

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

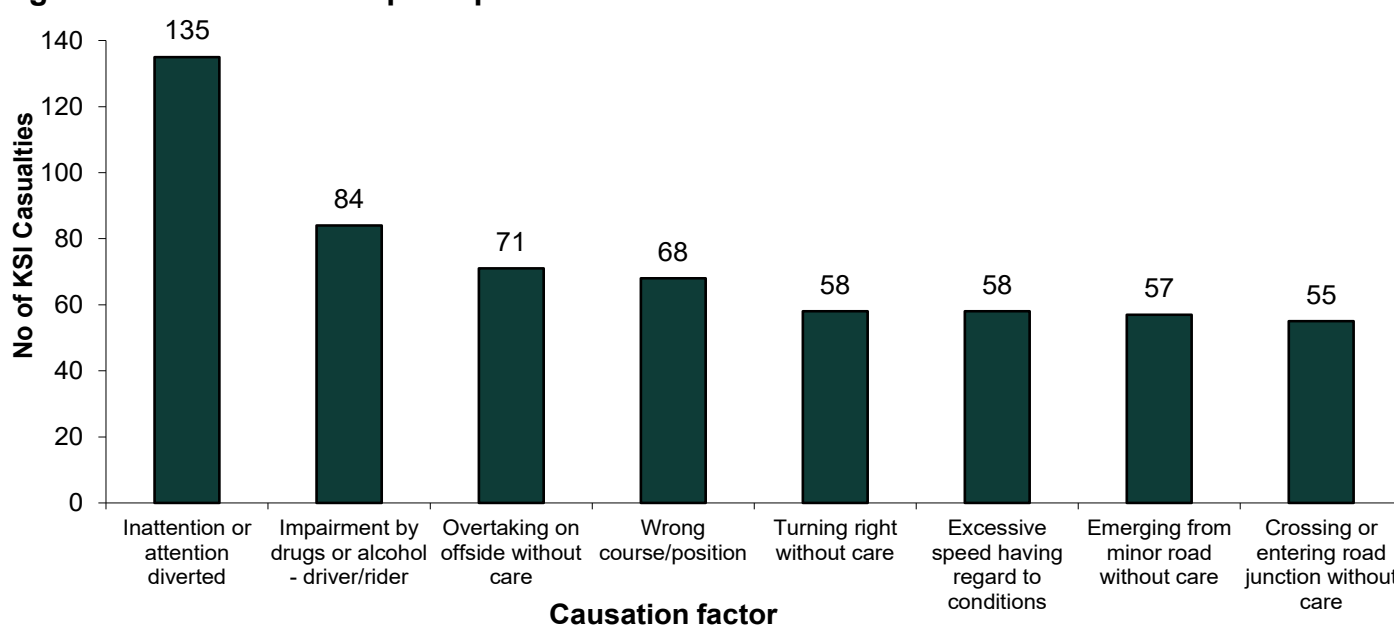
Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2023 were ‘inattention or attention diverted’ (135 KSI casualties), followed by ‘impairment by drugs or alcohol - driver/rider’ (84 KSI casualties) and ‘overtaking on offside without care’ (71 KSI casualties). These 3 causations were responsible for 30.5% of all KSI casualties in 2023.
- The most common principal causation factors for all casualties were ‘inattention or attention diverted’ (1,320 casualties) followed by ‘driving too close’ (1,052 casualties) and ‘emerging from minor road without care’ (590 casualties). These three causations alone were responsible for over one-third (37.1%) of all casualties in 2023.

Table 2.1 Most common principal causation factors in road traffic collisions 2023

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	823	135	1,185	1,320
Driving too close	638	17	1,035	1,052
Emerging from minor road without care	378	57	533	590
Impairment by drugs or alcohol - driver/rider	285	84	375	459
Crossing or entering road junction without care	284	55	426	481
Turning right without care	255	58	384	442
Wrong course/position	205	68	331	399
Overtaking on offside without care	187	71	252	323
Changing lane without care	176	15	246	261
Excessive speed having regard to conditions	156	58	250	308

Figure 2.1 Most common principal causation factors for KSI casualties 2023



- The top three principal causation factors for all casualties remain unchanged between 2012 and 2023. Appendix 5 provides a longer-term overview of the causation factors for casualties.

Table 2.2 Selected causation factors for KSI casualties 2014 – 2023

Year	Impaired by alcohol or drugs - driver/rider			Careless Driving ¹			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2014	16	62	78	35	350	385	14	74	88
2015	8	64	72	32	373	405	14	67	81
2016	17	64	81	32	449	481	8	85	93
2017	8	76	84	29	424	453	13	72	85
2018	9	69	78	25	427	452	10	61	71
2019	6	64	70	21	465	486	11	60	71
2020	6	40	46	34	349	383	6	53	59
2021	5	97	102	27	459	486	4	47	51
2022	5	76	81	28	576	604	4	54	58
2023	5	79	84	37	539	576	5	53	58

- There were 37 deaths attributed to careless driving¹ in 2023, which was 9 more than in 2022. It was 32 higher than deaths attributed to excessive speed and 32 higher than deaths due to impairment of the driver/rider.
- The 5 deaths due to excessive speed in 2023 was the second lowest recorded for this causation in the last ten years. Similarly, 5 deaths due to impairment by alcohol / drugs was the lowest recorded over the same time period.
- There were 576 KSI casualties in 2023 which were attributed to careless driving¹ compared to 84 for impairment by alcohol or drugs – driver/rider and 58 for excessive speed.
- Not all collisions are assessed to be the fault of the driver as evidenced by the table below. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2023

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	68	217	285	84	375	459
Excessive speed having regard to conditions	41	115	156	58	250	308
Careless driving ¹	482	3,184	3,666	576	5,360	5,936
Other driver rider fault	46	166	212	48	278	326
Total	637	3,682	4,319	766	6,263	7,029
Passenger Fault	2	29	31	2	31	33
Pedestrian Fault	98	172	270	99	192	291
Vehicle Defects	20	64	84	22	102	124
Obstructions	4	30	34	4	45	49
Physical/Road	20	93	113	21	139	160
Weather	24	142	166	31	212	243
Miscellaneous	6	35	41	6	50	56
Total	811	4,247	5,058	951	7,034	7,985

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

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

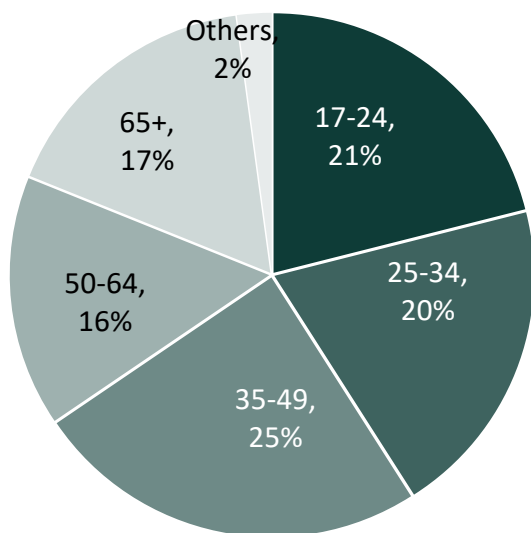
Table 2.4 Driver/rider responsibility¹ by age and gender 2023

Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	12	1	0	13	50	9	0	59
17 - 24	97	30	0	127	597	267	0	864
25 - 34	99	21	0	120	600	265	0	865
35 - 49	100	48	0	148	650	350	0	1,000
50 - 64	74	20	0	94	439	227	0	666
65+	64	37	0	101	363	187	1	551
Unknown	3	0	30	33	12	4	295	311
Total	449	157	30	636	2,711	1,309	296	4,316

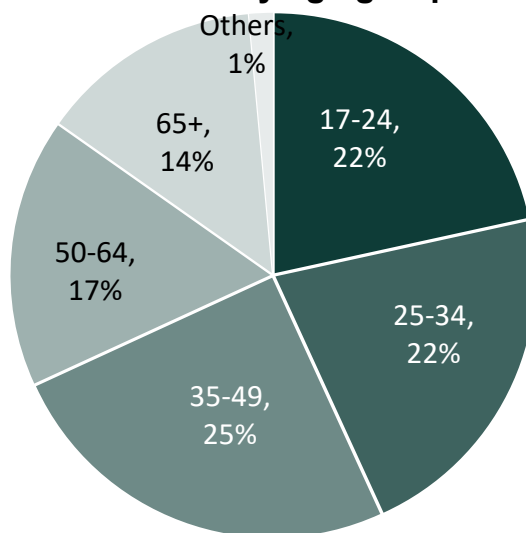
- Of the 636 fatal and serious collisions in 2023 where the causation was driver/rider responsibility¹, 449 were the responsibility of a male driver, 157 were caused by a female driver and 30 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 74.1% of fatal and serious collisions and 67.4% of collisions overall with driver/rider responsibility, where a gender is known.
- Drivers aged 35-49 were most likely to be responsible for fatal and serious collisions (25%), where age is known. See Figure 2.2 below.
- More males than females were responsible for all collisions and KSI collisions occurring in 2023 in each of the different age groups.

Figure 2.2 Drivers responsibility by age group¹, 2023

Drivers Responsible for fatal and serious collisions by age group



Drivers Responsible for overall collisions by age group



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

DfI has published a number of more detailed research reports relevant to RTC causation including:

- [Fatal and Serious \(KSI\) Road Traffic Collisions caused by Drink Driving, Northern Ireland 2018-2022](#)
- [Road safety issues in Northern Ireland](#)
- [KSI casualties caused by excessive speed in Northern Ireland, 2014-2018.](#)

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

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

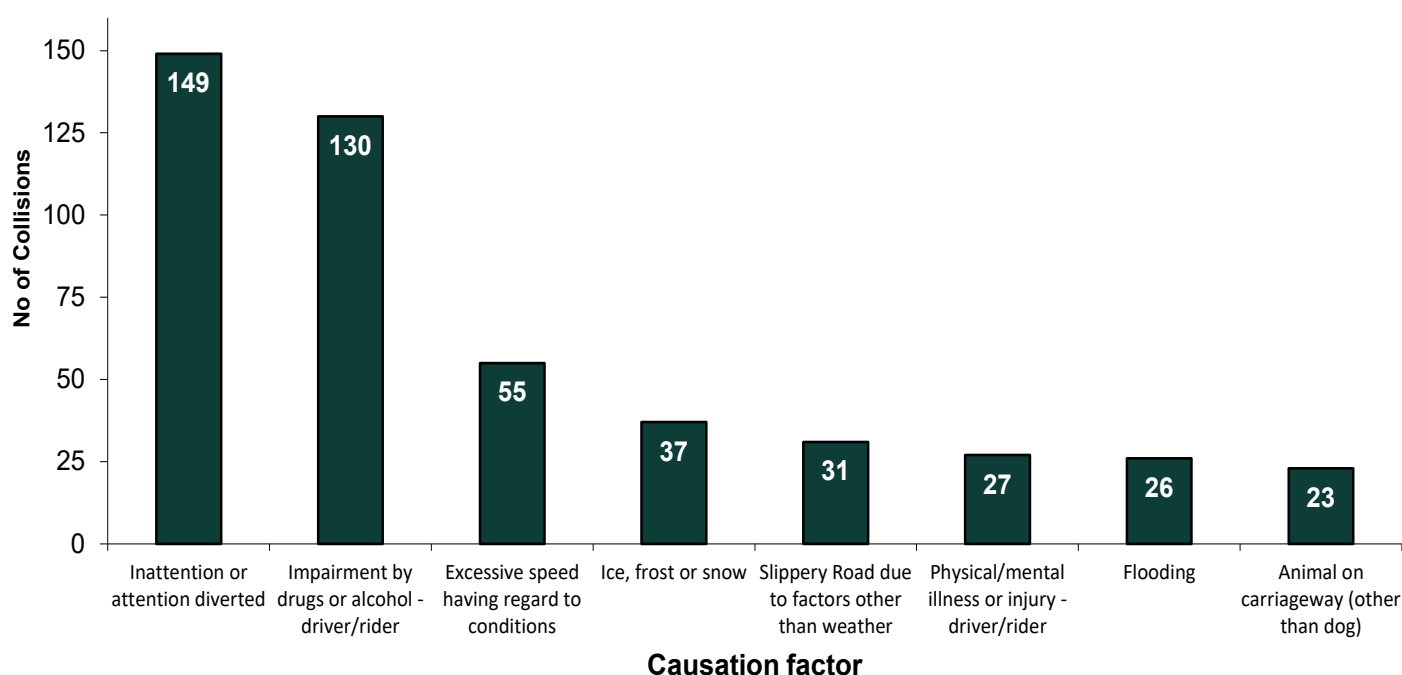
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2014 - 2023

Year	Number of single vehicle injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2014	19	140	815	974	20	173	1093	1,286
2015	16	127	790	933	18	150	1087	1,255
2016	21	162	737	920	22	186	952	1,160
2017	16	150	698	864	17	174	903	1,094
2018	15	127	638	780	15	149	820	984
2019	16	140	705	861	16	166	941	1,123
2020	14	115	504	633	14	121	640	775
2021	11	124	563	698	11	143	734	888
2022	11	154	544	709	11	183	738	932
2023	15	170	529	714	15	204	734	953

- There were 714 single vehicle collisions recorded in 2023, representing 14.1% of all collisions which was the third lowest proportion over the last 10 years.
- The proportions are relatively equal in terms of severity of injury with single vehicle collisions comprising over one-fifth (22.7%) of fatal collisions, similar to serious collisions (22.8%). However, the proportion for slight collisions is one in eight (12.5%).
- The most common causation factor for all single vehicle collisions occurring in 2023 was 'inattention or attention diverted' (149, 20.9%), followed by 'impairment by alcohol or drugs by drivers or riders' (130, 18.2%), and then 'excessive speed having regard to conditions' with 55 (7.7%). See Figure 2.3 below.
- In terms of causation, 'inattention or attention diverted' accounted for the highest number of those killed or seriously injured in single vehicle collisions with 57 KSIs, accounting for more than a quarter (26.0%) of the 219 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2023



