



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2024

1st January 2024 to 31st December 2024

Date of Publication:

20th June 2025


Frequency of Publication:

Annually

Issued by:

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Between 1st January 2024 and 31st December 2024:

- The 4,753 injury road traffic collisions reported to the police in 2024 remains below pre-covid levels and was 305 fewer than in 2023. The overall number of casualties (7,494) was also below pre-covid levels and was 491 casualties below that recorded in 2023.
- Overall collision and casualty figures remain lower than before the pandemic. However, KSI collisions and casualties continue a trend where they remain above pre-pandemic levels. The trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.
- There were 69 road traffic fatalities, which was 2 fewer than the 71 recorded in 2023, and the third highest number of road deaths since 2015.
- There were 16 vulnerable road users killed comprising the deaths of 8 pedestrians, 7 motorcyclists and 1 pedal cyclist. This was nineteen fewer deaths amongst vulnerable road users than in 2023 and seven fewer than the 23 fatalities of vulnerable road users in 2015.
- Lisburn and Castlereagh City district has recorded the lowest total number of fatalities (33) for the ten-year period 2015 to 2024. Newry, Mourne and Down district has recorded the highest total over the ten-year period (78).
- The greatest number of KSI collisions occurred between 5pm and 6pm (83 collisions, 10.0%). The six-hour period between 1pm and 7pm accounted for 45.5% of all KSI collisions.
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (148) and 'wrong course/position' (86).



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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 2024 to 31st December 2024. At the time of publication, CRFs had been processed for 99.8% of reported injury collisions for the 2024 calendar year, including all fatal collisions.

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

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

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

Accredited Official Statistics

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

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

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

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

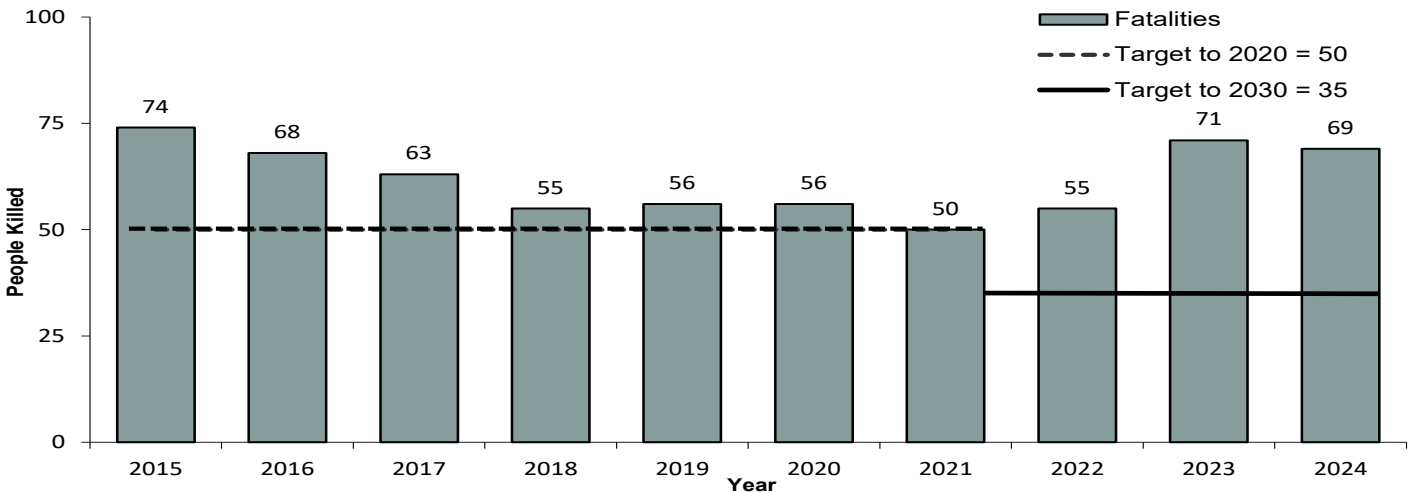
The Casualty Reduction Target for 2030

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

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

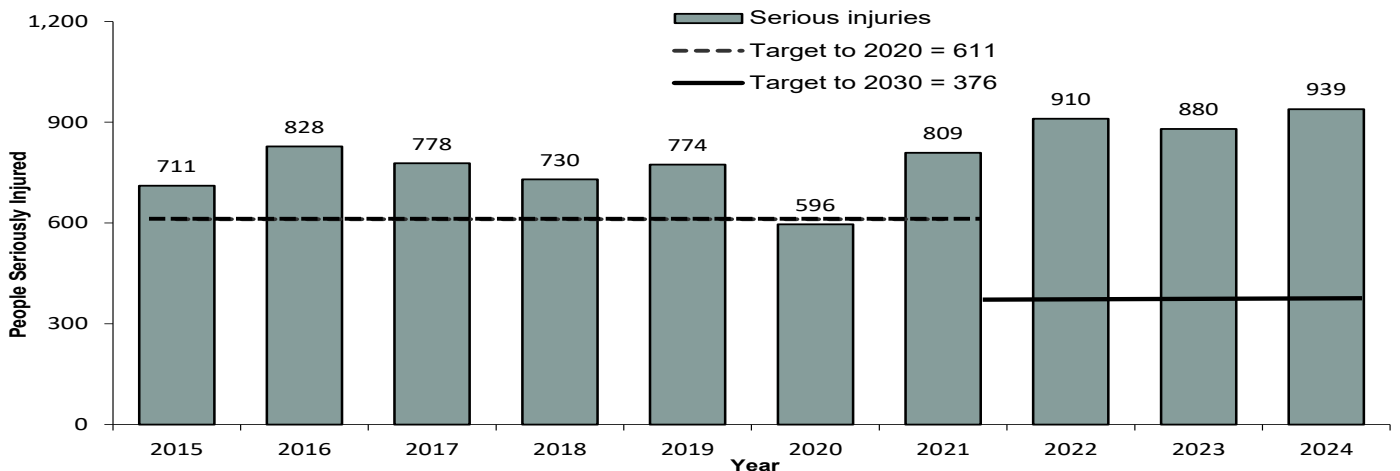
Target A: To reduce the number of people killed by at least 50%. The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 35 by 2030. The figure for 2024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

Fatality reduction target for 2030



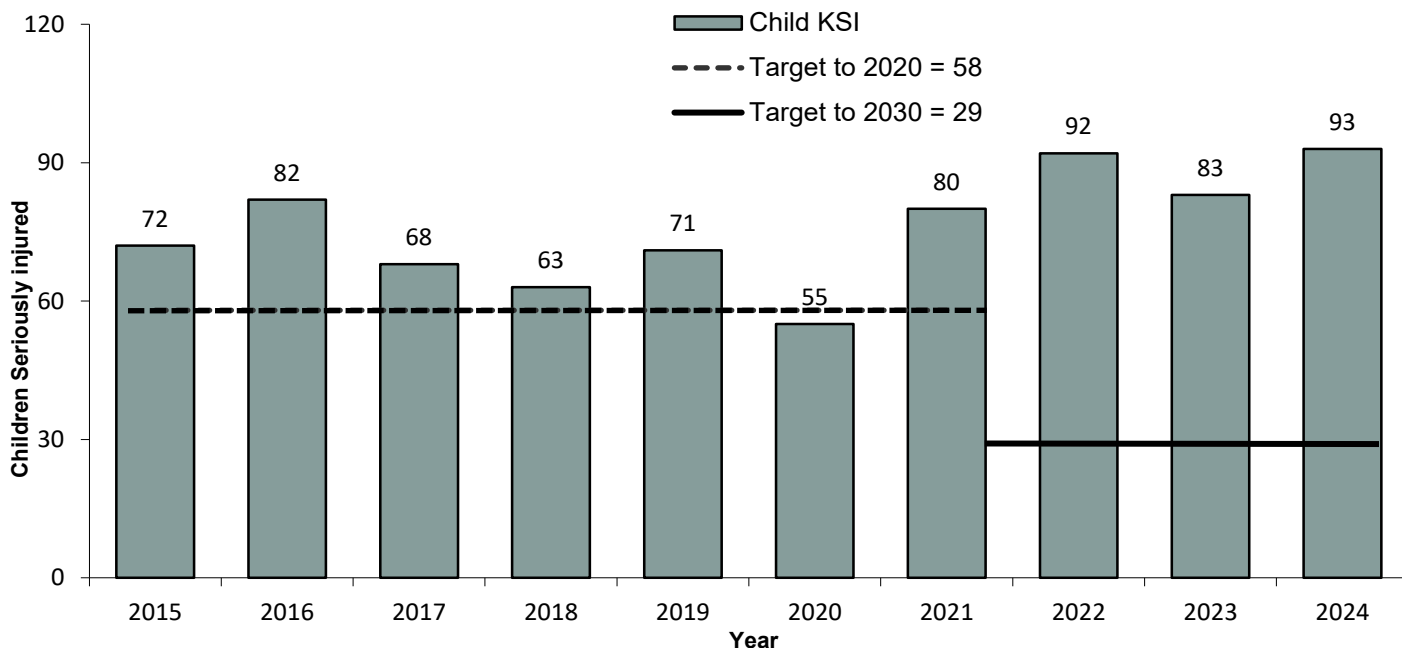
Target B: To reduce the number of people seriously injured by at least 50%. The Department for Infrastructure Northern Ireland Road Safety Strategy aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 376 by 2030.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

