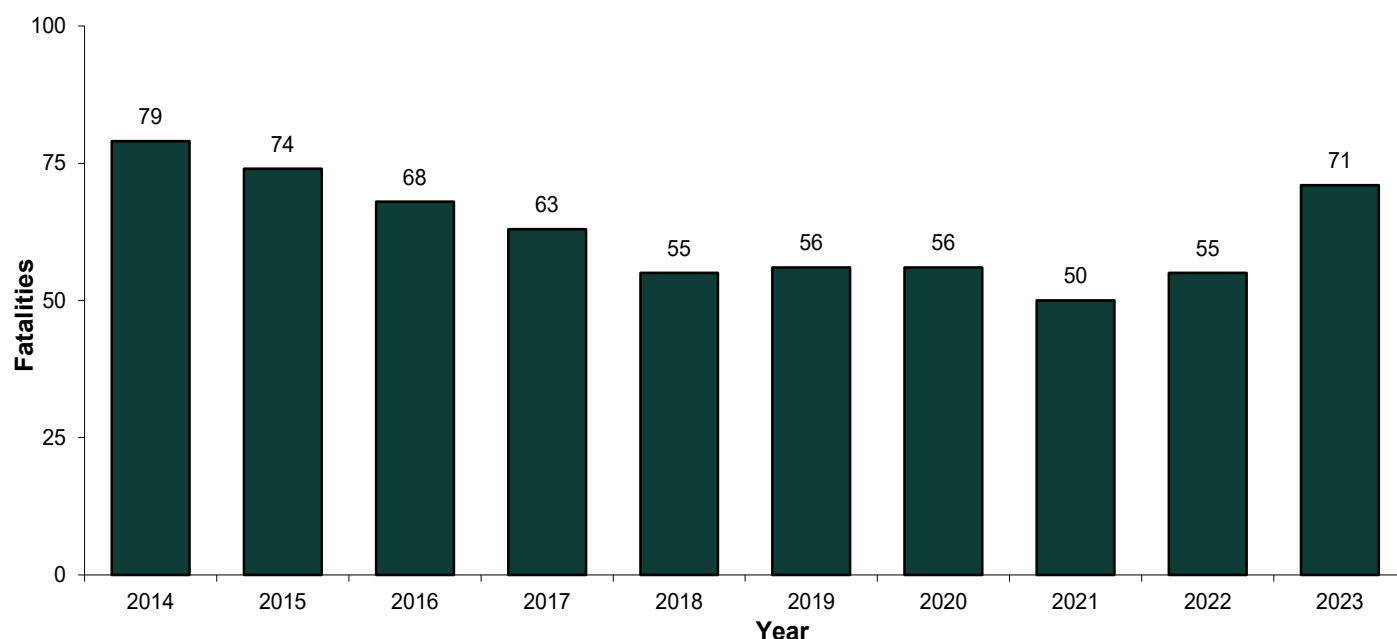
- The 5,058 injury road traffic collisions reported to the police in 2023 remains below pre-covid levels and was 58 fewer collisions than recorded in 2022. The reduction in collisions and casualties evident throughout the Covid period should be seen in the context of overall traffic volumes which were 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 7,985, was also below pre-covid levels but was 139 casualties more than recorded in 2022.

Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2014 to 2023



Fatalities – Trends over the last 10 years

Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2014 to 2023



- The number of fatalities decreased from 79 in 2014 to 50 in 2021 but has shown an increase of 21 fatalities to the 71 recorded for 2023. 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 301 more than in 2023. (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 2014–2023

Road user type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians	18	19	15	15	16	17	6	8	16	20
Drivers of motor vehicles	30	31	31	25	23	26	25	20	23	21
Motorcyclists	13	4	4	9	7	3	8	14	9	13
Pedal Cyclists	3	0	3	2	1	2	4	0	1	2
Passengers	12	17	12	11	7	8	8	8	6	11
Pillion Passengers	1	0	1	0	0	0	1	0	0	0
Other road users	2	3	2	1	1	0	4	0	0	4
Total	79	74	68	63	55	56	56	50	55	71

- Drivers of motor vehicles were the largest casualty class for fatalities in 2023, accounting for 21 people killed, which was two fewer than in 2022.
- There were 35 vulnerable road users killed comprising the deaths of 20 pedestrians, 13 motorcyclists and 2 pedal cyclists. This was nine more deaths amongst vulnerable road users than in 2022 and 1 more than the 34 fatalities of vulnerable road users in 2014.
- The number of motorcyclists killed in 2023 (13) increased by four from the 9 recorded in 2022. The number of pedestrians fatally injured was 20 in 2023, which was over three times the recorded number in 2020 (6). There were two recorded pedal cyclist fatalities in 2023.

Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2014–2023

Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2014	4	0	4	18	3	21	9	0	9	13	1	14	6	3	9	13	9	22	63	16	79
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

M=Male F=Female T=Total

- Of the 71 people killed on Northern Ireland’s roads in 2023, 52 were male and 19 female. This is typical of the historically recorded pattern where males accounted for a higher proportion of fatalities than females.
- There were 3 children (under the age of 16) killed on Northern Ireland’s roads in 2023. This was equal to the number of child fatalities recorded in the previous three years.
- The number of road deaths for the 65+ age group was 18, which was eight more than the 10 recorded in 2022. This age group accounted for a quarter of road fatalities in 2023 (25.4%).
- Compared with ten years ago, the largest decrease in fatalities was in the 16-24 age group which decreased from 21 deaths in 2014 to 14 deaths in 2023. See chart comparing 2023 with 2014 below.