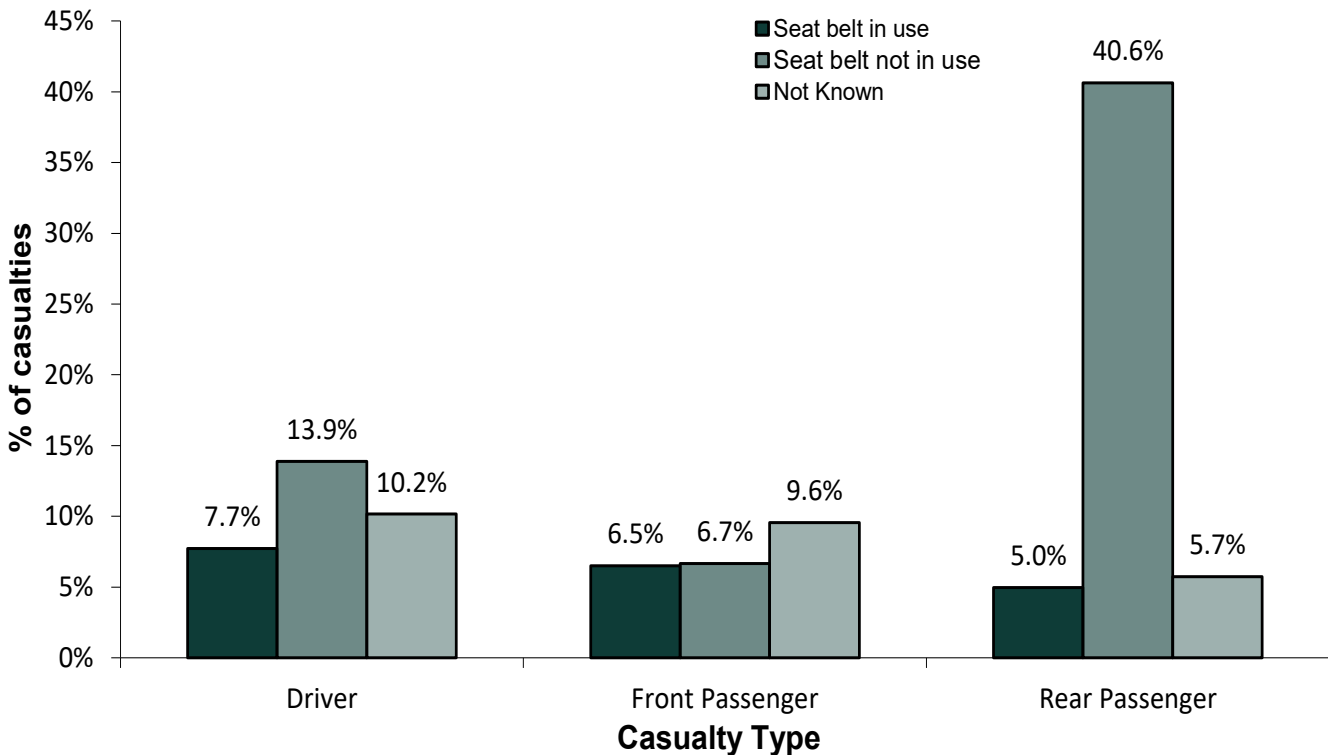
Seat belt wearing rates of those casualties involved in road traffic collisions

There were 4,293 drivers injured in vehicles in which a seat belt is normally worn. Of these 69.4% were wearing a seat belt at the time of the collision, 1.7% were not wearing a seat belt and for the remaining 28.9% it was unknown whether or not a seat belt was in use.

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

- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2023, 0.4% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 2.8% of driver casualties who were not wearing a seat belt. Similarly, 7.3% of driver casualties were seriously injured when wearing a seat belt compared to 11.1% of those not wearing a seat belt.
- Seatbelt status was known for 999 out of the 1,365 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 45 (4.5%) were not wearing a seat belt.
- Of the 864 rear seat passengers injured in 2023, seatbelt status was known for 637. Of these, 32 (5.0%) were not wearing a seat belt.
- Figure 2.4 shows that 7.7% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 13.9% of drivers who were not wearing a seatbelt. The difference was more pronounced for rear seat passengers, with 5.0% who were wearing a seatbelt killed or seriously injured compared with 40.6% who were not. The proportion of front seat passengers killed or seriously injured when comparing seatbelt usage shows a similar proportion of KSI incidence when a seatbelt was in use (6.5%) compared to where a seatbelt was not in use (6.7%).

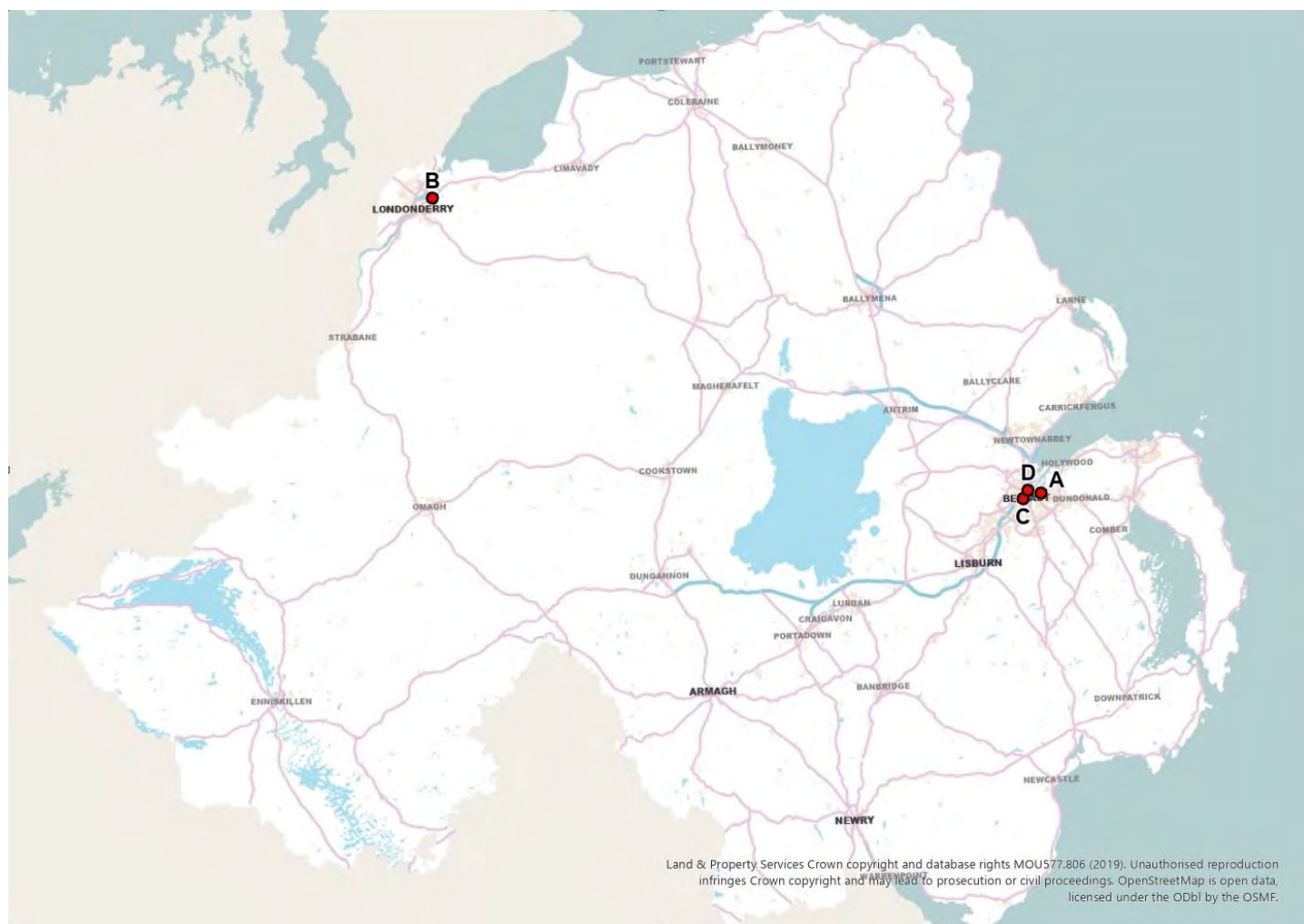
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2023