Seriously injured reduction target for 2030



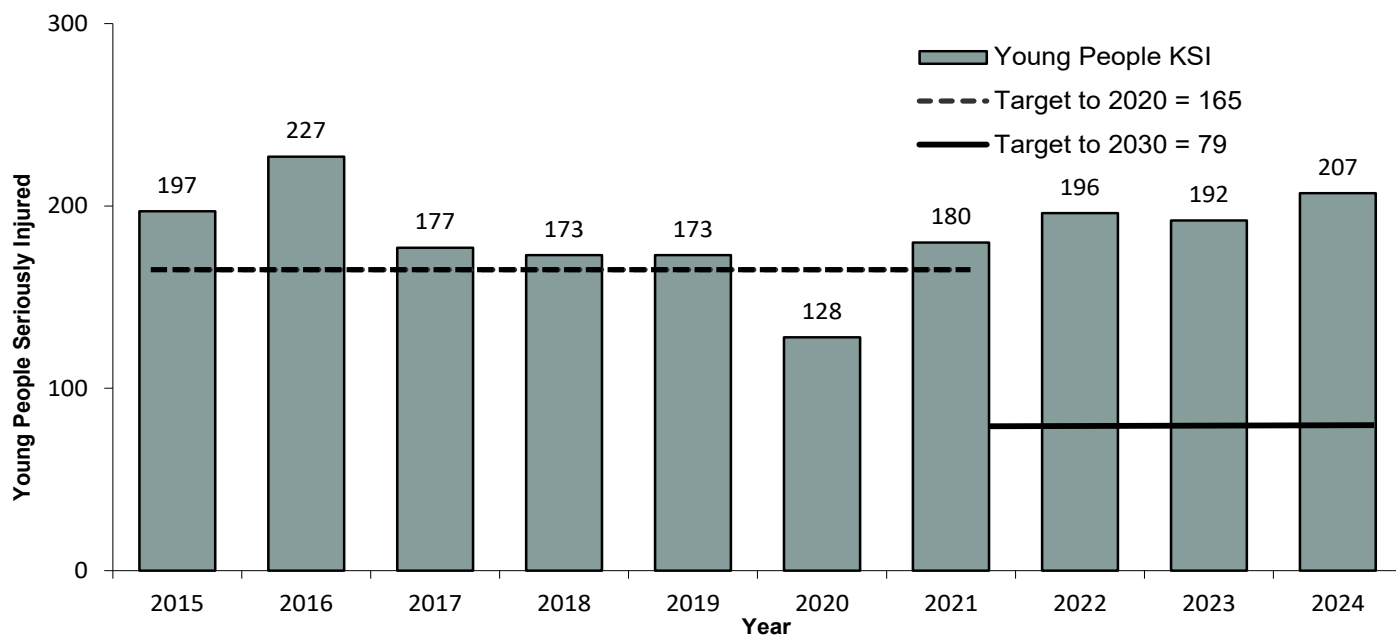
Target C: To reduce the number of children KSI by 60%. The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The 2024 figure was 64 child KSI above the target.

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 207 KSI in 2024 was 128 above the target.

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



Section 1 – Casualty Information

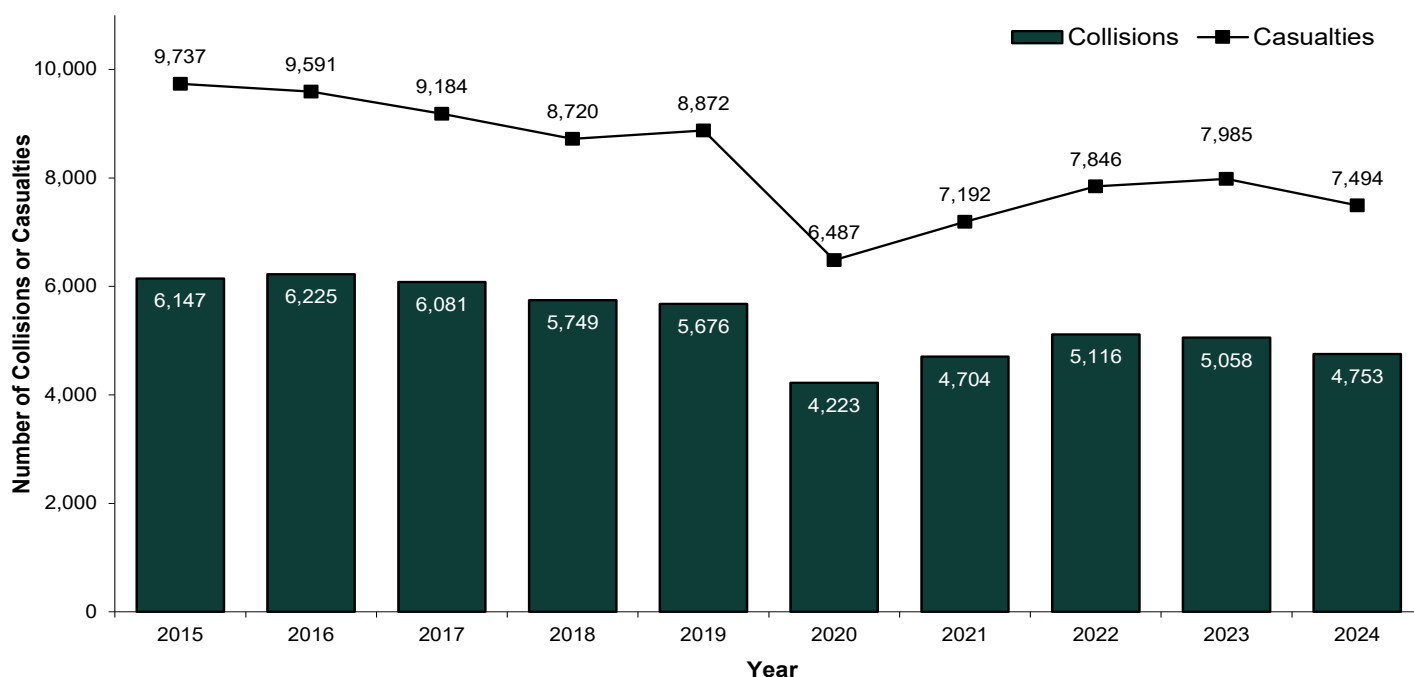
Ten year trends – all collisions and casualties