Figure 1.3 Road fatalities by age group 2014 compared with 2023

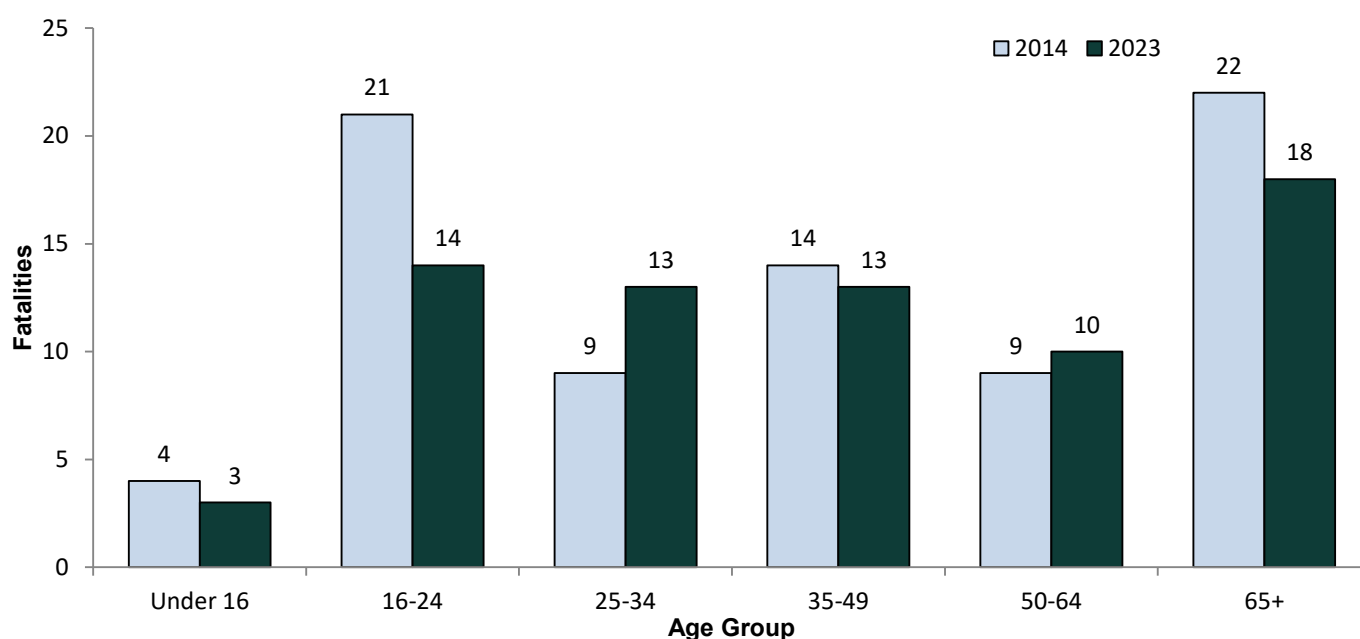


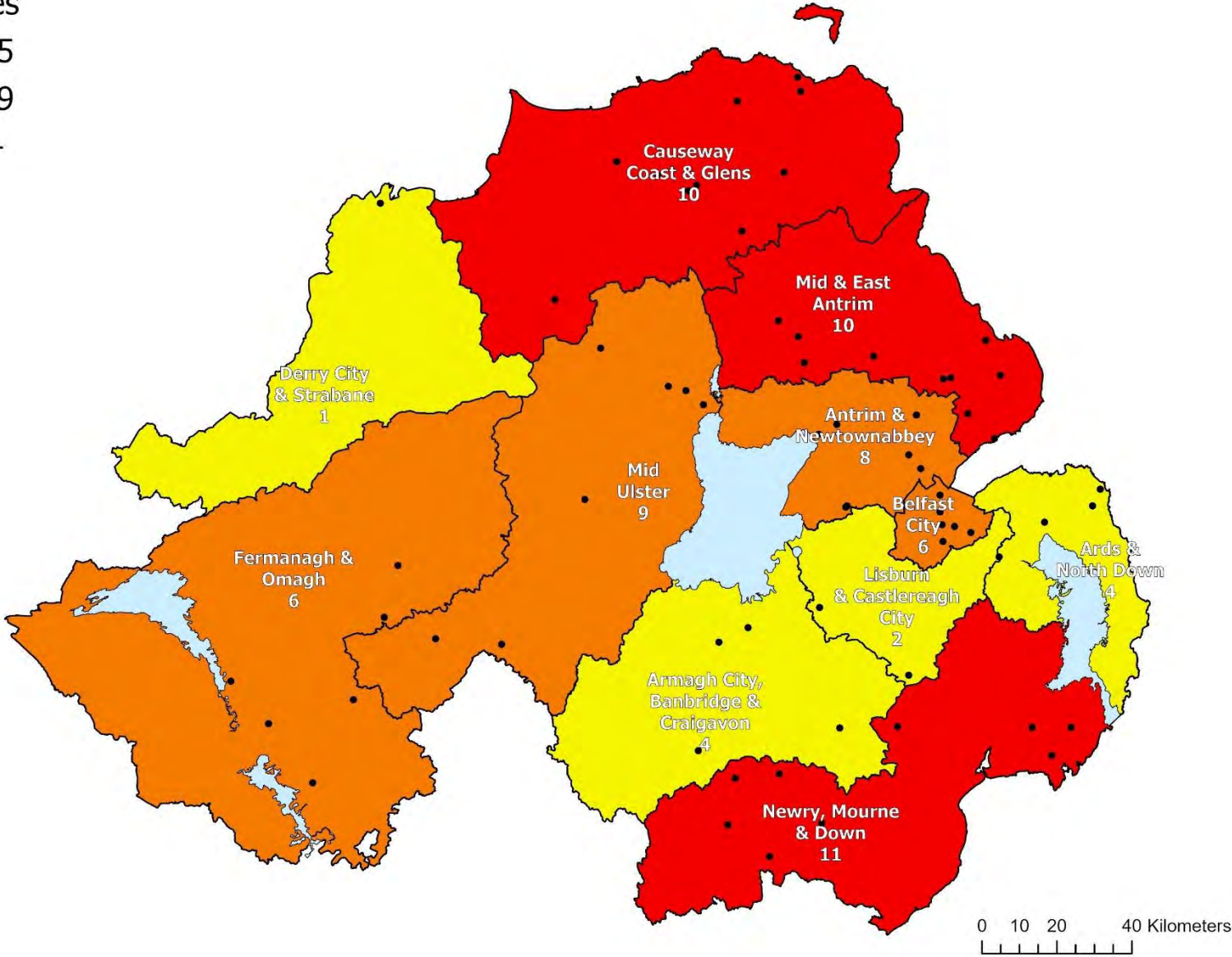
Table 1.4 Fatalities by Police Area and District 2014–2023

District	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Belfast City	7	6	3	3	4	4	3	3	7	6
Derry City & Strabane	5	4	7	5	2	1	2	2	2	1
Antrim & Newtownabbey	2	6	8	2	3	8	3	6	3	8
Ards & North Down	4	5	7	4	6	4	5	7	3	4
Causeway Coast & Glens	9	8	8	6	6	9	7	9	4	10
Lisburn & Castlereagh City	8	5	3	7	5	3	4	2	1	2
Mid & East Antrim	4	6	3	6	2	2	7	4	3	10
Armagh City, Banbridge & Craigavon	7	9	10	6	10	7	7	4	3	4
Fermanagh & Omagh	11	8	10	6	8	3	3	5	9	6
Mid Ulster	7	9	3	5	4	8	6	4	13	9
Newry, Mourne and Down	15	8	6	13	5	7	9	4	7	11
Northern Ireland Total	79	74	68	63	55	56	56	50	55	71

- Newry, Mourne and Down had the highest number of road traffic fatalities in 2023 with 11 deaths.
- Derry City & Strabane has from 2018 recorded low numbers of fatalities, with 2 or fewer recorded for each year to 2023.
- Mid & East Antrim reported the largest increase over the year, increasing from 3 in 2022 to 10 in 2023. Conversely, Mid Ulster recorded fatalities decreased by 4, to 9 deaths in 2023.
- Looking further back to 10 years ago, six of the eleven districts had fewer deaths recorded in 2023 than in 2014.