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

Where did collisions occur in 2023?

Figure 3.1: The top four collision sites in Northern Ireland within a 50 metre radius – 2023



Using mapping software it is possible to identify sites that have a high number of collisions within a specified distance. Using a radius of 50 metres the top 4 sites for all collisions identified occurring in 2023 were the following:

- **A – Sydenham By-Pass / Dee Street, Belfast City District.** There were 16 collisions within 50 metres of this junction.
- **B – Madams Bank Road / Caw Roundabout, Derry City and Strabane District.** There were 12 collisions within 50 metres of this junction.
- **C – Grosvenor Road / Durham Street, Belfast City District.** There were 10 collisions within 50 metres of this junction.
- **D – York Street / M2 Motorway On-Slip York Street, Belfast City District.** There were 10 collisions within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2023

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

Figure 3.2: Belfast City District fatal and serious collisions (Queen Street and Wellington Place)

There were 25 KSI collisions in 2023 in the kilometre radius surrounding where Queen Street meets Wellington Place.



Figure 3.3: Belfast City District fatal and serious collisions (Castlereagh Street and Templemore Avenue)

There were 11 KSI collisions in 2023 in the kilometre radius surrounding where Castlereagh Street meets Templemore Avenue.



Figure 3.4: Belfast City District fatal and serious collisions (Hillhead Avenue and Stewartstown Road).

There were 10 KSI collisions in 2023 in the kilometre radius surrounding where Hillhead Avenue meets the Stewartstown Road.



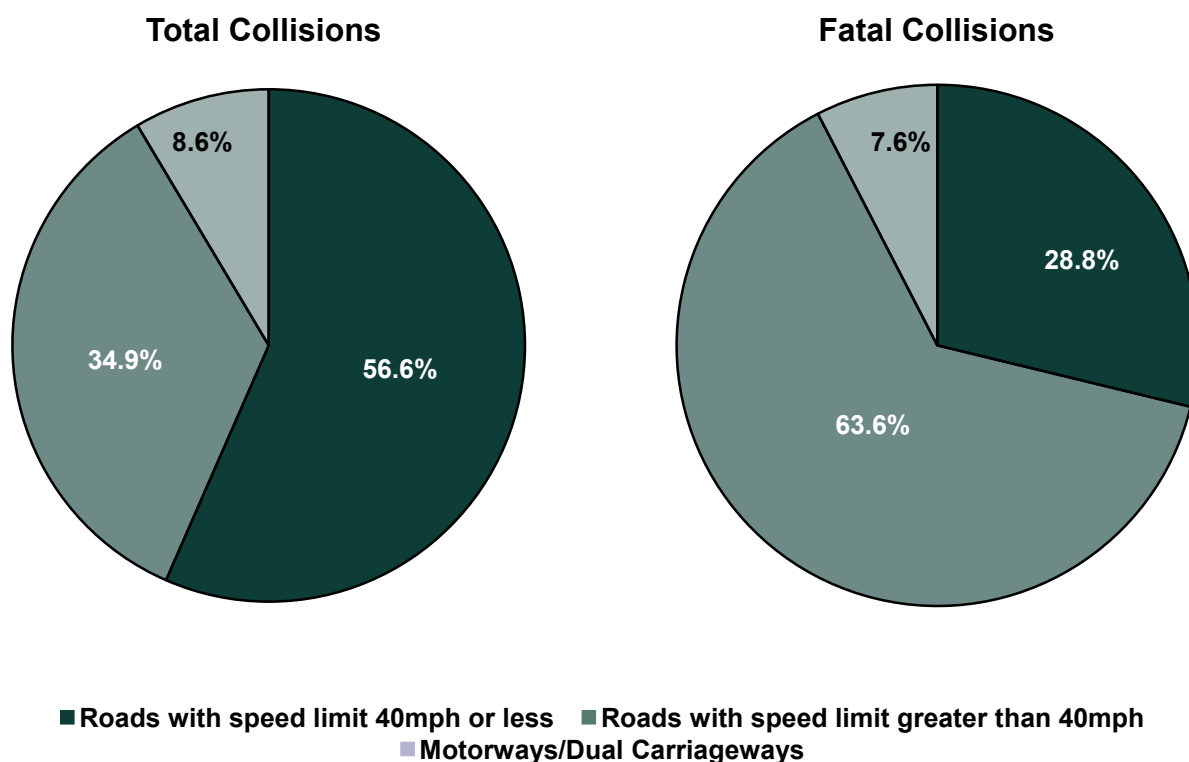
¹ This is using the ranking criteria that each circle must be comprised of different collisions.

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

Speed limit of road

- In 2023 fatal collisions were most likely to occur on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways).
- Of the 5,058 injury collisions recorded by the police in 2023, 2,861 (56.6%) occurred on urban roads with a speed limit of 40 mph or less while 1,764 (34.9%) took place on rural roads and the remaining 433 (8.6%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 3,014 of all casualties (37.7%) and 499 out of the 951 killed or seriously injured (52.5%).

