# Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

## Causation factors in road traffic collisions

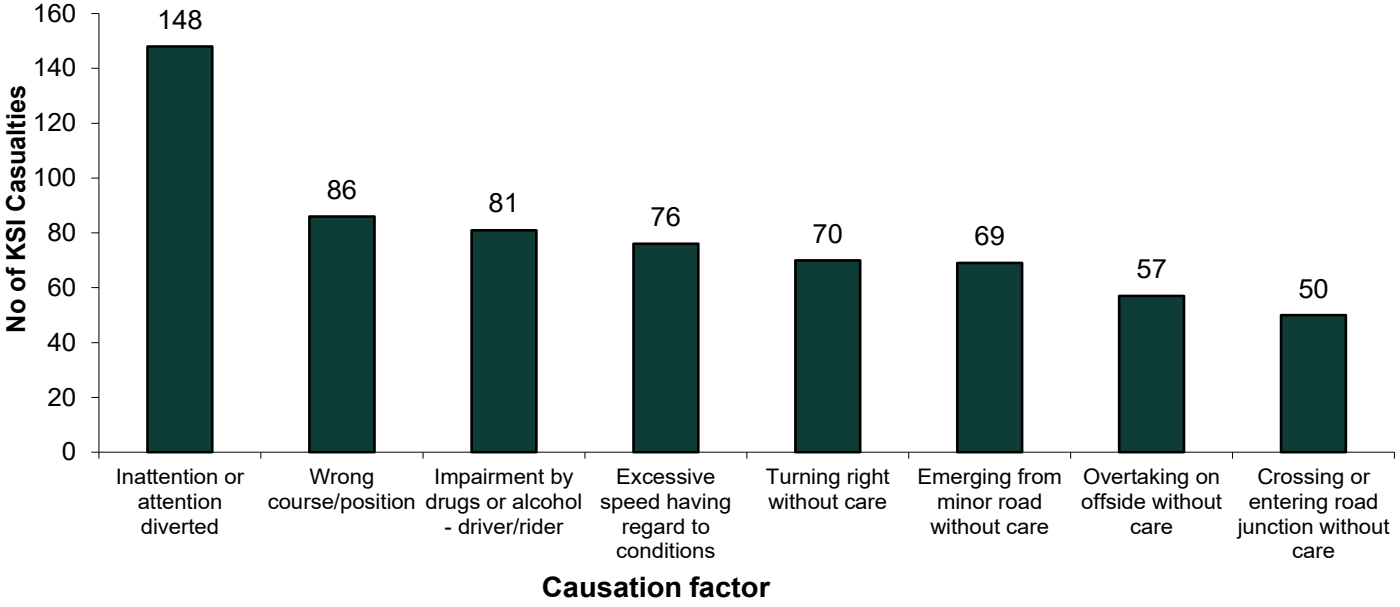
- The most common principal causation factors for KSI casualties during 2024 were 'inattention or attention diverted' (148 KSI casualties), followed by 'wrong course/position' (86 KSI casualties) and 'impairment by drugs or alcohol - driver/rider' (81 KSI casualties). These 3 causations were responsible for 31.3% of all KSI casualties in 2024.

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,259 casualties) followed by 'driving too close' (941 casualties) and 'emerging from minor road without care' (610 casualties). These three causations alone were responsible for over one-third (37.5%) of all casualties in 2024.

**Table 2.1 Most common principal causation factors in road traffic collisions 2024**

| | | Casualties | | |
|---|---|---|---|---|
| Principal Factor | Number of Injury Collisions | KSI | Slightly Injured | Total Casualties |
| Inattention or attention diverted | 789 | 148 | 1,111 | **1,259** |
| Driving too close | 559 | 32 | 909 | **941** |
| Emerging from minor road without care | 380 | 69 | 541 | **610** |
| Impairment by drugs or alcohol - driver/rider | 281 | 81 | 350 | **431** |
| Crossing or entering road junction without care | 265 | 50 | 411 | **461** |
| Turning right without care | 246 | 70 | 357 | **427** |
| Wrong course/position | 237 | 86 | 328 | **414** |
| Overtaking on offside without care | 192 | 57 | 254 | **311** |
| Excessive speed having regard to conditions | 187 | 76 | 252 | **328** |
| Changing lane without care | 151 | 13 | 241 | **254** |

**Figure 2.1 Most common principal causation factors for KSI casualties 2024**




- The top three principal causation factors for all casualties remain unchanged between 2012 and 2024. Appendix 5 provides a longer-term overview of the causation factors for casualties.