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

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

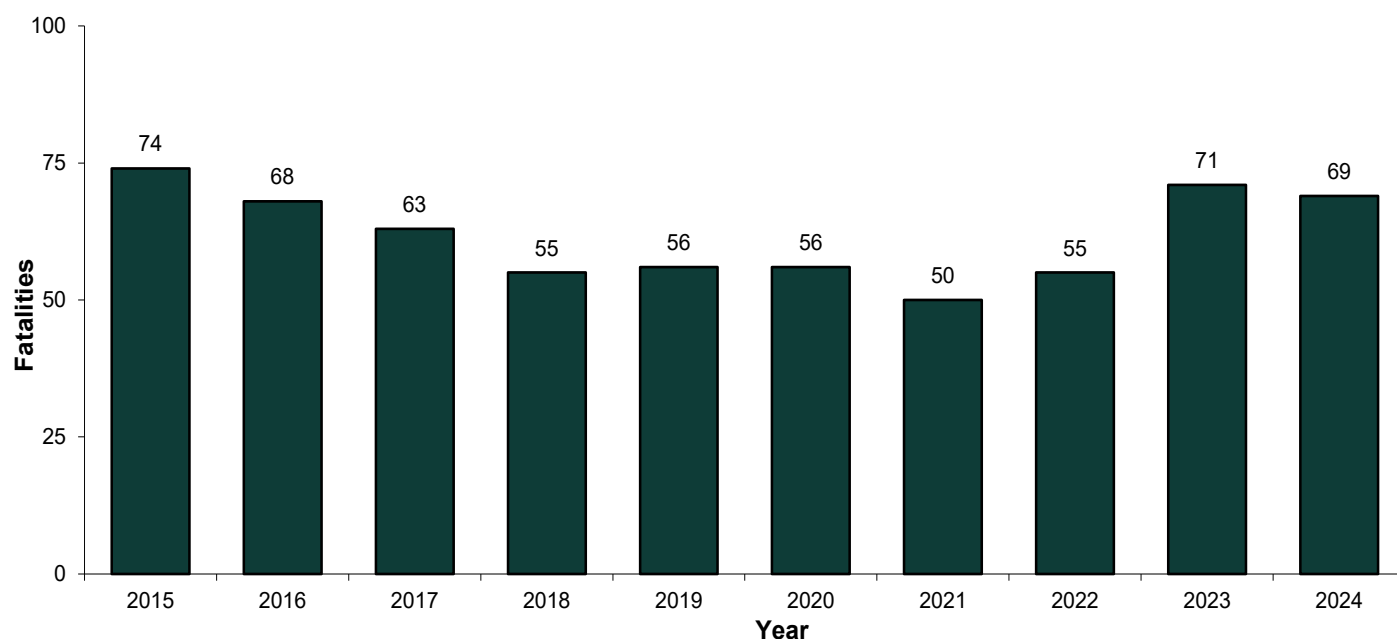
- The 4,753 injury road traffic collisions reported to the police in 2024 remains below pre-covid levels and was 305 fewer collisions than recorded in 2023. The reduction in collisions and casualties evident throughout the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021.
- This was similar in terms of casualties which, at 7,494, was also below pre-covid levels and was 491 casualties below that recorded in 2023.

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



Fatalities – Trends over the last 10 years

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



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

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

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

- Drivers of motor vehicles were the largest casualty class for fatalities in 2024, accounting for 39 people killed, which was 18 more than in 2023.
- There were 16 vulnerable road users killed comprising the deaths of 8 pedestrians, 7 motorcyclists and 1 pedal cyclist. This was nineteen fewer deaths amongst vulnerable road users than in 2023 and 7 fewer than the 23 fatalities of vulnerable road users in 2015.
- The number of motorcyclists killed in 2024 (7) decreased by six from the 13 recorded in 2023. The number of pedestrians fatally injured was 8 in 2024, which was 12 fewer than the recorded number in 2023 (20). There was one recorded pedal cyclist fatality in 2024.

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

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
2015	3	2	5	15	3	18	5	2	7	8	0	8	11	5	16	11	9	20	53	21	74
2016	3	1	4	13	3	16	8	2	10	13	1	14	10	2	12	7	5	12	54	14	68
2017	3	1	4	10	2	12	9	3	12	7	3	10	9	3	12	7	6	13	45	18	63
2018	3	0	3	8	3	11	8	2	10	10	1	11	8	2	10	7	3	10	44	11	55
2019	0	1	1	9	2	11	8	0	8	5	3	8	6	2	8	9	11	20	37	19	56
2020	2	1	3	9	3	12	6	0	6	9	5	14	6	4	10	8	3	11	40	16	56
2021	2	1	3	8	2	10	8	1	9	11	0	11	9	1	10	5	2	7	43	7	50
2022	2	1	3	11	0	11	5	0	5	9	3	12	9	5	14	8	2	10	44	11	55
2023	1	2	3	11	3	14	12	1	13	8	5	13	8	2	10	12	6	18	52	19	71
2024	1	0	1	8	5	13	9	2	11	13	1	14	8	1	9	15	6	21	54	15	69