Figure 1.4 Fatalities by Police District 2023

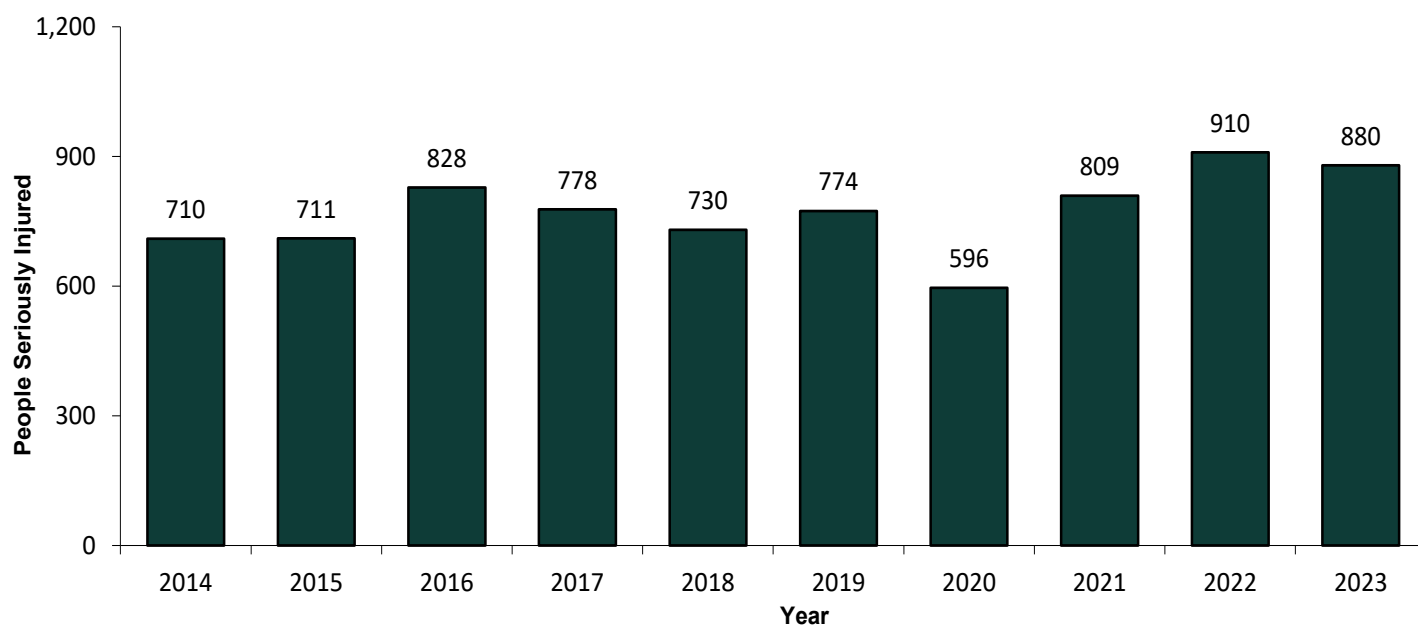
Fatalities
0 - 5
6 - 9
10+



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People seriously injured – Trends over the last 10 years

Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2014 to 2023



- 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 880 people seriously injured on Northern Ireland’s roads in 2023 which was 30 fewer than the 910 recorded in 2022 (a decrease of 3.3%), but the second highest number recorded in the last ten years.

Table 1.5 Number of people seriously injured by road user type in Northern Ireland 2014–2023

Road user type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians	140	164	164	175	135	159	118	148	168	171
Drivers of motor vehicles	263	254	353	309	297	318	243	297	343	352
Motorcyclists	84	78	88	80	101	84	84	92	110	103
Pedal Cyclists	59	40	61	50	46	57	45	64	73	73
Passengers	155	163	156	149	134	144	92	185	196	161
Pillion Passengers	4	6	3	8	5	6	3	6	4	3
Other road users	5	6	3	7	12	6	11	17	16	17
Total	710	711	828	778	730	774	596	809	910	880

- Drivers of motor vehicles accounted for 40.0% of all seriously injured casualties in 2023. Pedestrians were next highest with 19.4%, followed by passengers (18.3%), motorcyclists (11.7%) and pedal cyclists (8.3%).
- All major categories of key road users in 2023 had more people seriously injured than recorded ten years ago in 2014. Drivers and pedestrians showed increases of 89 and 31 serious casualties respectively.

Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2014–2023^{1, 2}

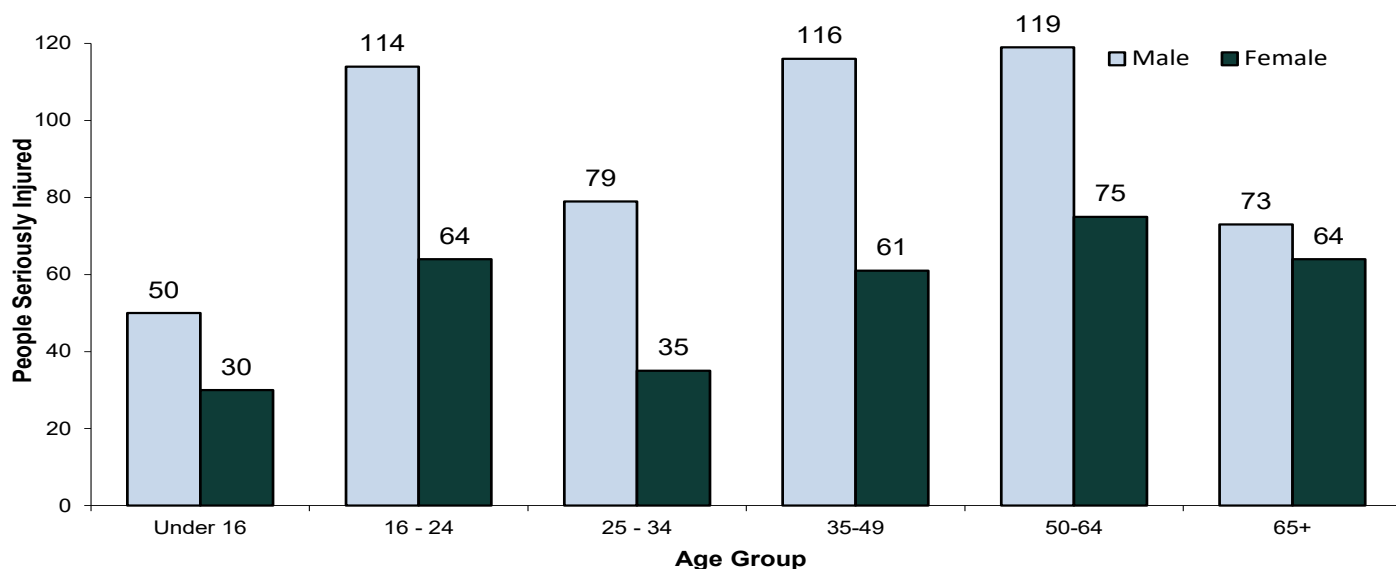
Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2014	40	26	66	127	60	187	89	33	122	105	34	139	73	37	110	35	46	81	472	238	710
2015	44	23	67	115	64	179	93	41	134	90	44	134	68	51	119	27	51	78	437	274	711
2016	47	31	78	146	65	211	75	40	115	110	56	166	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

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 - 2023



- Males accounted for more than three-fifths of people seriously injured (62.6%) in 2023.
- More males were seriously injured than females for all age groups in 2023. The proportion of males to females ranged from 69.3% for the 25 to 34 age group to 53.3% for the 65+ age group.
- The highest proportion of those seriously injured in 2023 was among those aged 50 to 64 with 194, representing 22.0% of those who were seriously injured during the year.
- Comparing 2023 to 2022, the number of people seriously injured increased across the 35 to 49 and 50 to 64 age groups, with decreases recorded in all other age groups.
- 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 2014–2023

District	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Belfast City	106	115	125	128	93	130	77	102	163	127
Derry City & Strabane	64	35	43	43	51	56	35	59	47	53
Antrim & Newtownabbey	43	45	55	56	60	63	42	47	61	67
Ards & North Down	52	45	51	61	51	57	37	57	65	80
Causeway Coast & Glens	73	58	78	63	58	80	44	55	76	55
Lisburn & Castlereagh City	57	63	73	55	65	48	54	74	91	77
Mid & East Antrim	46	62	64	63	46	46	46	61	51	74
Armagh City, Banbridge & Craigavon	76	95	98	77	99	81	74	106	100	91
Fermanagh & Omagh	46	44	85	61	50	60	56	67	57	76
Mid Ulster	53	69	59	66	67	77	51	78	77	66
Newry, Mourne and Down	94	80	97	105	90	76	80	103	122	114
Northern Ireland Total	710	711	828	778	730	774	596	809	910	880