**Table 2.2 Selected causation factors for KSI casualties 2015 – 2024**

| | Impaired by alcohol or drugs - driver/rider | | | Careless Driving[1] | | | Excessive Speed having regard to conditions | | |
|---|---|---|---|---|---|---|---|---|---|
| **Year** | **Killed** | **Seriously Injured** | **KSI** | **Killed** | **Seriously Injured** | **KSI** | **Killed** | **Seriously Injured** | **KSI** |
| **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** |
| **2024** | 11 | 70 | **81** | 34 | 599 | **633** | 10 | 66 | **76** |

- There were 34 deaths attributed to careless driving[1] in 2024, which was 3 fewer than in 2023. It was 24 higher than deaths attributed to excessive speed and 23 higher than deaths due to impairment of the driver/rider.

- The 11 deaths due to impairment by alcohol / drugs in 2024 was the second highest recorded for this causation in the last ten years. The 10 deaths due to excessive speed was the highest recorded since 2019.

- There were 633 KSI casualties in 2024 which were attributed to careless driving[1] compared to 81 for impairment by alcohol or drugs – driver/rider and 76 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 2024**

| | KSI Collision | Slight Collision | Total | KSI Casualties | Slightly injured | Total |
|---|---|---|---|---|---|---|
| Driver/Rider Fault | | | | | | |
| Alcohol or drugs - driver/rider | 64 | 217 | **281** | 81 | 350 | **431** |
| Excessive speed having regard to conditions | 60 | 127 | **187** | 76 | 252 | **328** |
| Careless driving[1] | 507 | 2,960 | **3,467** | 633 | 5,026 | **5,659** |
| Other driver rider fault | 48 | 139 | **187** | 63 | 221 | **284** |
| **Total** | **679** | **3,443** | **4,122** | **853** | **5,849** | **6,702** |
| Passenger Fault | 8 | 10 | **18** | 8 | 12 | **20** |
| Pedestrian Fault | 74 | 168 | **242** | 76 | 181 | **257** |
| Vehicle Factors | 14 | 49 | **63** | 14 | 77 | **91** |
| Obstructions | 2 | 17 | **19** | 2 | 22 | **24** |
| Physical/Road | 17 | 88 | **105** | 19 | 122 | **141** |
| Weather | 27 | 124 | **151** | 30 | 188 | **218** |
| Miscellaneous | 6 | 27 | **33** | 6 | 35 | **41** |
| **Total** | **827** | **3,926** | **4,753** | **1,008** | **6,486** | **7,494** |

[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 responsibility[1] by age and gender 2024