Figure 3.5 Road traffic collisions and fatal collisions by speed limit of road 2023



- In terms of casualties, there were 47 people killed on rural roads in 2023 which accounted for two-thirds of all fatalities (66.2%).
- Two of the three children killed on Northern Ireland roads in 2023 were on an urban road.
- There were 128 young people (aged between 16 and 24) killed or seriously injured in 2023 on rural roads, equating to 66.7% of the total of 192 for this age group.

When did 2023 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of KSI collisions occurred between 5pm and 6pm (93 collisions, 11.5%).
- There were similarities between the pattern of collisions at weekends and during the working week. The afternoon/evening time of 2pm to 6pm accounted for over a third (33.4%) of all fatal and serious collisions between Monday and Friday, compared with over a quarter (26.4%) for the same hours on Saturday and Sunday.
- However, over 14% of KSI collisions on weekends happened between midnight and 3am, in comparison with 3.4% for the same hours between Monday and Friday. Nearly fifteen percent (14.8%) of KSI collisions from Monday to Friday happened between 8am and 11am. This contrasts with nearly twelve percent (11.6%) of KSI collisions at weekends happening during the same three hour period.
- Sundays and Wednesdays had the most fatalities recorded in 2023 with 14 recorded on each of those days. Monday had the least fatalities recorded in 2023 with 5.