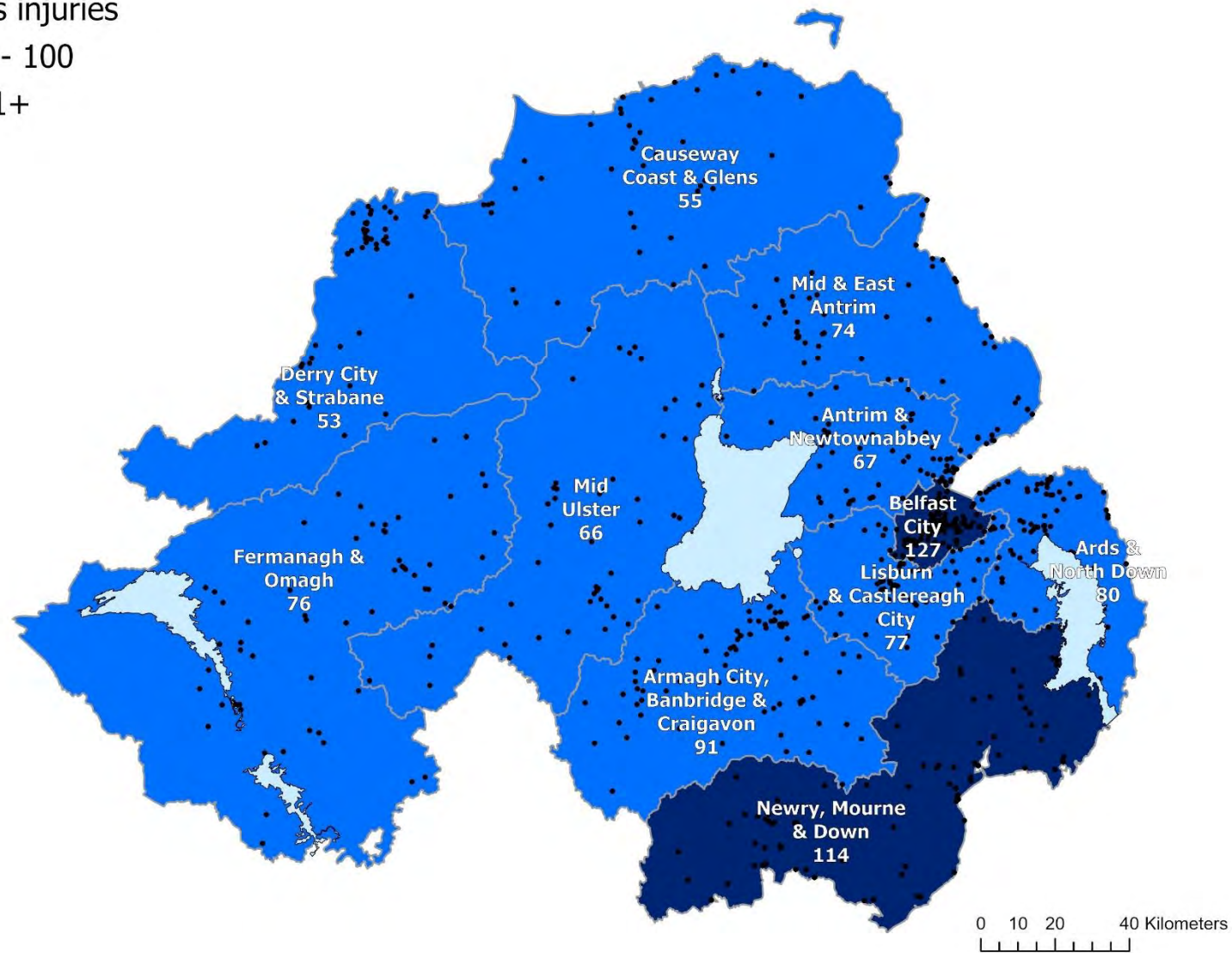
- Belfast City district had the largest number of people seriously injured in 2023 with 127 serious injuries recorded, while the district with the fewest was Derry City & Strabane with 53.
- In the context of the overall decrease in serious injuries, six of the eleven districts had fewer people seriously injured in 2023 compared with 2022, and only two districts had fewer serious casualties in 2023 when compared to 2014.

Figure 1.7 People seriously injured by Police District 2023

Serious injuries

51 - 100

101+

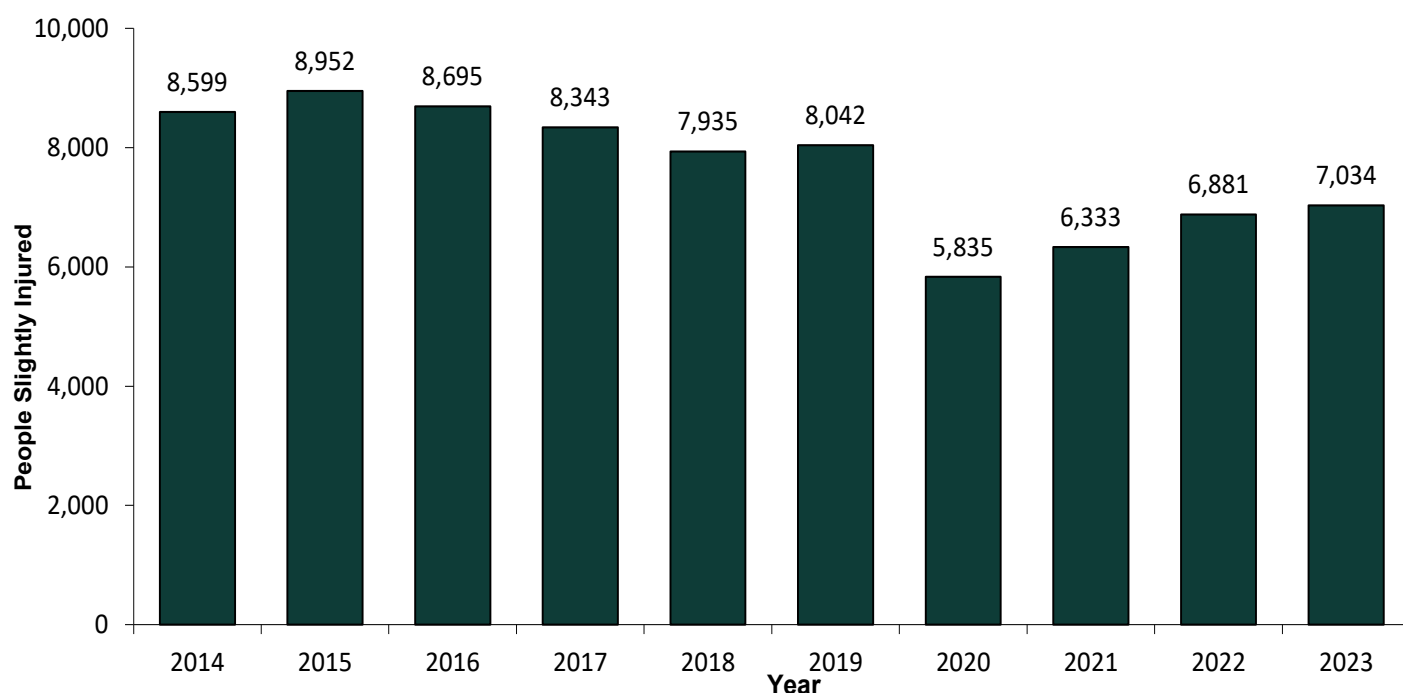


0 10 20 40 Kilometers

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People Slightly Injured – Trends over the last 10 years

Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2014 to 2023



- The number of people slightly injured increased in 2023, to 7,034 slight casualties. However, this was the fifth 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 2014 – 2023

Road user type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians	611	604	552	539	536	462	359	379	406	453
Drivers of motor vehicles	4,786	5,071	5,003	4,851	4,563	4,585	3,367	3,664	4,026	3,975
Motorcyclists	192	202	193	185	185	185	118	185	181	158
Pedal Cyclists	271	239	266	267	240	231	207	218	230	189
Passengers	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206
Pillion Passengers	7	4	6	7	9	6	4	9	10	4
Other road users	47	51	50	41	51	53	46	39	54	49
Total	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034

- When comparing 2023 to 2014, slight injuries decreased across all key road user groups. There was an overall decrease of 18.2% in slight injuries from 2014 to 2023.
- Drivers showed the largest decrease in slight injuries since 2022, with a decrease of 51 slight injuries in 2023 compared to the previous year. Passengers showed an increase 232 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 2014 – 2023