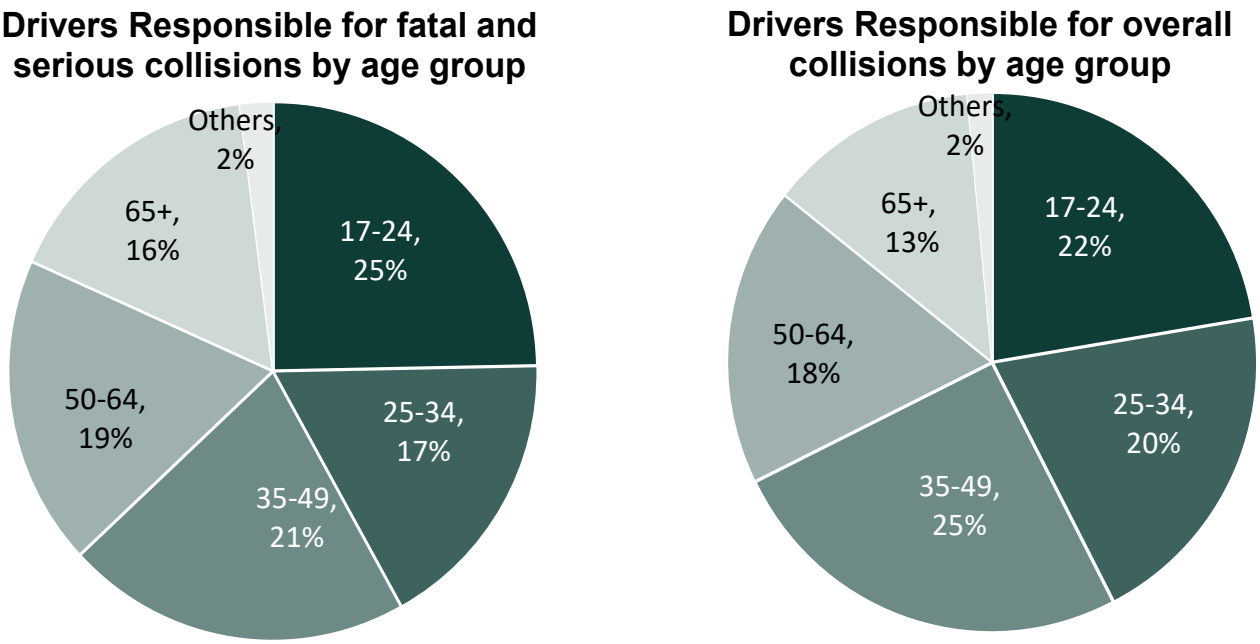
| Age | Fatal and Serious Collisions | | | | Total Collisions | | | |
|---|---|---|---|---|---|---|---|---|
| | Male | Female | Unknown | Total | Male | Female | Unknown | Total |
| **Under 17** | 12 | 1 | 0 | **13** | 49 | 9 | 0 | **58** |
| **17 - 24** | 130 | 29 | 0 | **159** | 599 | 257 | 0 | **856** |
| **25 - 34** | 85 | 26 | 0 | **111** | 536 | 231 | 0 | **767** |
| **35 - 49** | 94 | 42 | 0 | **136** | 624 | 344 | 0 | **968** |
| **50 - 64** | 75 | 45 | 0 | **120** | 443 | 244 | 0 | **687** |
| **65+** | 57 | 48 | 0 | **105** | 315 | 176 | 0 | **491** |
| **Unknown** | 4 | 0 | 31 | **35** | 24 | 4 | 267 | **295** |
| **Total** | **457** | **191** | **31** | **679** | **2,590** | **1,265** | **267** | **4,122** |

- Of the 679 fatal and serious collisions in 2024 where the causation was driver/rider responsibility[1], 457 were the responsibility of a male driver, 191 were caused by a female driver and 31 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 70.5% of fatal and serious collisions and 67.2% of collisions overall with driver/rider responsibility, where a gender is known.

- Drivers aged 17-24 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 2024 in each of the different age groups.