M=Male F=Female T=Total

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

Figure 1.3 Road fatalities by age group 2015 compared with 2024

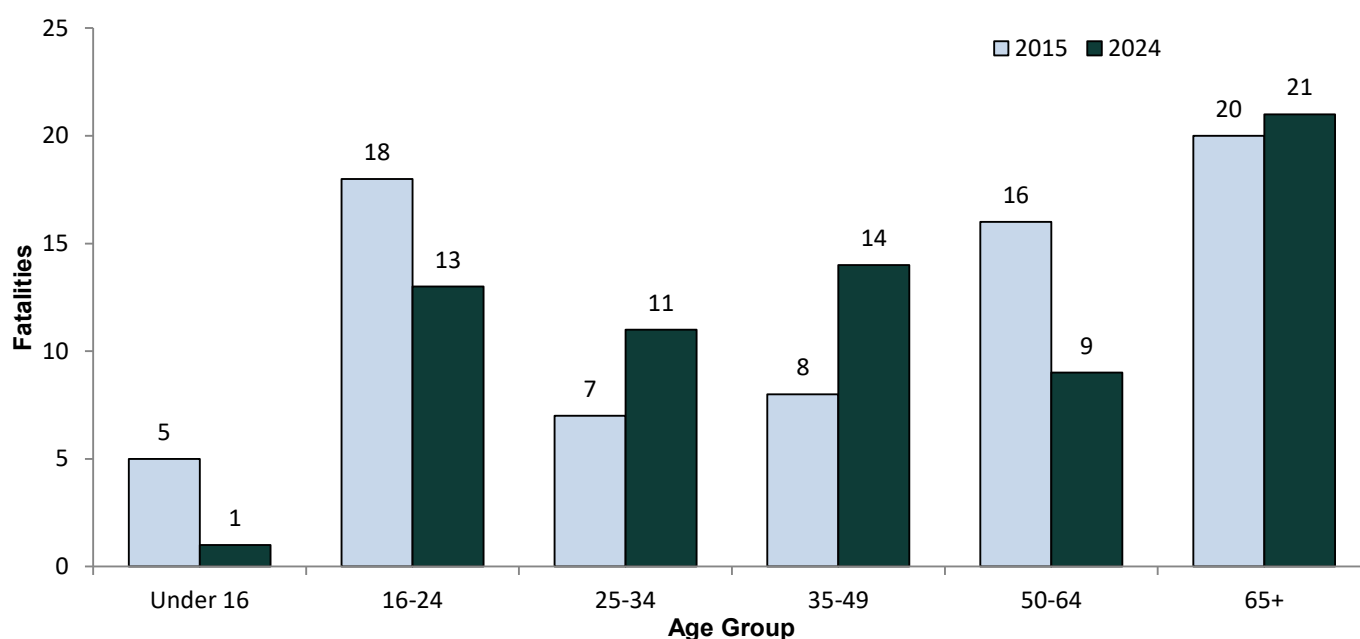


Table 1.4 Fatalities by Police Area and District 2015–2024

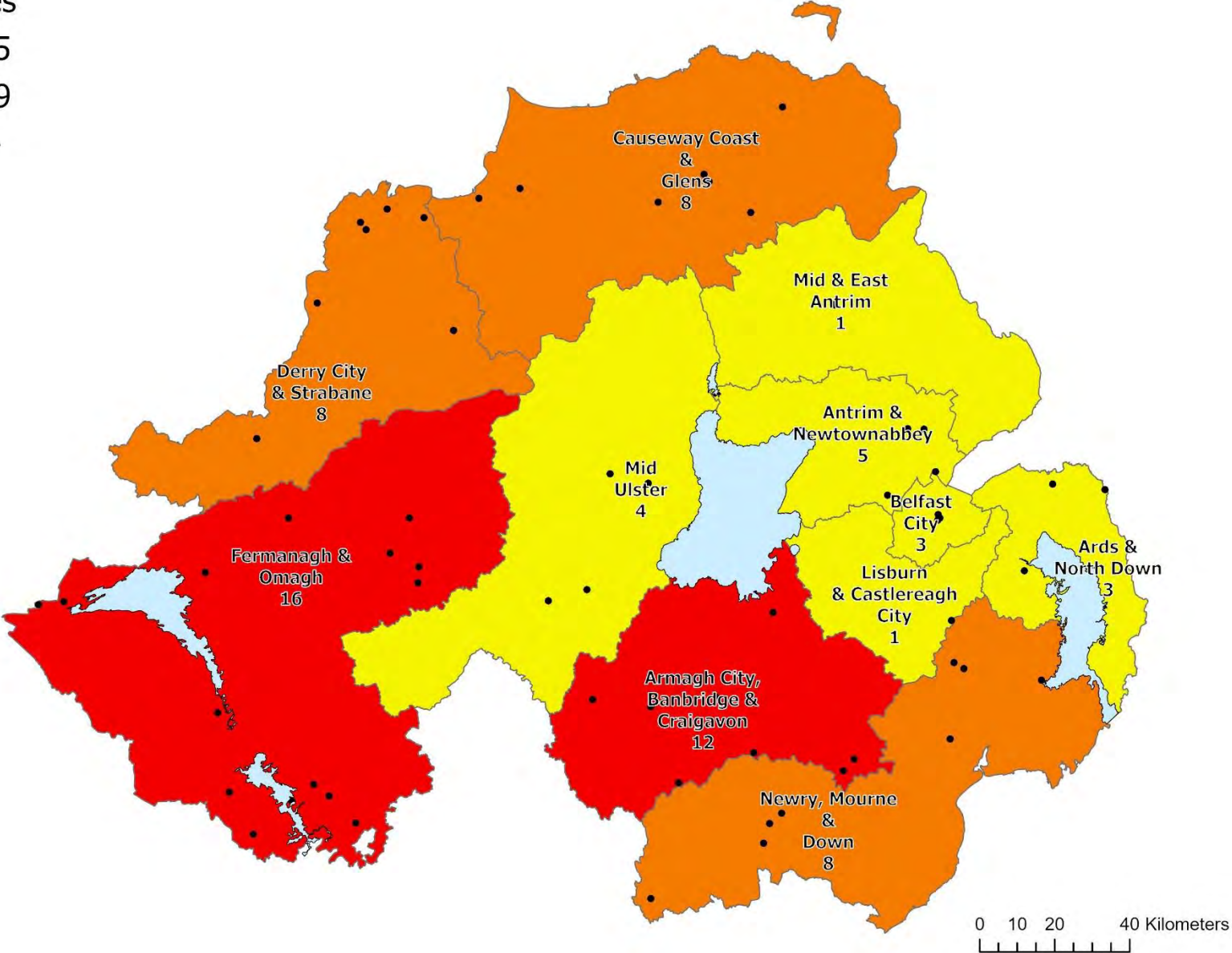
District	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Belfast City	6	3	3	4	4	3	3	7	6	3
Derry City & Strabane	4	7	5	2	1	2	2	2	1	8
Antrim & Newtownabbey	6	8	2	3	8	3	6	3	8	5
Ards & North Down	5	7	4	6	4	5	7	3	4	3
Causeway Coast & Glens	8	8	6	6	9	7	9	4	10	8
Lisburn & Castlereagh City	5	3	7	5	3	4	2	1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

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

Figure 1.4 Fatalities by Police District 2024

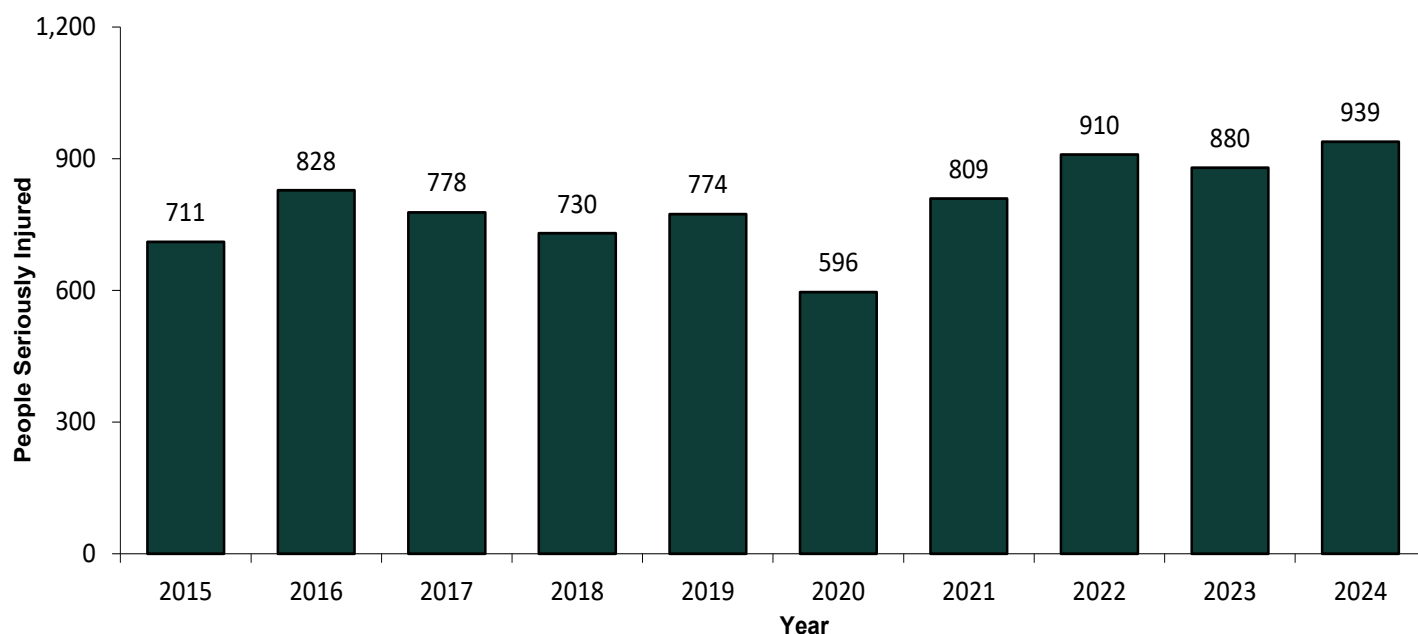
Fatalities

- 0 - 5
- 6 - 9
- 10+



People seriously injured – Trends over the last 10 years

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



- The number of serious injuries declined markedly in 2020 in response to Covid-19 restrictions and the associated reduction in traffic. However, contrary to overall casualty numbers, serious injuries has returned to and exceeded pre-lockdown levels in the three years since.
- There were 939 people seriously injured on Northern Ireland's roads in 2024 which was 59 more than the 880 recorded in 2023 (an increase of 6.7%), and the highest number recorded in the last ten years.

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

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

- Drivers of motor vehicles accounted for 40.5% of all seriously injured casualties in 2024. Passengers were next highest with 22.3%, followed by pedestrians (15.1%), motorcyclists (13.4%) and pedal cyclists (6.7%).
- All major categories of key road users in 2024 had more people seriously injured than recorded ten years ago in 2015, with the exception of pedestrians. Drivers and motorcyclists showed increases of 126 and 48 serious casualties respectively.

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

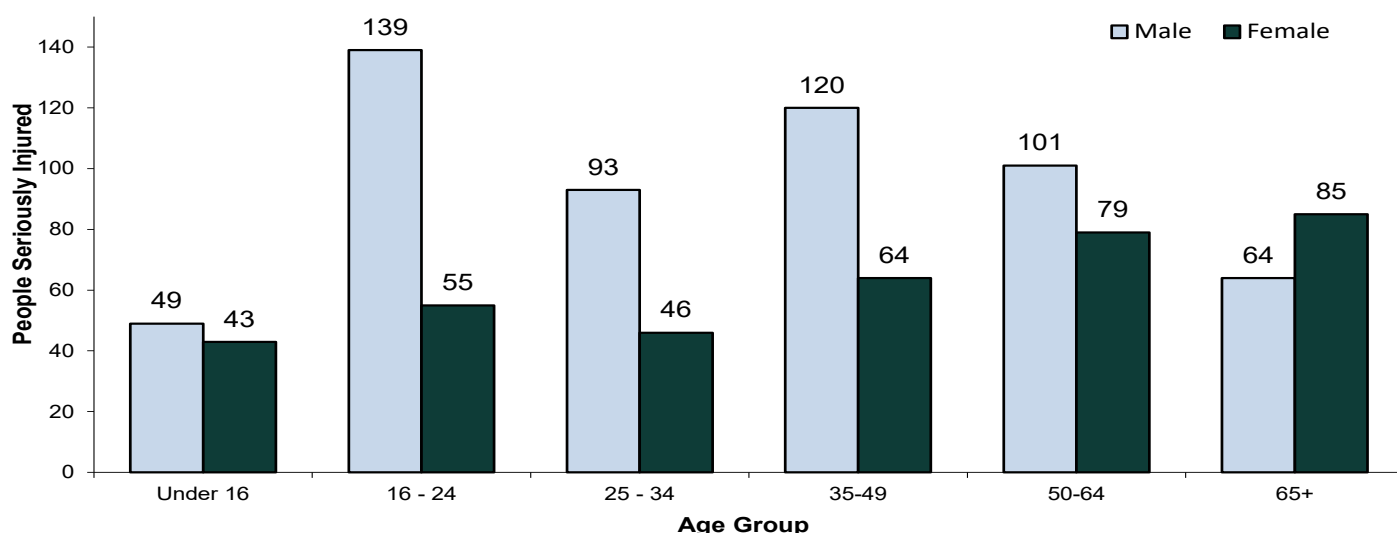
Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2015	44	23	67	115	64	179	93	41	134	90	44	134	68	51	119	27	51	78	437	274	711
2016	47	31	78	146	65	211	75	40	115	110	56	166	88	49	137	63	58	121	529	299	828
2017	38	26	64	105	60	165	82	37	119	108	46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