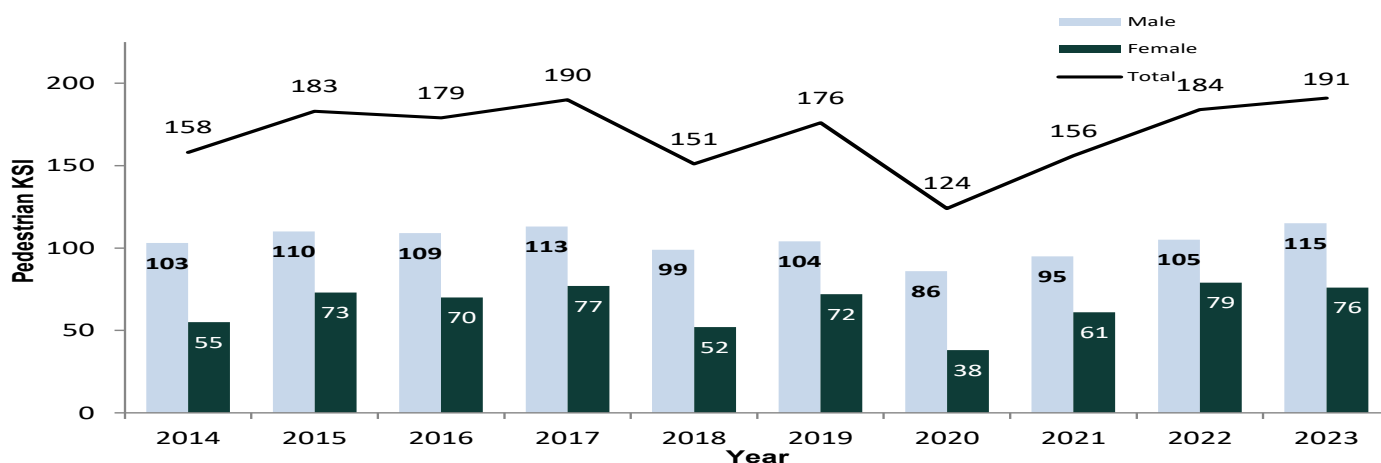
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	15	3	18	88	52	140	352	259	611	455	314	769
2015	9	10	19	101	63	164	346	258	604	456	331	787
2016	13	2	15	96	68	164	303	249	552	412	319	731
2017	11	4	15	102	73	175	289	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

Notes:

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

- There were 644 pedestrian casualties recorded in 2023, which was 54 more than 2022 and 109 more than in 2021. However, this was still an overall reduction of 16.3% from the 769 recorded in 2014. This compares with a 14.9% reduction in casualties overall during the last ten years.
- The 20 pedestrians killed in 2023 was four more than recorded for 2022 and returns to similar levels to 2014 and 2015. As with previous years, the majority of pedestrian casualties recorded in 2023 were male, accounting for three-fifths (60.1%) of pedestrian casualties overall.
- The under 16 age group accounted for the highest number of pedestrians killed or seriously injured with 44 (23.0%) out of the 191 pedestrian KSI casualties recorded in 2023 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2014.
- In June 2019, DfI published more detailed analysis of [pedestrian KSI casualties 2013-2017](#).

Figure 1.9 Pedestrians killed or seriously injured by gender 2014 – 2023



Pedal cyclists

Table 1.10 Number of pedal cyclist casualties by severity of injury 2014 – 2023

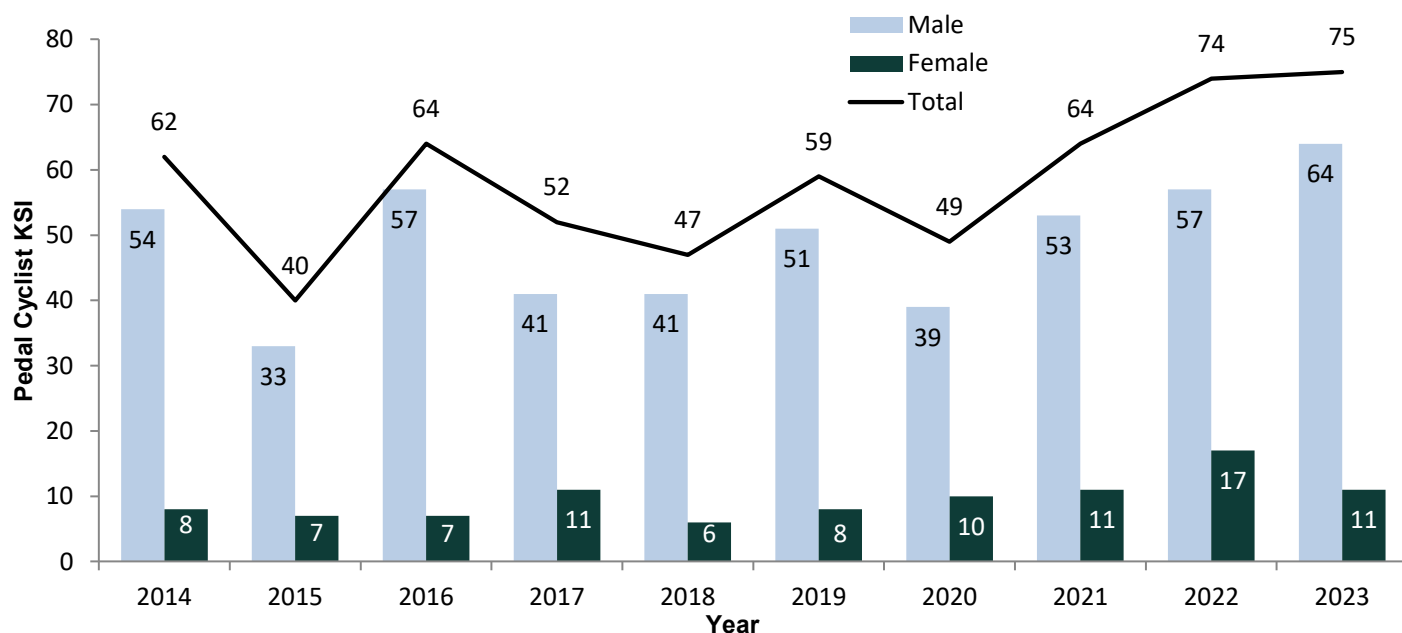
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	3	0	3	51	8	59	231	40	271	285	48	333
2015	0	0	0	33	7	40	203	36	239	236	43	279
2016	3	0	3	54	7	61	220	46	266	277	53	330
2017	2	0	2	39	11	50	222	45	267	263	56	319
2018	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

Notes:

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

- There were 264 pedal cyclist casualties in 2023, 40 fewer than in 2022 and 69 fewer than the 333 recorded in 2014.
- The 75 pedal cyclists killed or seriously injured in 2023 was 1 more than recorded in 2022. There were two pedal cyclist fatalities in 2023.
- The majority of pedal cycle casualties in 2023 were males, accounting for 84.8% of the total.
- Those aged 50-64 represented the largest proportion of pedal cyclist KSI casualties, at 32.0%. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2014.
- In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