### Figure 2.2 Drivers responsibility by age group[1], 2024




[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, 2019-2023

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

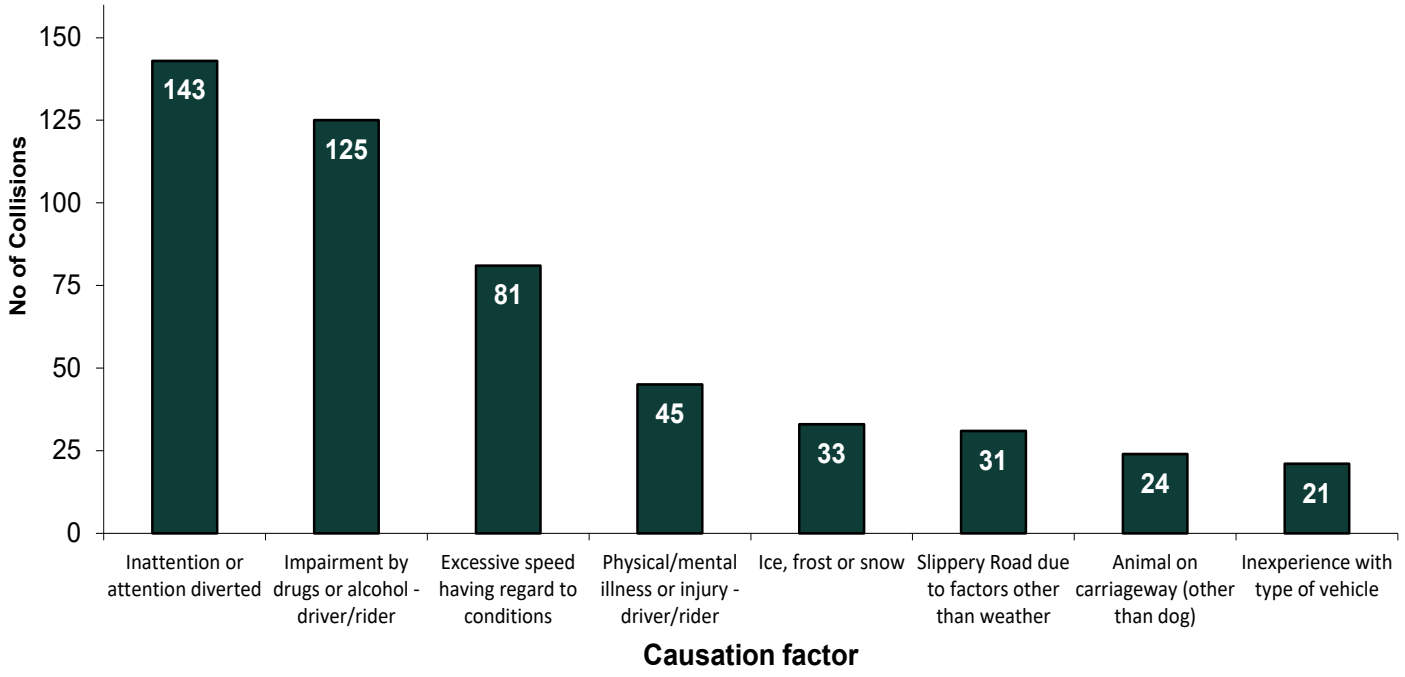
## Single vehicle collisions

### Table 2.5 Single vehicle collisions by year and resulting casualties 2015 - 2024

| Year | Number of single vehicle injury collisions | | | | Casualties | | | |
|---|---|---|---|---|---|---|---|---|
| | Fatal Collisions | Serious Collisions | Slight Collisions | Total | Killed | Seriously Injured | Slightly Injured | Total Casualties |
| **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** |
| **2024** | 22 | 161 | 528 | **711** | 26 | 219 | 729 | **974** |

- There were 711 single vehicle collisions recorded in 2024, representing 15.0% of all collisions.
- In terms of severity of injury, single vehicle collisions comprised over one-third (35.5%) of fatal collisions, one-fifth of serious collisions (21.0%), and the proportion for sight collisions was approximately one in seven (13.4%).
- The most common causation factor for all single vehicle collisions occurring in 2024 was ‘inattention or attention diverted’ (143, 20.1%), followed by ‘impairment by alcohol or drugs by drivers or riders’ (125, 17.6%), and then ‘excessive speed having regard to conditions’ with 81 (11.4%). 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 66 KSIs, accounting for more than a quarter (26.9%) of the 245 KSI casualties recorded for single vehicle collisions.

### Figure 2.3 Main causes of all single vehicle collisions 2024



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

There were 4,122 drivers injured in vehicles in which a seat belt is normally worn. Of these 65.5% were wearing a seat belt at the time of the collision, 1.5% were not wearing a seat belt and for the remaining 33.0% it was unknown whether or not a seat belt was in use.