Notes:

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

2. M=Male F=Female T=Total

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



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

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

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

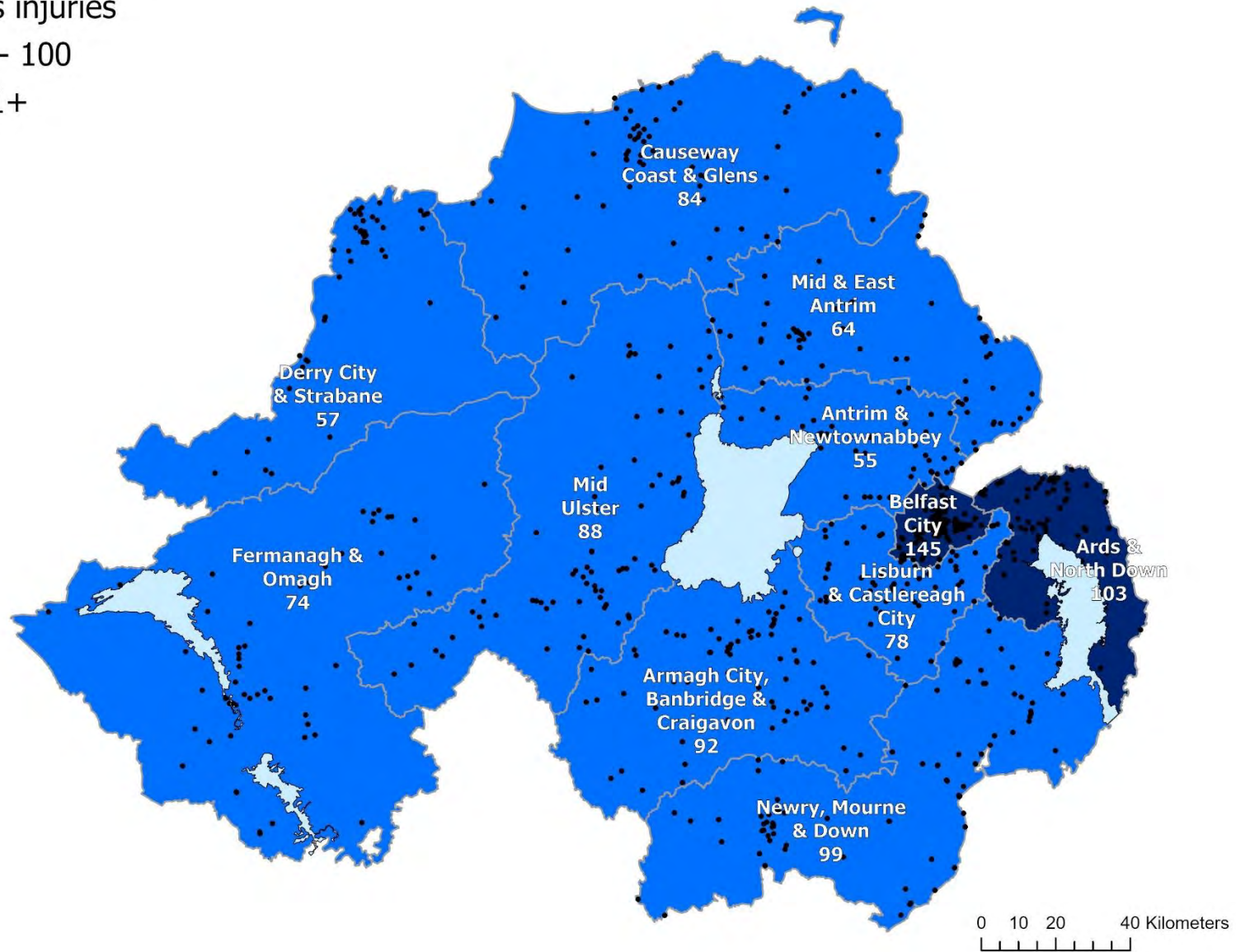
- Belfast City district had the largest number of people seriously injured in 2024 with 145 serious injuries recorded, while the district with the fewest was Antrim and Newtownabbey with 55.
- In the context of the overall increase in serious injuries, four of the eleven districts had fewer people seriously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

Figure 1.7 People seriously injured by Police District 2024

Serious injuries

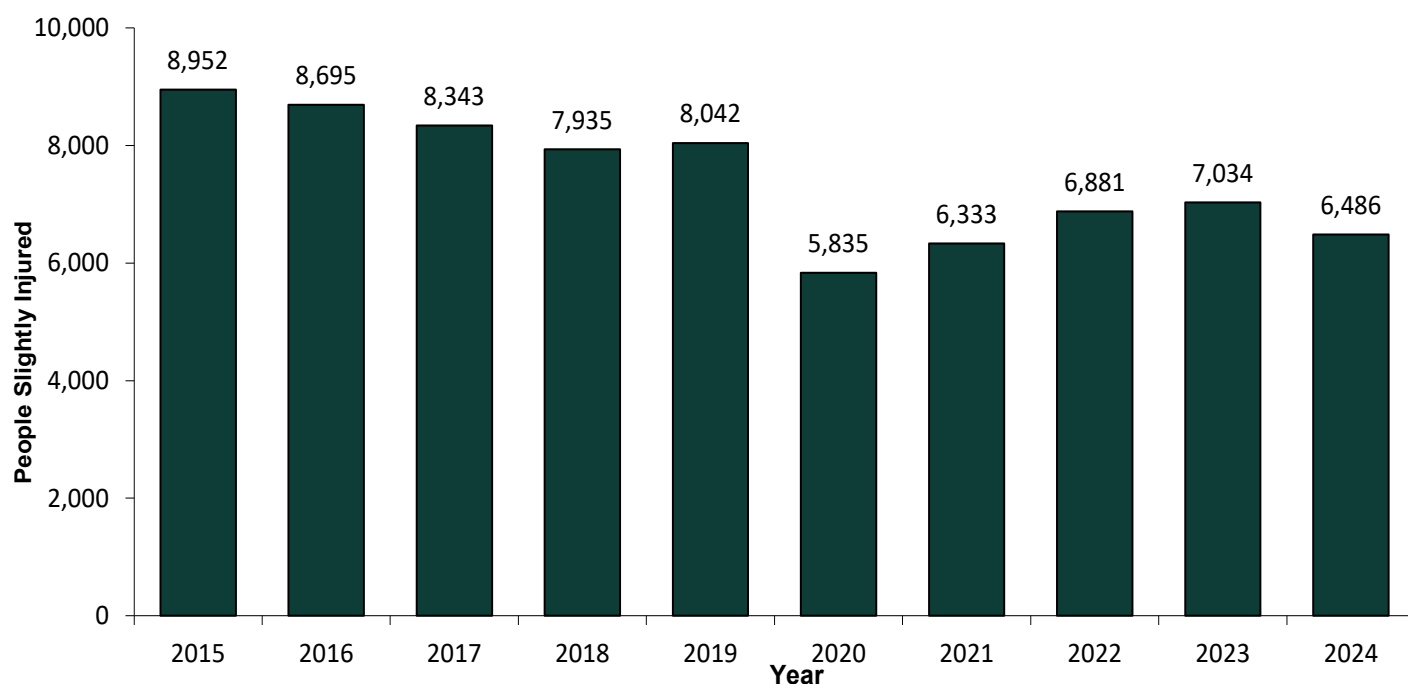
51 - 100

101+



People Slightly Injured – Trends over the last 10 years

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



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

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

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

- When comparing 2024 to 2015, slight injuries decreased across all key road user groups. There was an overall decrease of 27.5% in slight injuries from 2015 to 2024.
- Passengers showed the largest decrease in slight injuries since 2023, with a decrease of 243 slight injuries in 2024 compared to the previous year. Drivers showed a decrease of 213 slight injuries over the same period.