Figure 1.10 Pedal cyclists killed or seriously injured by gender 2014 - 2023



Motorcyclists

Table 1.11 Number of motorcycle casualties by severity of injury 2014 – 2023

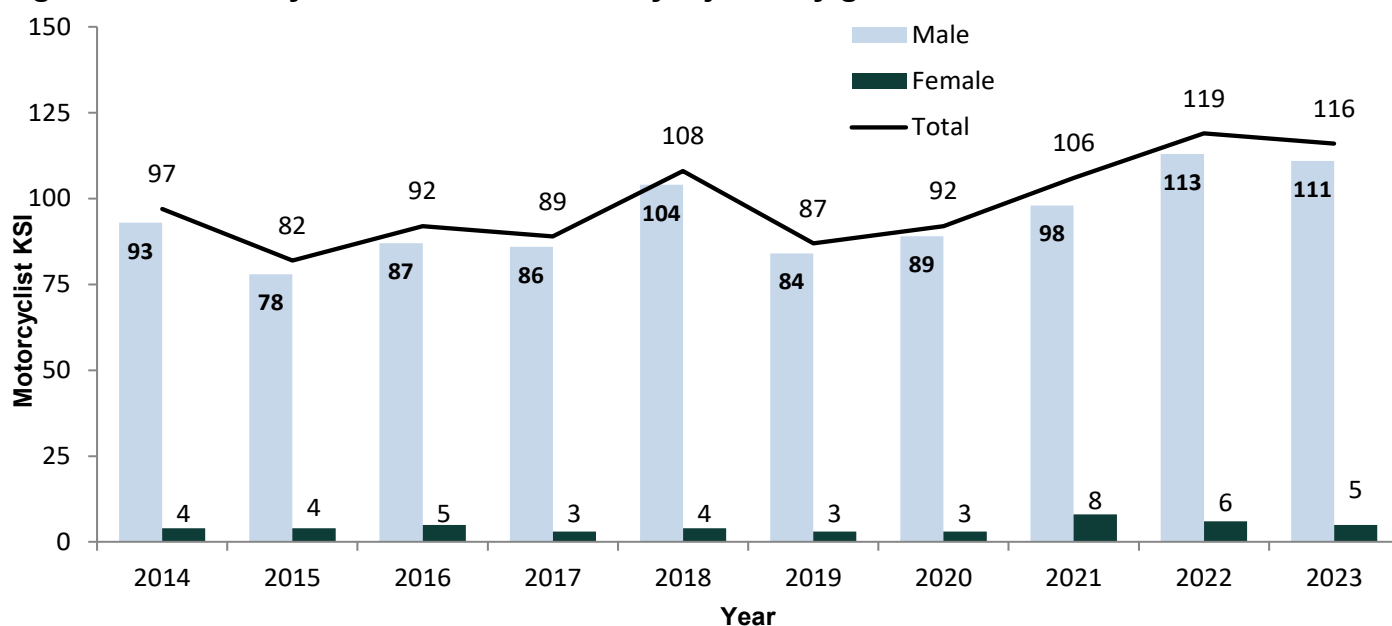
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	13	0	13	80	4	84	184	8	192	277	12	289
2015	4	0	4	74	4	78	189	13	202	267	17	284
2016	4	0	4	83	5	88	178	15	193	265	20	285
2017	9	0	9	77	3	80	175	10	185	261	13	274
2018	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

Notes:

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

- There were 274 motorcyclists injured in 2023, which was 26 fewer than 2022. Over the ten years between 2014 and 2023, the number of motorcyclist casualties has remained relatively static, except for in 2020 which was the initial covid period.
- There were 4 more motorcyclist fatalities in 2023 than in 2022.
- Most motorcyclist KSI casualties in 2023 were in the 35-49 and 50-64 age groups which accounted for 62 (53.4%) of the 116 recorded. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2014.
- Male motorcyclists accounted for 95.7% of all killed or seriously injured motorcyclists in 2023.
- In June 2021, DfI published more detailed analysis of [motorcyclist KSIs 2015-2019](#).

Figure 1.11 Motorcyclists killed or seriously injured by gender 2014 - 2023

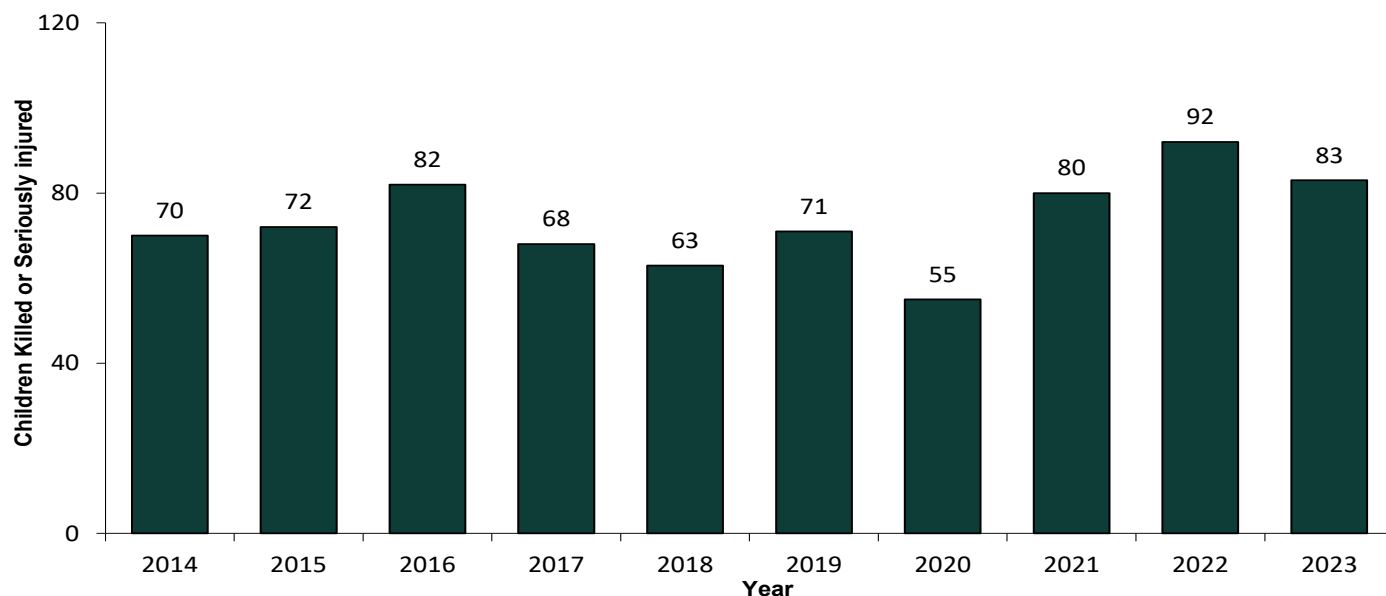


Casualties by selected age group

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 – 2014 to 2023



- In the context of the overall increases, the 83 children (under 16) killed or seriously injured in 2023 was down by 9 on 2022, and up by 13 when compared with 2014.

Table 1.12 Number of child casualties by gender and severity of injury 2014 – 2023

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	4	0	4	40	26	66	438	388	827	482	414	897
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

Notes:

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

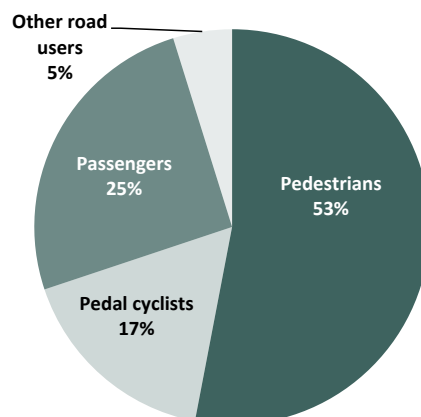
- The total number of child casualties increased by 62 over the year, to 831 in 2023, which is 7.4% lower than the 897 child casualties recorded in 2014.
- Over three-fifths (61.4%) of child KSI casualties in 2023 were male, while for all child casualties the proportion by gender was much more even with slightly over half (52.0%) being male.