Figure 3.6 Weekday fatal and serious collisions by hour 2023

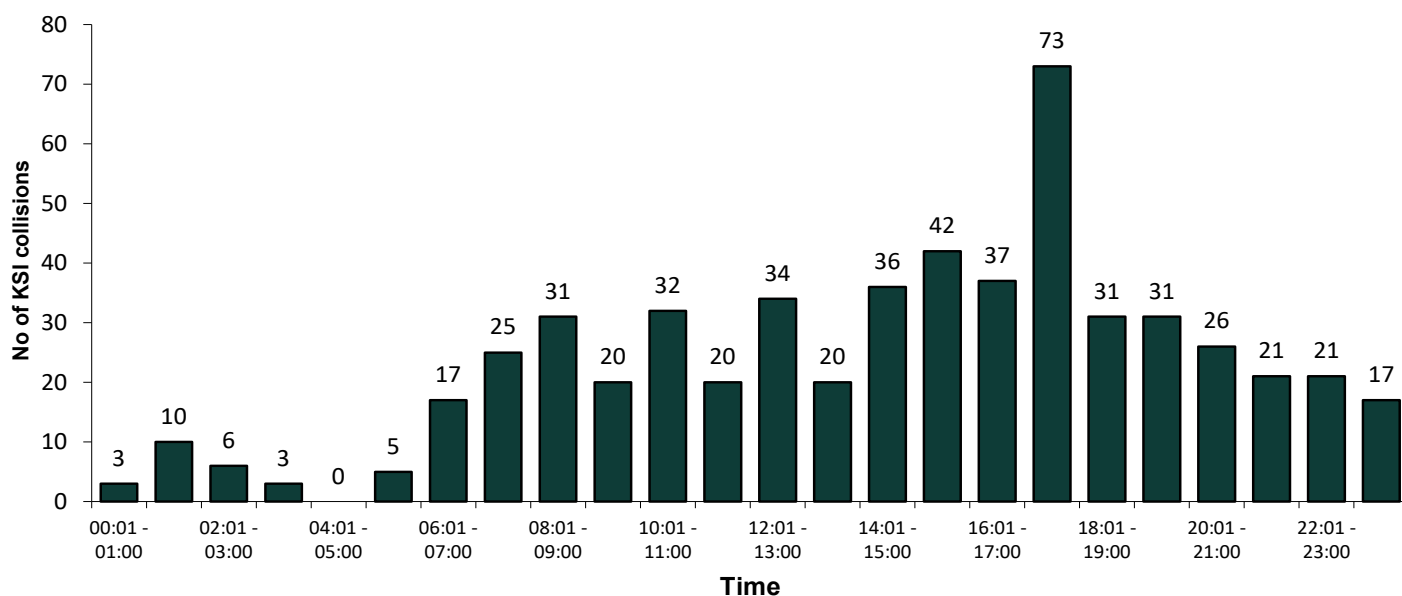


Figure 3.7 Weekend fatal and serious collisions by hour 2023

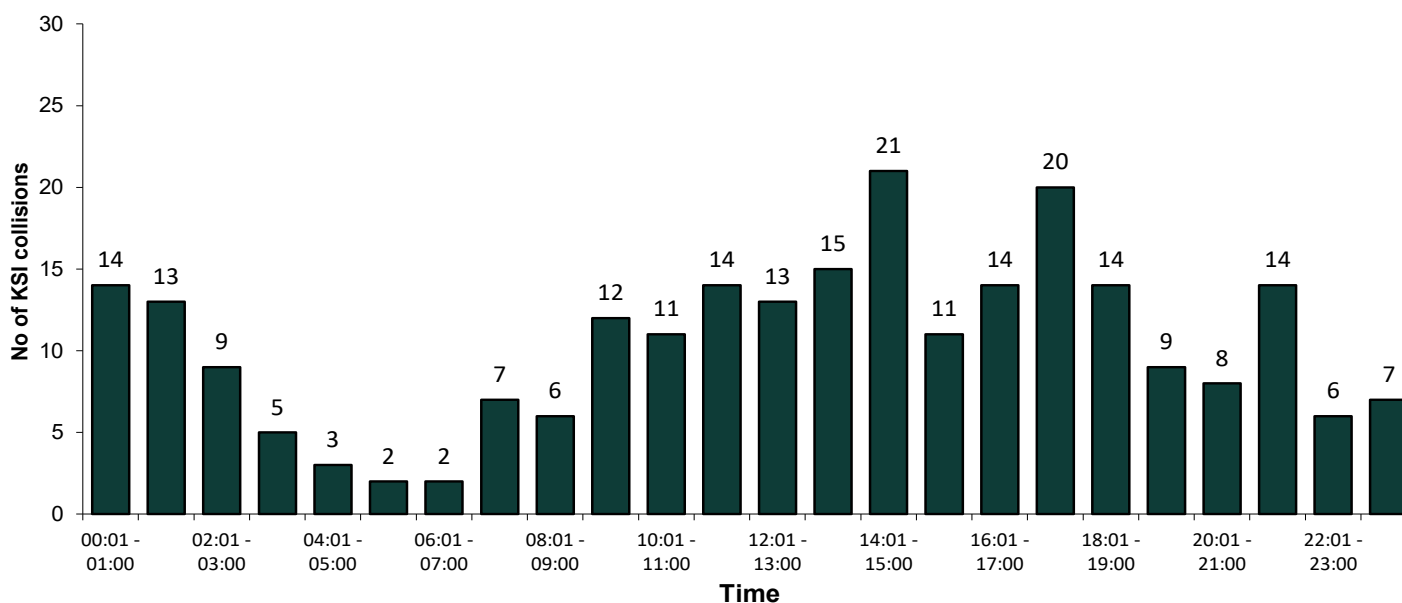


Figure 3.8 Fatal and serious collisions by time and day of week 2023

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
	0001 - 0100	2	1	0	0	0	4	10	17	0001 - 0100
	0101 - 0200	2	2	2	2	2	5	8	23	0101 - 0200
	0201 - 0300	0	2	1	2	1	2	7	15	0201 - 0300
	0301 - 0400	2	0	0	0	1	1	4	8	0301 - 0400
	0401 - 0500	0	0	0	0	0	0	3	3	0401 - 0500
	0501 - 0600	1	1	0	3	0	0	2	7	0501 - 0600
	0601 - 0700	4	3	0	4	6	2	0	19	0601 - 0700
	0701 - 0800	3	5	5	6	6	2	5	32	0701 - 0800
	0801 - 0900	7	6	6	4	8	3	3	37	0801 - 0900
	0901 - 1000	4	4	6	4	2	8	4	32	0901 - 1000
	1001 - 1100	6	8	9	3	6	6	5	43	1001 - 1100
	1101 - 1200	3	2	6	1	8	7	7	34	1101 - 1200
	1201 - 1300	11	1	1	6	15	8	5	47	1201 - 1300
	1301 - 1400	1	2	7	5	5	8	7	35	1301 - 1400
	1401 - 1500	4	5	9	10	8	11	10	57	1401 - 1500
No of KSI	1501 - 1600	8	9	6	9	10	9	2	53	1501 - 1600
	1601 - 1700	6	8	8	8	7	7	7	51	1601 - 1700
0-1	1701 - 1800	18	6	22	14	13	11	9	93	1701 - 1800
2-3	1801 - 1900	2	7	9	4	9	8	6	45	1801 - 1900
4-5	1901 - 2000	4	6	6	4	11	4	5	40	1901 - 2000
6-7	2001 - 2100	4	6	4	6	6	5	3	34	2001 - 2100
8-9	2101 - 2200	4	6	1	5	5	7	7	35	2101 - 2200
10+	2201 - 2300	3	7	4	2	5	4	2	27	2201 - 2300
	2301 - 2400	4	3	1	2	7	4	3	24	2301 - 2400
	All	103	100	113	104	141	126	124	811	All

- The peak hours of collisions involving KSI casualties were between 2pm and 6pm when 31.3% of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Wednesday between 4pm and 7pm with 39 having occurred in 2023 during this time period. Friday had the most KSI collisions by day of the week with 141 of the 811 occurring on this day (17.4%).
- Table 3.1 shows that March had the lowest number of fatal and serious collisions in 2023 with 48 (5.9%). May and November each had the most with 87 fatal and serious collisions (10.7%).

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2023

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	14	3	5	6	12	7	7	54
February	5	7	5	16	10	5	12	60
March	4	6	4	6	10	8	10	48
April	6	14	10	9	9	10	15	73
May	14	13	18	8	12	10	12	87
June	10	7	4	7	15	10	5	58
July	10	7	11	4	9	10	15	66
August	4	7	10	13	9	13	15	71
September	4	8	7	6	15	15	4	59
October	14	14	10	7	9	10	12	76
November	12	5	17	13	15	17	8	87
December	6	9	12	9	16	11	9	72
Total	103	100	113	104	141	126	124	811

Type of vehicles involved in injury road traffic collisions in 2023

- When looking at types of vehicles involved in road traffic collisions in 2023, cars formed the largest group with 7,671 (81.6%) involved in injury road traffic collisions. This was followed by 838 goods vehicles (8.9%) and 289 motorcycles including mopeds (3.1%).
- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (30 per 1,000). Motorcycles and cars had 11 and 7 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2023

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	13	109	167	289	3.1	11
Car	77	886	6,708	7,671	81.6	7
Goods Vehicles	16	107	715	838	8.9	5
Buses / coaches	2	19	135	156	1.7	30
Agricultural Vehicles	2	5	59	66	0.7	2
Other/Unknown Vehicles	5	106	275	386	4.1	--
Total	115	1,232	8,059	9,406	100	7

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

- Motorcyclists had the highest combined fatal and serious collision rate by category with 5 KSI collisions per 1,000 licensed vehicles in 2023.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2023

Weather	Total
Fine (without high wind)	587
Rain (without high wind)	112
Snow (without high wind)	3
Fine (with high wind)	8
Rain (with high wind)	21
Snow (with high wind)	1
Fog or mist - if hazard	5
Strong sun (glaring)	23
Other	7
Unknown	44
Total	811

Section 4 – Death rate in comparison with other countries

How does Northern Ireland compare?

As the latest fatality information for a list of selected countries is only available for 2022, this report compares Northern Ireland's road deaths with a selected list of countries for the 2022 calendar year.

Table 4.1 International comparisons of road deaths by selected country¹ 2022

Country	2022 ^{2,3}	
	Number of road deaths	Road deaths per million population
England	1,443	25
Wales	95	30
Scotland	173	32
Northern Ireland	55	29
United Kingdom	1,750	26
France	3,260	48
Germany	2,776	33
Irish Republic	157	31
Italy	3,170	54
Bulgaria	531	78
Netherlands	737	42
Portugal	614	60
Spain	1,759	37
Sweden	227	22
Norway	116	21
Australia	1,188	44
Republic of Korea	2,735	53
United States of America	42,795	127

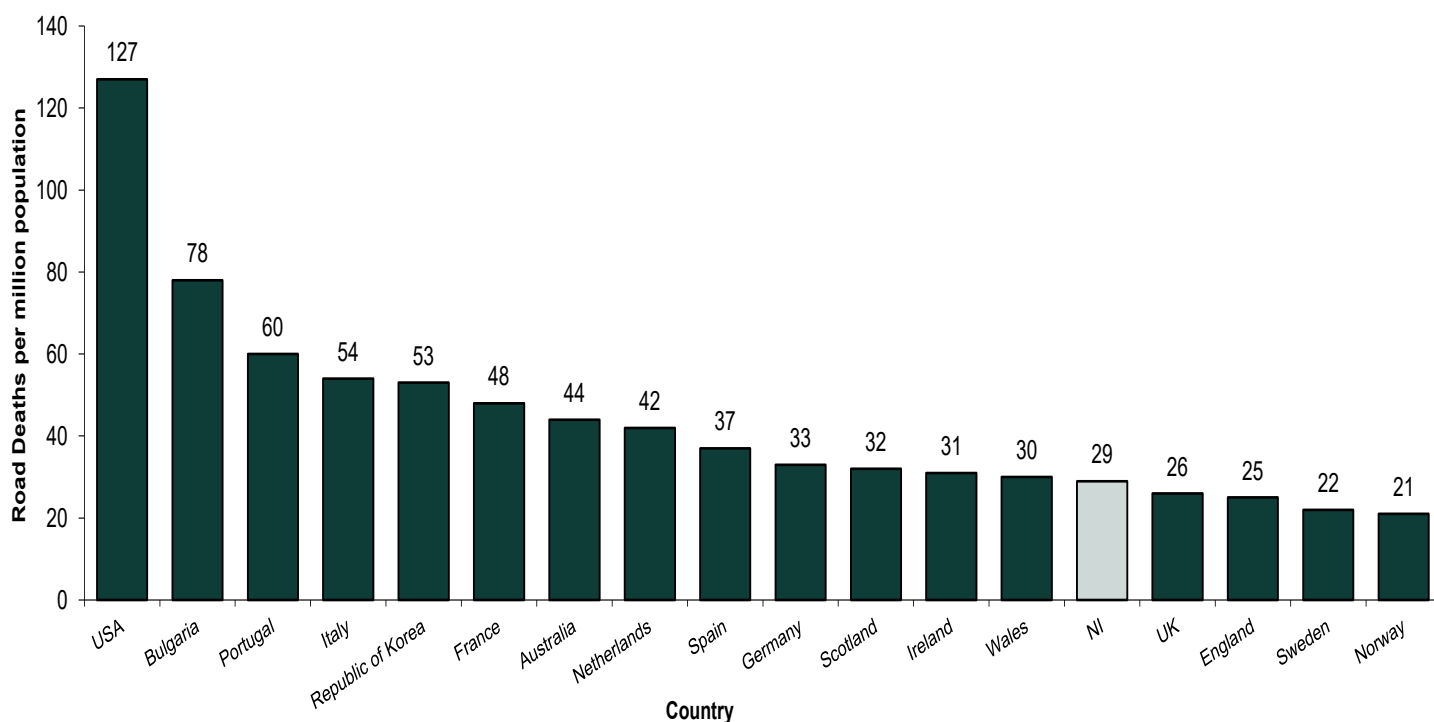
Notes:

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

2. The latest data available internationally for all these countries is for 2022

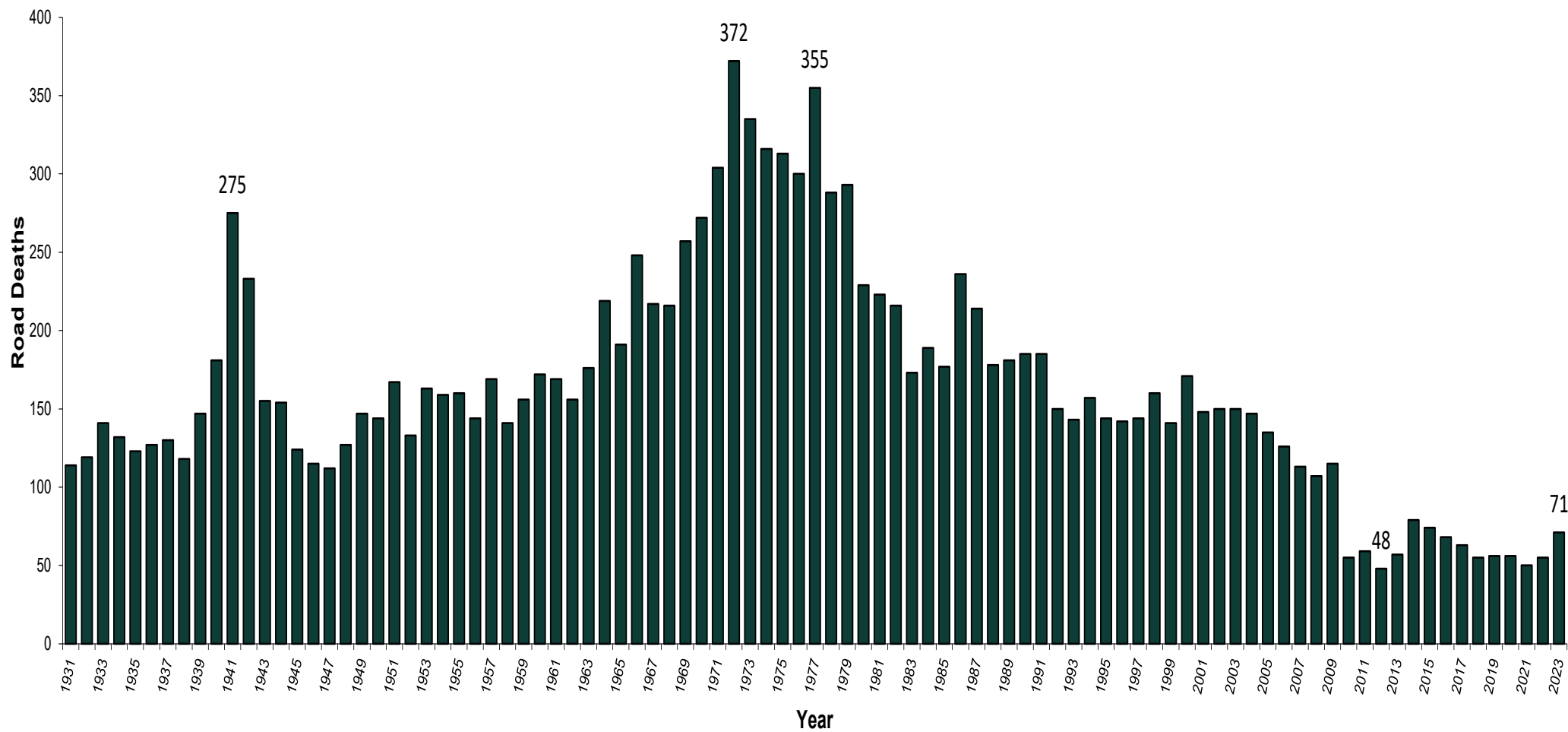
3. Provisional data

Figure 4.1 Road deaths per million population by selected country 2022



- The 55 deaths recorded in Northern Ireland for 2022 equates to a rate of 29 deaths per million population. The rate of deaths per million in NI was 4 more than England, 3 fewer than Scotland and one fewer than in Wales in 2022. The Irish Republic had 31 deaths per million population in 2022.
- At the top end of the scale, USA had the highest death rate recorded in 2022 with 127 road deaths per million population. Norway had the fewest with 21 road deaths per million.
- In August 2019, DfI produced a detailed International Comparison of Road Traffic Fatalities, explaining the longer-term trends and the context behind them - <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/international-comparison-of-road-traffic-fatalities.pdf>

Appendix 1: Road Deaths in Northern Ireland 1931 – 2023



Appendix 2: Recorded injury road traffic collision and casualties by severity¹- 1931–2023