Analysis of vulnerable road users

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

Pedestrians

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

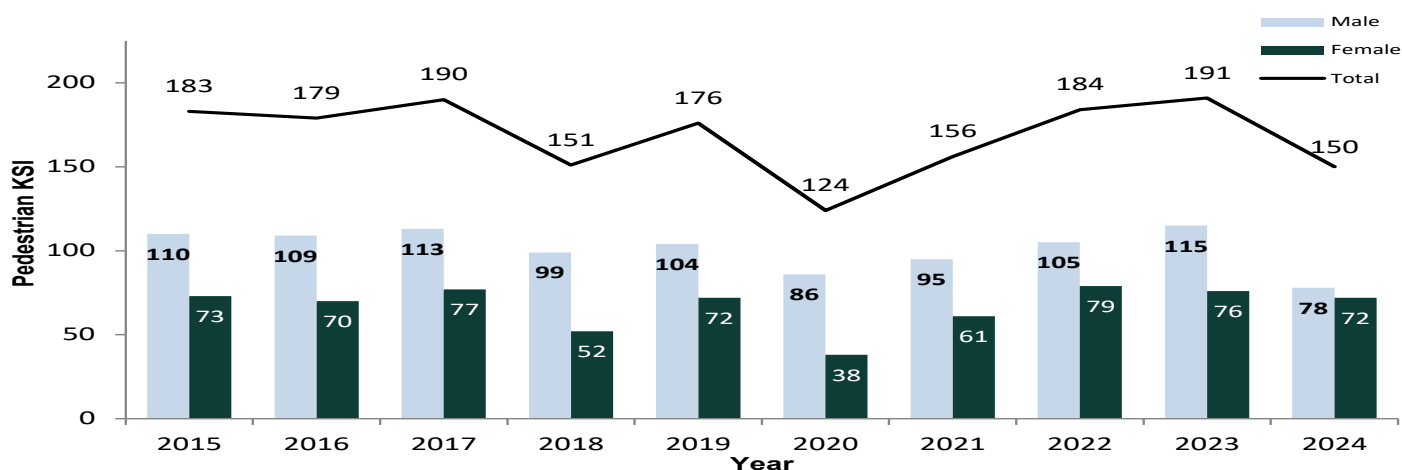
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	9	10	19	101	63	164	346	258	604	456	331	787
2016	13	2	15	96	68	164	303	249	552	412	319	731
2017	11	4	15	102	73	175	289	250	539	402	327	729
2018	13	3	16	86	49	135	295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

Notes:

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

- There were 528 pedestrian casualties recorded in 2024, which was 116 fewer than 2023 and 259 fewer than in 2015. This was an overall reduction of 32.9% from that recorded in 2015. This compares with a 23.0% reduction in casualties overall during the last ten years.
- The 8 pedestrians killed in 2024 was twelve fewer than recorded for 2023 and returns to similar levels to 2020 and 2021. As with previous years, the majority of pedestrian casualties recorded in 2024 were male, accounting for 55.3% of pedestrian casualties overall.
- The 65+ age group accounted for the highest number of pedestrians killed or seriously injured with 35 (23.3%) out of the 150 pedestrian KSI casualties recorded in 2024 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2015.
- In November 2024, DfI published more detailed analysis of [pedestrian KSI casualties 2019-2023](#).

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



Pedal cyclists

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

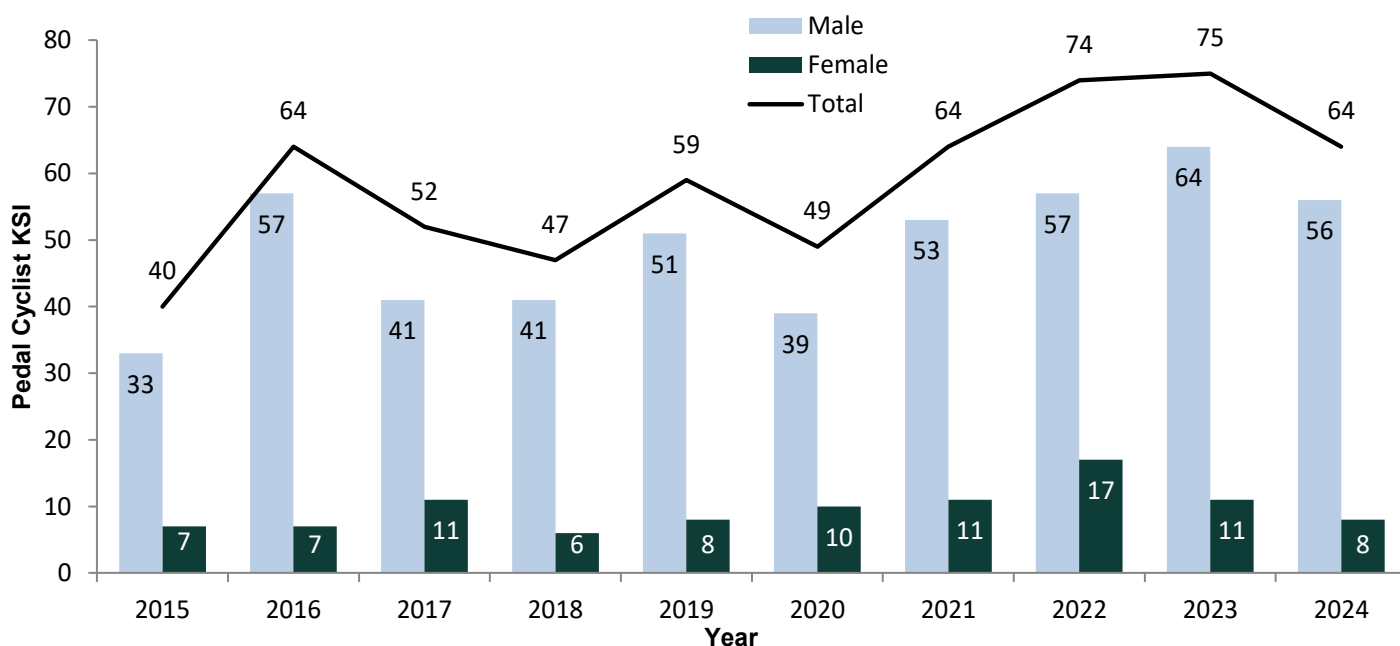
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	0	0	0	33	7	40	203	36	239	236	43	279
2016	3	0	3	54	7	61	220	46	266	277	53	330
2017	2	0	2	39	11	50	222	45	267	263	56	319
2018	1	0	1	40	6	46	207	33	240	248	39	287
2019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

Notes:

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

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

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



Motorcyclists

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

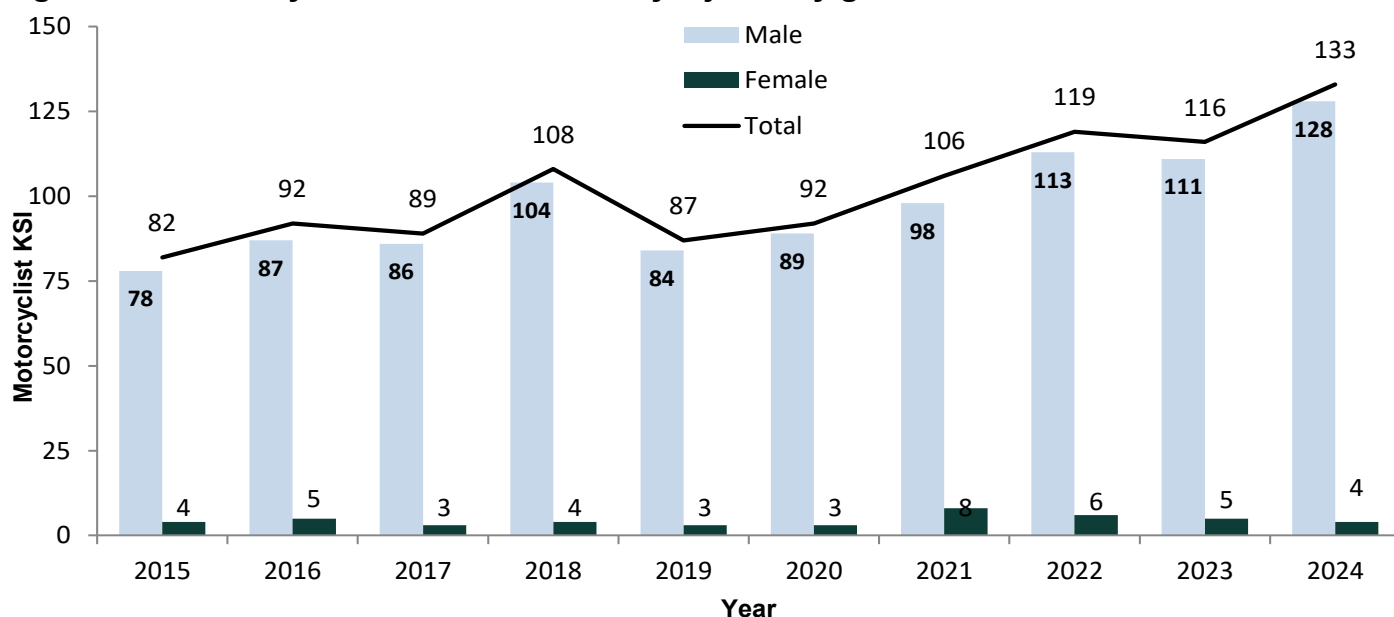
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2015	4	0	4	74	4	78	189	13	202	267	17	284
2016	4	0	4	83	5	88	178	15	193	265	20	285
2017	9	0	9	77	3	80	175	10	185	261	13	274
2018	7	0	7	97	4	101	176	9	185	280	13	293
2019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