Table 1.13 Child casualties by road user type & severity of injury in Northern Ireland 2014 – 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Killed										
Pedestrians	3	2	3	2	2	0	1	3	1	3
Pedal cyclists	1	0	0	0	0	0	1	0	1	0
Passengers	0	3	1	0	1	1	0	0	1	0
Other road users	0	0	0	2	0	0	1	0	0	0
Total	4	5	4	4	3	1	3	3	3	3
Seriously Injured										
Pedestrians	34	37	50	50	38	34	29	42	48	41
Pedal cyclists	10	4	6	4	5	11	7	6	3	14
Passengers	21	22	19	8	16	24	15	22	32	21
Other road users	1	4	3	2	1	1	1	7	6	4
Total	66	67	78	64	60	70	52	77	89	80
KSI										
<i>Pedestrians</i>	37	39	53	52	40	34	30	45	49	44
<i>Pedal cyclists</i>	11	4	6	4	5	11	8	6	4	14
<i>Passengers</i>	21	25	20	8	17	25	15	22	33	21
<i>Other road users</i>	1	4	3	4	1	1	2	7	6	4
Total	70	72	82	68	63	71	55	80	92	83
Slightly Injured										
Pedestrians	169	161	145	137	126	113	89	90	109	105
Pedal cyclists	32	43	46	44	33	50	53	44	30	35
Passengers	623	643	676	611	576	650	443	427	525	595
Other road users	3	6	5	4	6	5	4	15	13	13
Total	827	853	872	796	741	818	589	576	677	748
All Casualties										
Pedestrians	206	200	198	189	166	147	119	135	158	149
Pedal cyclists	43	47	52	48	38	61	61	50	34	49
Passengers	644	668	696	619	593	675	458	449	558	616
Other road users	4	10	8	8	7	6	6	22	19	17
Total	897	925	954	864	804	889	644	656	769	831

- Four-fifths of all child casualties (80.1%) were passengers in motor vehicles in 2023, over half (53.0%) of children killed or seriously injured during the year were pedestrians.

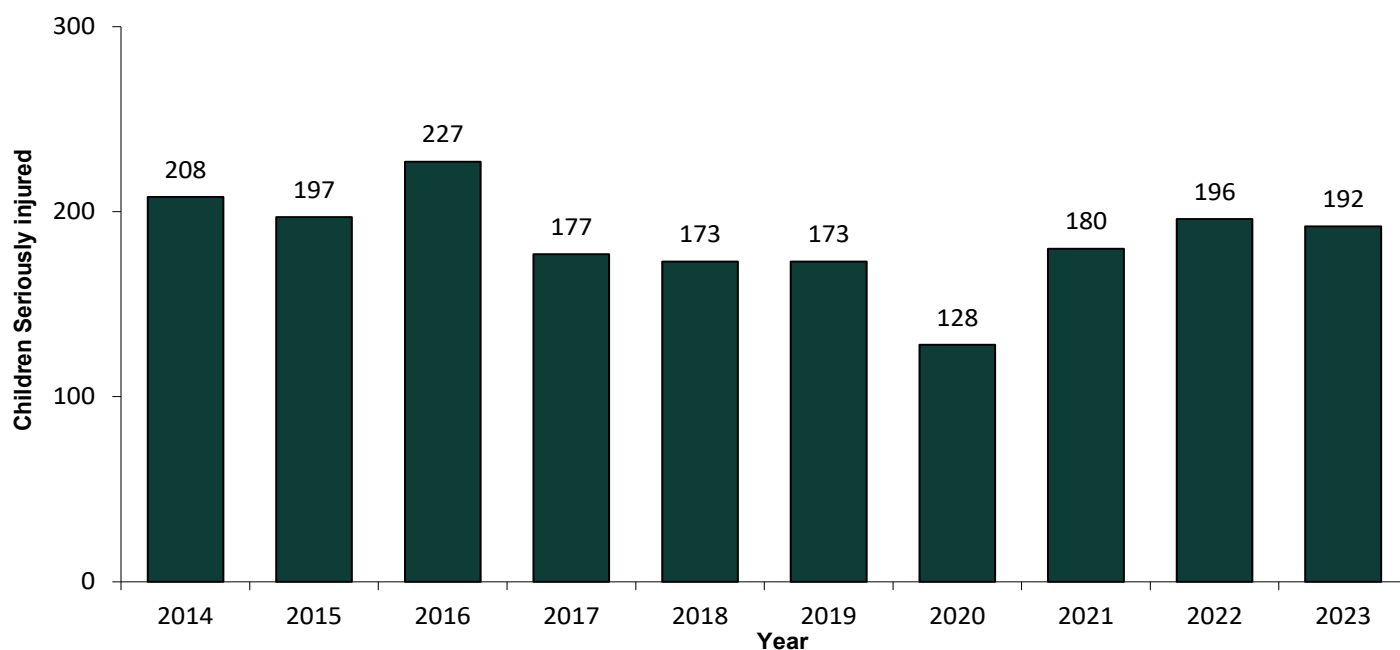
Figure 1.13 Child casualties killed or seriously injured by road user type 2023¹



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 – 2014 to 2023



- The 192 KSI casualties of young people (those aged between 16 and 24) was 4 fewer than the 196 recorded in 2022. These changes should be viewed in the context of the wider casualty increases in 2023.

Table 1.14 Number of casualties of young people by gender and severity of injury 2014 – 2023

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	18	3	21	127	60	187	1,009	947	1,956	1,154	1,010	2,164
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

Notes:

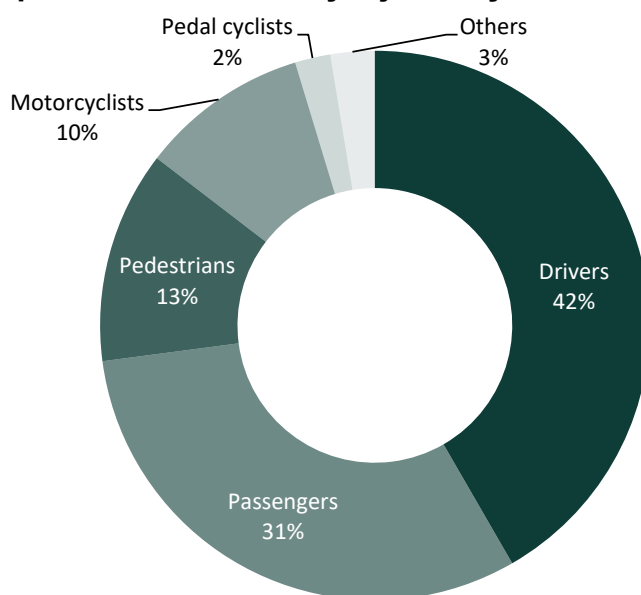
1. Unknown or missing gender are not presented in the table but are counted in the total

- In 2023 there were 14 fatalities of young people, which was three more than in the previous year and 7 fewer than the number recorded in 2014 (21 fatalities).
- Over half of all young casualties were males (54.8%), while nearly two-thirds of young KSI casualties were male (65.1%).
- In 2023, there were 524 fewer young people who were casualties in a road traffic collision than in 2014. Fatalities, seriously injured and slightly injured reduced by 7, 9 and 508 respectively.