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

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

Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2014 – 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians										
Killed	18	19	15	15	16	17	6	8	16	20
Seriously injured	140	164	164	175	135	159	118	148	168	171
Slightly injured	611	604	552	539	536	462	359	379	406	453
Total	769	787	731	729	687	638	483	535	590	644
Drivers of motor vehicles										
Killed	30	31	31	25	23	26	25	20	23	21
Seriously injured	263	254	353	309	297	318	243	297	343	352
Slightly injured	4,786	5,071	5,003	4,851	4,563	4,585	3,367	3,664	4,026	3,975
Total	5,079	5,356	5,387	5,185	4,883	4,929	3,635	3,981	4,392	4,348
Motorcyclists										
Killed	13	4	4	9	7	3	8	14	9	13
Seriously injured	84	78	88	80	101	84	84	92	110	103
Slightly injured	192	202	193	185	185	185	118	185	181	158
Total	289	284	285	274	293	272	210	291	300	274
Pedal cyclists										
Killed	3	0	3	2	1	2	4	0	1	2
Seriously injured	59	40	61	50	46	57	45	64	73	73
Slightly injured	271	239	266	267	240	231	207	218	230	189
Total	333	279	330	319	287	290	256	282	304	264
Passengers										
Killed	12	17	12	11	7	8	8	8	6	11
Seriously injured	155	163	156	149	134	144	92	185	196	161
Slightly injured	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206
Total	2,852	2,961	2,793	2,613	2,492	2,672	1,834	2,032	2,176	2,378
Pillion Passengers										
Killed	1	0	1	0	0	0	1	0	0	0
Seriously injured	4	6	3	8	5	6	3	6	4	3
Slightly injured	7	4	6	7	9	6	4	9	10	4
Total	12	10	10	15	14	12	8	15	14	7
Other road users										
Killed	2	3	2	1	1	0	4	0	0	4
Seriously injured	5	6	3	7	12	6	11	17	16	17
Slightly injured	47	51	50	41	51	53	46	39	54	49
Total	54	60	55	49	64	59	61	56	70	70
All road users										
Killed	79	74	68	63	55	56	56	50	55	71
Seriously injured	710	711	828	778	730	774	596	809	910	880
Slightly injured	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034
Total	9,388	9,737	9,591	9,184	8,720	8,872	6,487	7,192	7,846	7,985

Appendix 4: Road traffic child collision casualties by road user type and severity: 2014 – 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians										
Killed	3	2	3	2	2	0	1	3	1	3
Seriously injured	34	37	50	50	38	34	29	42	48	41
Slightly injured	169	161	145	137	126	113	89	90	109	105
Total	206	200	198	189	166	147	119	135	158	149
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	0	1	1	0	0	0	0	0	0	0
Slightly injured	1	3	1	2	1	2	2	0	2	1
Total	1	4	2	2	1	2	2	0	2	1
Motorcyclists										
Killed	0	0	0	1	0	0	0	0	0	0
Seriously injured	0	1	1	0	0	0	0	4	3	1
Slightly injured	1	2	1	0	1	1	0	5	3	1
Total	1	3	2	1	1	1	0	9	6	2
Pedal cyclists										
Killed	1	0	0	0	0	0	1	0	1	0
Seriously injured	10	4	6	4	5	11	7	6	3	14
Slightly injured	32	43	46	44	33	50	53	44	30	35
Total	43	47	52	48	38	61	61	50	34	49
Passengers										
Killed	0	3	1	0	1	1	0	0	1	0
Seriously injured	21	22	19	8	16	24	15	22	32	21
Slightly injured	623	643	676	611	576	650	443	427	525	595
Total	644	668	696	619	593	675	458	449	558	616
Other road users (including pillion passengers)										
Killed	0	0	0	1	0	0	1	0	0	0
Seriously injured	1	2	1	2	1	1	1	3	3	3
Slightly injured	1	1	3	2	4	2	2	10	8	11
Total	2	3	4	5	5	3	4	13	11	14
All road users										
Killed	4	5	4	4	3	1	3	3	3	3
Seriously injured	66	67	78	64	60	70	52	77	89	80
Slightly injured	827	853	872	796	741	818	589	576	677	748
Total	897	925	954	864	804	889	644	656	769	831

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2014 - 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Impairment by drugs or alcohol - driver/rider										
Killed	16	8	17	8	9	6	6	5	5	5
Seriously injured	62	64	64	76	69	64	40	97	76	79
Slightly injured	336	369	426	382	350	362	339	361	322	375
Total	414	441	507	466	428	432	385	463	403	459
Excessive Speed having regard to conditions										
Killed	14	14	8	13	10	11	6	4	#	5
Seriously injured	74	67	85	72	61	60	53	47	#	53
Slightly injured	425	401	426	288	244	301	263	243	200	250
Total	513	482	519	373	315	372	322	294	258	308
Careless Driving										
Killed	35	32	32	29	25	21	34	27	28	37
Seriously injured	350	373	449	424	427	465	349	459	576	539
Slightly injured	6,249	6,732	6,545	6,285	5,967	6,201	4,319	4,806	5,334	5,360
Total	6,634	7,137	7,026	6,738	6,419	6,687	4,702	5,292	5,938	5,936
Alcohol or Drugs – Pedestrian										
Killed	*	5	*	*	#	*	*	*	*	4
Seriously injured	#	14	#	#	#	#	#	#	#	15
Slightly injured	42	55	37	34	43	33	18	18	20	28
Total	54	74	53	48	63	50	27	34	33	47
Other Pedestrian Fault										
Killed	6	8	4	5	5	#	*	*	8	10
Seriously injured	86	91	78	97	55	#	#	#	81	70
Slightly injured	300	287	263	241	248	201	153	163	176	164
Total	392	386	345	343	308	278	209	235	265	244
Other factors										
Killed	#	7	#	#	*	9	7	10	9	10
Seriously injured	#	102	#	#	#	100	92	122	111	124
Slightly injured	1,247	1,108	998	1,113	1,083	944	743	742	829	857
Total	1,381	1,217	1,141	1,216	1,187	1,053	842	874	949	991
All factors										
Killed	79	74	68	63	55	56	56	50	55	71
Seriously injured	710	711	828	778	730	774	596	809	910	880
Slightly injured	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034
Total	9,388	9,737	9,591	9,184	8,720	8,872	6,487	7,192	7,846	7,985

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

Notes

User Guide

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

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

Quality

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

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

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

E-Scooters

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

Daily Fatal Spreadsheet

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

Additional Data

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

Comparisons with other regions

The Department for Transport (DfT) published the most recent provisional statistics for Great Britain on 30th May 2024, covering the calendar year 2023. Key points from the publication are as below:

The reported road casualties in Great Britain for the calendar year 2023 estimate there were:

- 1,645 fatalities, a decline of 4% compared to 2022.
- 29,643 killed or seriously injured (KSI) casualties, little change compared to 2022.
- 132,063 casualties of all severities, a decline of 3% compared to 2022.

[Reported road casualties Great Britain, provisional results: 2023](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 30th April 2024, show that there were 185 fatalities in 2023, an increase of 30 deaths on the previous year.

Revisions

Revisions are carried out in accordance with our [Revisions Policy](#), a copy of which is available as part of the Official Statistics documentation on the PSNI Statistics website.

Feedback

We welcome comment and feedback on these statistics. If you would like to forward your views, receive notification of new publications or be kept informed of developments relating to PSNI statistics, please email your contact details using the email address provided on the cover page.