Notes:

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

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

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

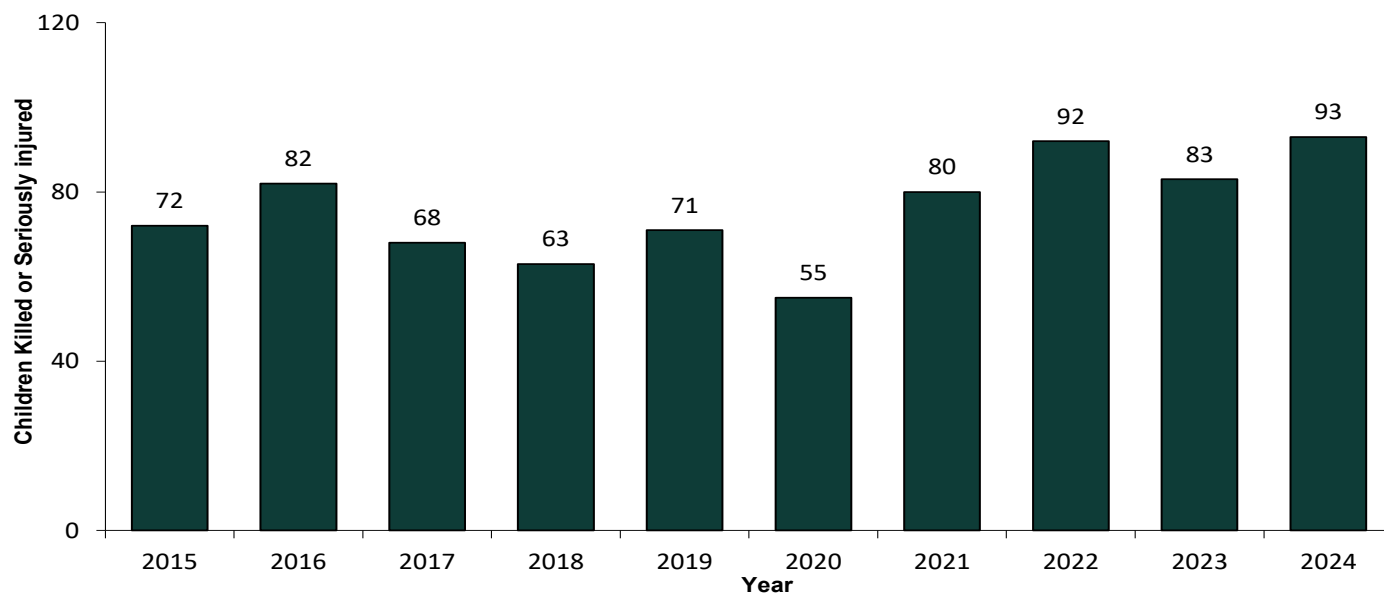


Casualties by selected age group

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

Children (Age Group under 16)

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



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

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

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

Notes:

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

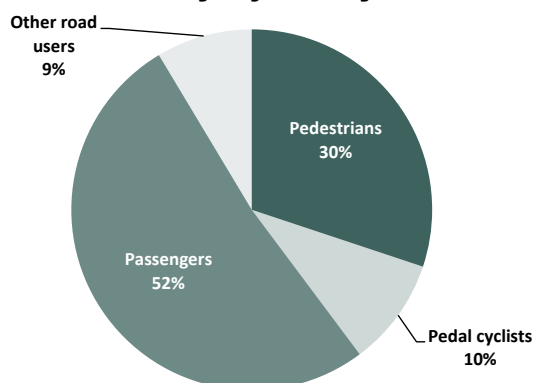
- The total number of child casualties decreased by 77 over the year, to 754 in 2024, which is 18.5% lower than the 925 child casualties recorded in 2015.
- 53.8% of child KSI casualties in 2024 were male, while for all child casualties 48.9% were male.

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

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

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

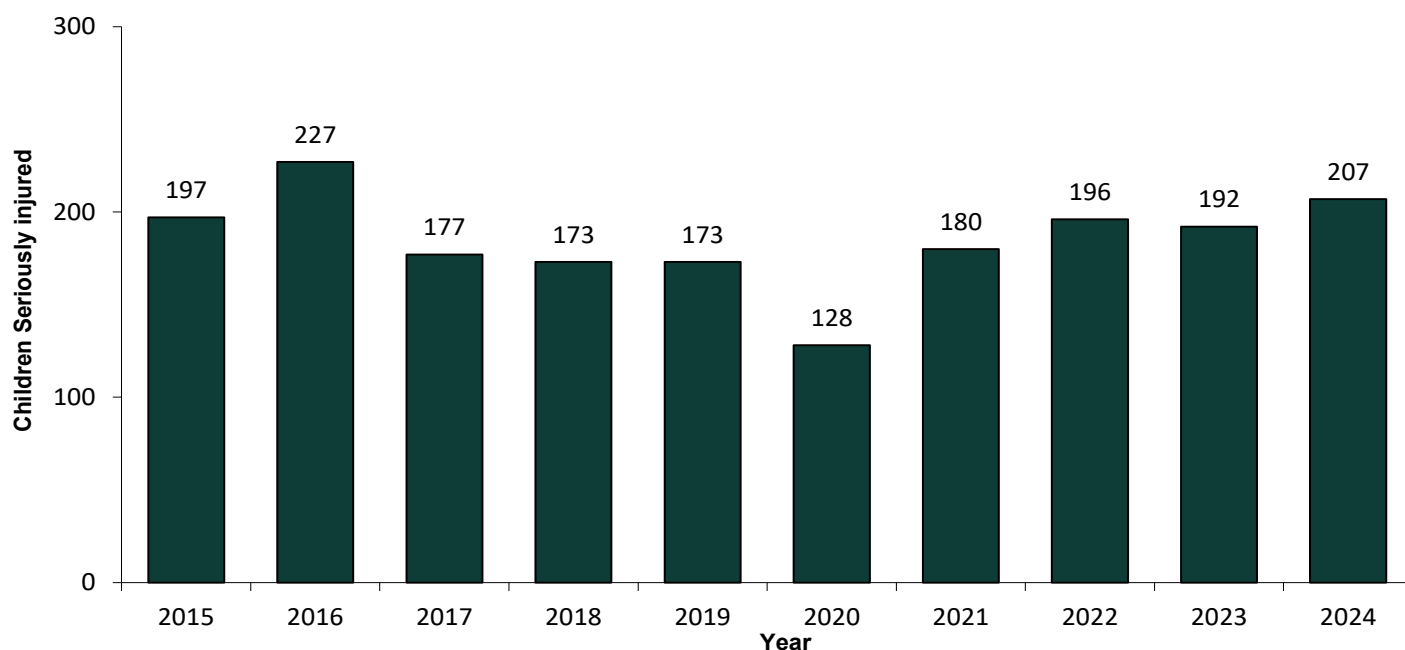
Figure 1.13 Child casualties killed or seriously injured by road user type 2024¹



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

Young People (Age group 16 to 24)

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



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

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

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

Notes:

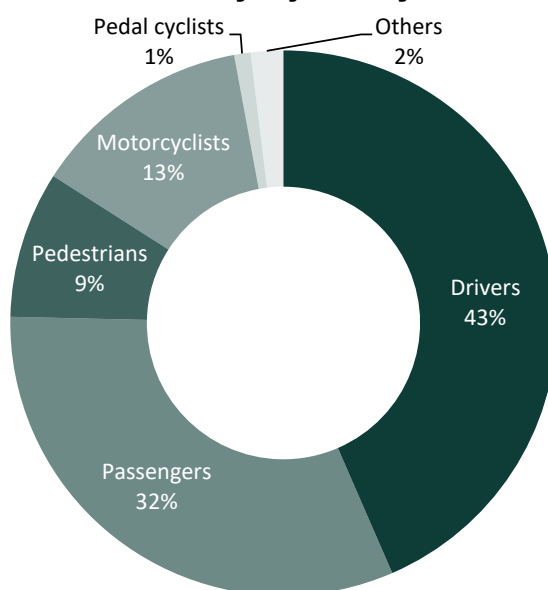
1. Unknown or missing gender are not presented in the table but are counted in the total

- In 2024 there were 13 fatalities of young people, which was one less than in the previous year and 5 fewer than the number recorded in 2015 (18 fatalities).
- Over half of all young casualties were males (56.5%), while over seven in ten of young KSI casualties were male (71.0%).
- In 2024, there were 728 fewer young people who were casualties in a road traffic collision than in 2015. Fatalities and slightly injured reduced by 5 and 738 respectively, but seriously injured increased by 15.