Table 1.15 Number of young people killed or seriously injured by road user type 2014 – 2023

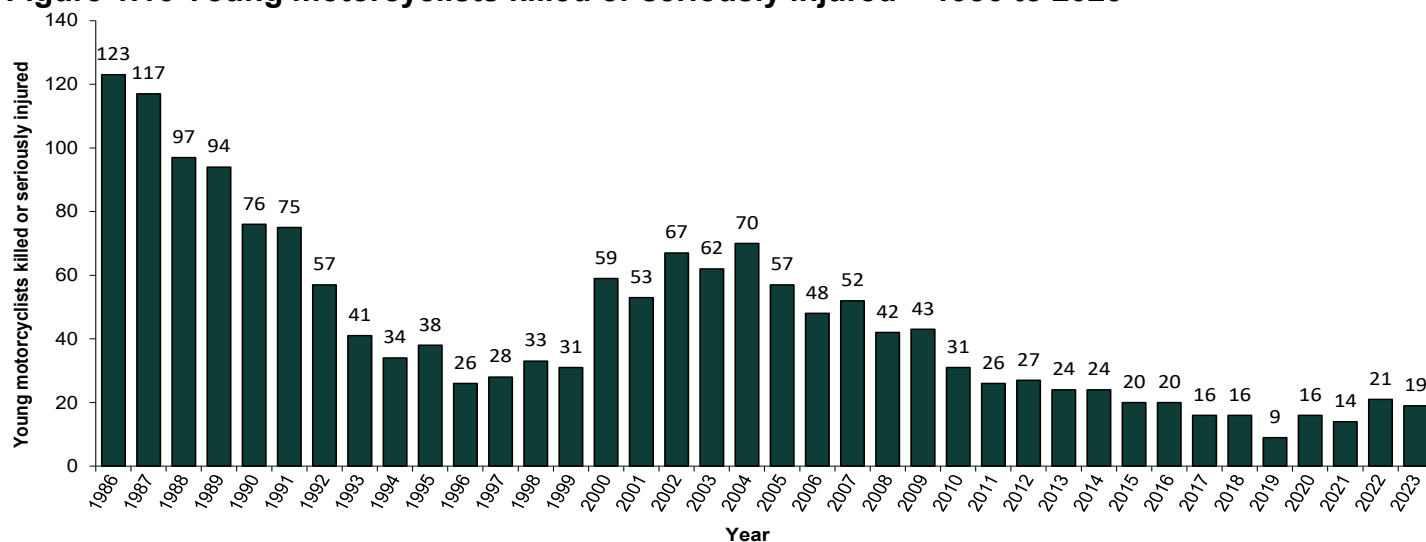
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
KSI										
Pedestrians	19	33	23	26	22	24	16	23	24	24
Drivers of motor vehicles	96	72	105	80	79	75	62	64	83	80
Motorcyclists	24	20	20	16	16	9	16	14	21	19
Pedal cyclists	5	4	8	2	4	4	4	6	4	4
Passengers	62	66	66	49	49	58	26	69	54	60
Pillion Passengers	2	1	4	2	1	2	2	2	0	0
Other road users	0	1	1	2	2	1	2	2	10	5
Total	208	197	227	177	173	173	128	180	196	192

Figure 1.15 Young people killed or seriously injured by road user type - 2023



- The most common casualty class for young people killed or seriously injured in 2023 were drivers, with 80 out of the 192 KSI casualties being from this category (41.7%).
- The number of young motorcyclists killed or seriously injured in 2023 was 19. This was a decrease of 5 on the number recorded in 2014. 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 2023



Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2014 – 2023

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	13	9	22	35	46	81	284	327	611	332	382	714
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

Notes:

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

- There were 782 older people (those aged 65 plus) injured in 2023, including 18 fatalities and 137 seriously injured.
- The annual increase in casualty levels during the current reporting period is reflected among this older age group. However, the total casualties in 2023 was 102 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 2023

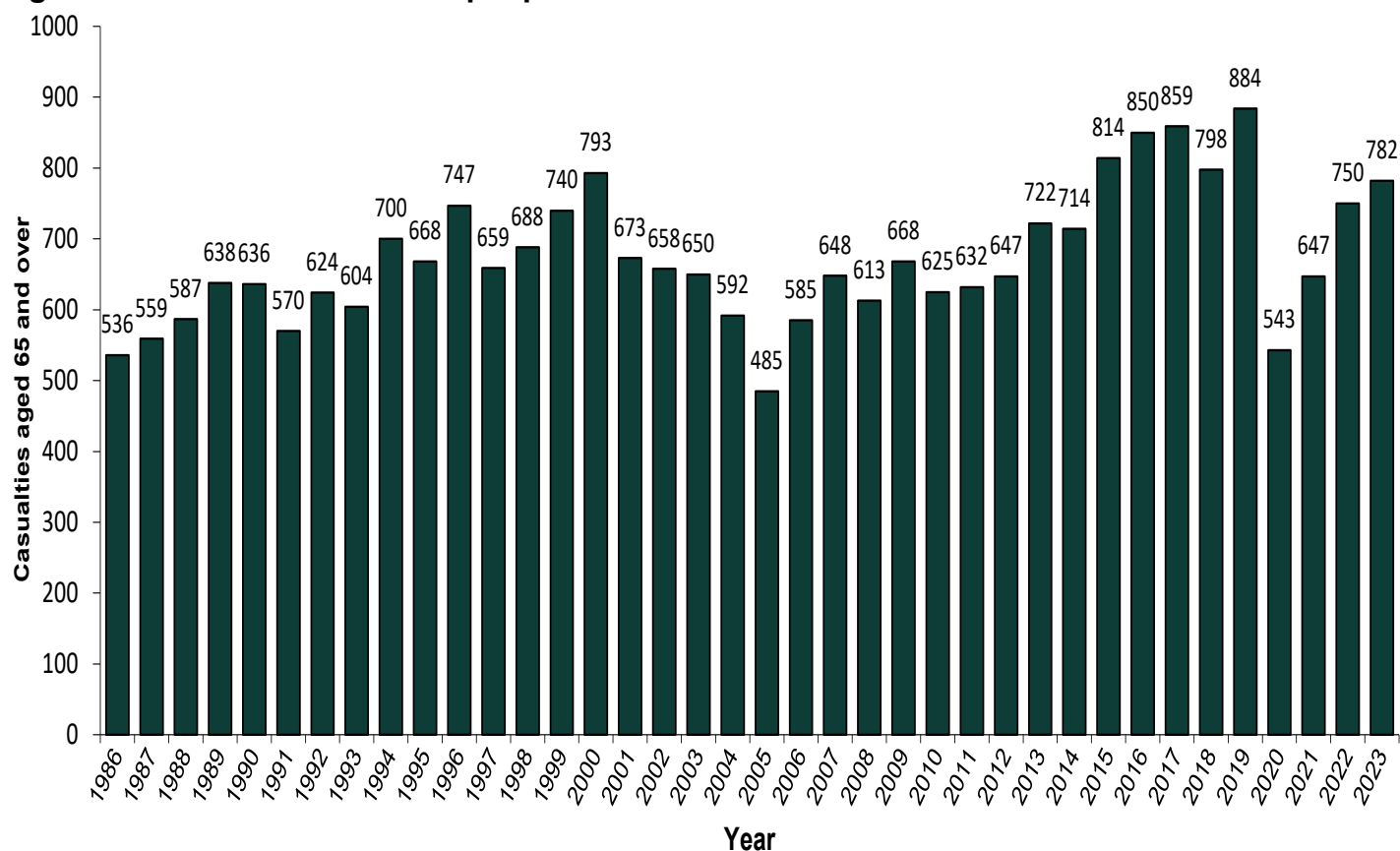


Table 1.17 Number of older people killed or seriously injured by road user type 2014 – 2023

Road User Type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
KSI										
Pedestrians	38	29	39	42	30	47	22	29	39	43
Drivers of motor vehicles	38	36	64	57	53	63	45	48	72	62
Motorcyclists	2	3	6	5	8	2	5	5	11	11
Pedal cyclists	2	2	5	3	4	5	3	9	9	7
Passengers	21	25	19	29	23	25	18	22	36	28
Pillion Passengers	0	0	0	0	0	0	0	0	0	0
Other road users	2	3	0	1	2	1	2	5	1	4
Total	103	98	133	137	120	143	95	118	168	155

- In terms of road user category, drivers accounted for the highest number of KSI casualties of older people in 2023 with 62 recorded (40.0%).
- In July 2021, DfI published more detailed analysis of [older driver KSIs 2010-2019](#).