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

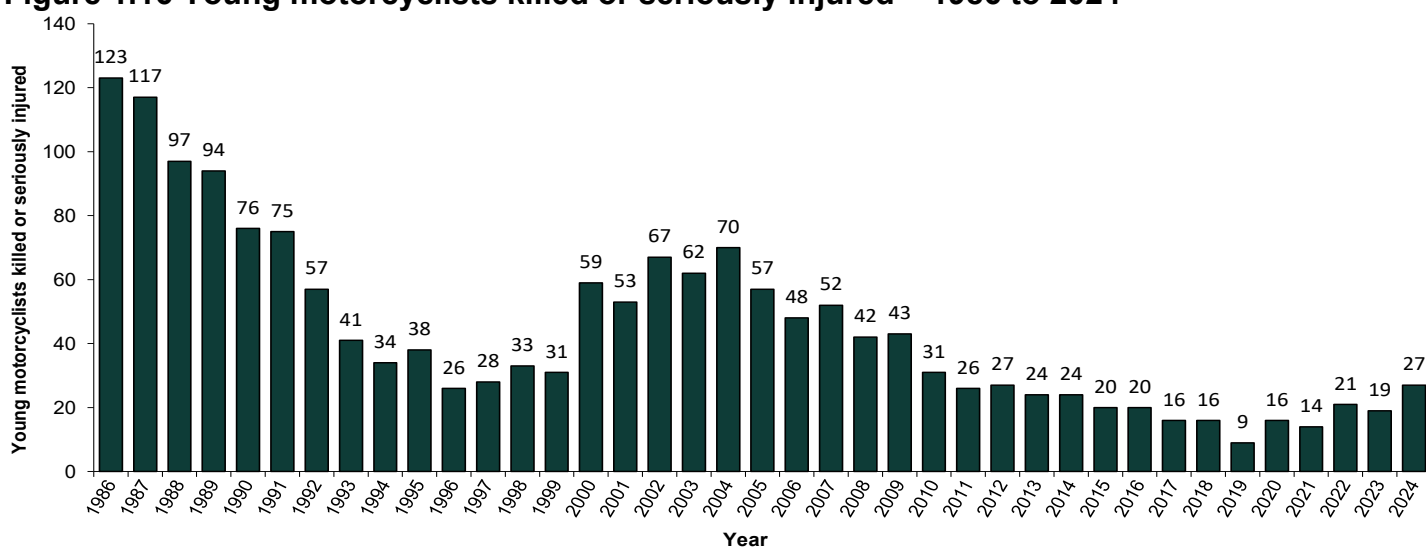
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
KSI										
Pedestrians	33	23	26	22	24	16	23	24	24	18
Drivers of motor vehicles	72	105	80	79	75	62	64	83	80	90
Motorcyclists	20	20	16	16	9	16	14	21	19	27
Pedal cyclists	4	8	2	4	4	4	6	4	4	2
Passengers	66	66	49	49	58	26	69	54	60	66
Pillion Passengers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

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



- The most common casualty class for young people killed or seriously injured in 2024 were drivers, with 90 out of the 207 KSI casualties being from this category (43.5%).
- The number of young motorcyclists killed or seriously injured in 2024 was 27. This was an increase of 7 on the number recorded in 2015. The chart below shows the historical trend since records on severity of injury by age group were first collated in 1986.

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



Older People (Age Group 65 and over)

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

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

Notes:

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

- There were 755 older people (those aged 65 plus) injured in 2024, including 21 fatalities and 149 seriously injured.
- The annual decrease in overall casualty levels during the current reporting period is reflected among this older age group, however KSI casualties increased among this age group in 2024. The total casualties in 2024 was 129 fewer than the series high recorded in 2019 (884). See chart below for a yearly breakdown from 1986.

Figure 1.17 Casualties of older people – 1986 to 2024

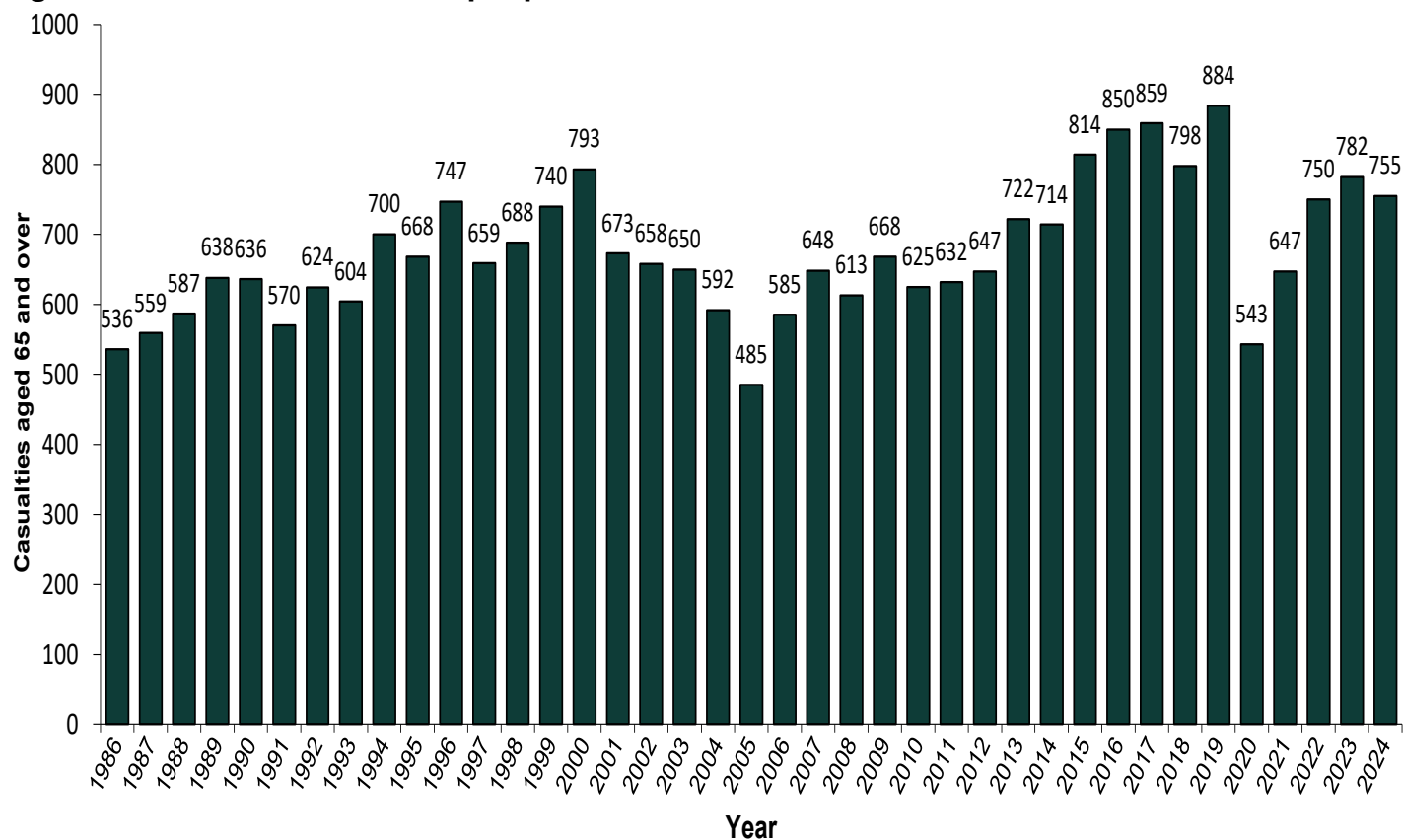


Table 1.17 Number of older people killed or seriously injured by road user type 2015 – 2024

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

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