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

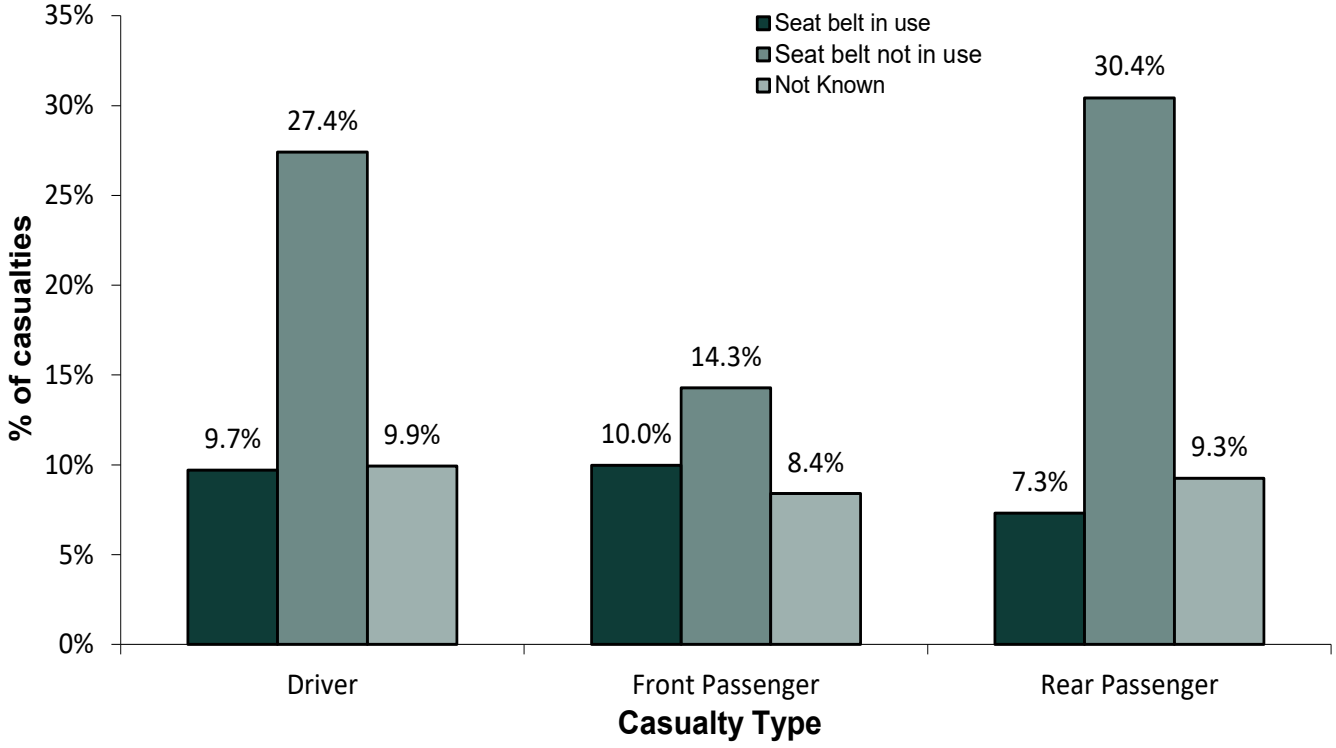
- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2024, 0.9% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 14.5% of driver casualties who were not wearing a seat belt. Similarly, 8.8% of driver casualties were seriously injured when wearing a seat belt compared to 12.9% of those not wearing a seat belt.

- Seatbelt status was known for 844 out of the 1,249 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 42 (5.0%) were not wearing a seat belt.

- Of the 729 rear seat passengers injured in 2024, seatbelt status was known for 502. Of these, 23 (4.6%) were not wearing a seat belt.

- Figure 2.4 shows that 9.7% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 27.4% of drivers who were not wearing a seatbelt. The difference was more pronounced for rear seat passengers, with 7.3% who were wearing a seatbelt killed or seriously injured compared with 30.4% who were not. The proportion of front seat passengers killed or seriously injured when comparing seatbelt usage shows a less pronounced difference in KSI incidence when a seatbelt was in use (10.0%) compared to where a seatbelt was not in use (14.3%).

**Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2024**



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

## Where did collisions occur in 2024?

**Figure 3.1: The top three collision sites in Northern Ireland within a 50 metre radius – 2024**


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 3 sites for all collisions identified occurring in 2024 were the following:

- **A – Sydenham By-Pass / Dee Street, Belfast City District.** There were 12 collisions within 50 metres of this junction.
- **B – Boucher Road / Glenmachan Street, Belfast City District**. There were 10 collisions within 50 metres of this junction.
- **C – Shaftesbury Square / Botanic Avenue, 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 – 2024

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 (Chichester Street and Upper Arthur Street)

There were 33 KSI collisions in 2024 in the one kilometre radius surrounding where Chichester Street meets Upper Arthur Street.

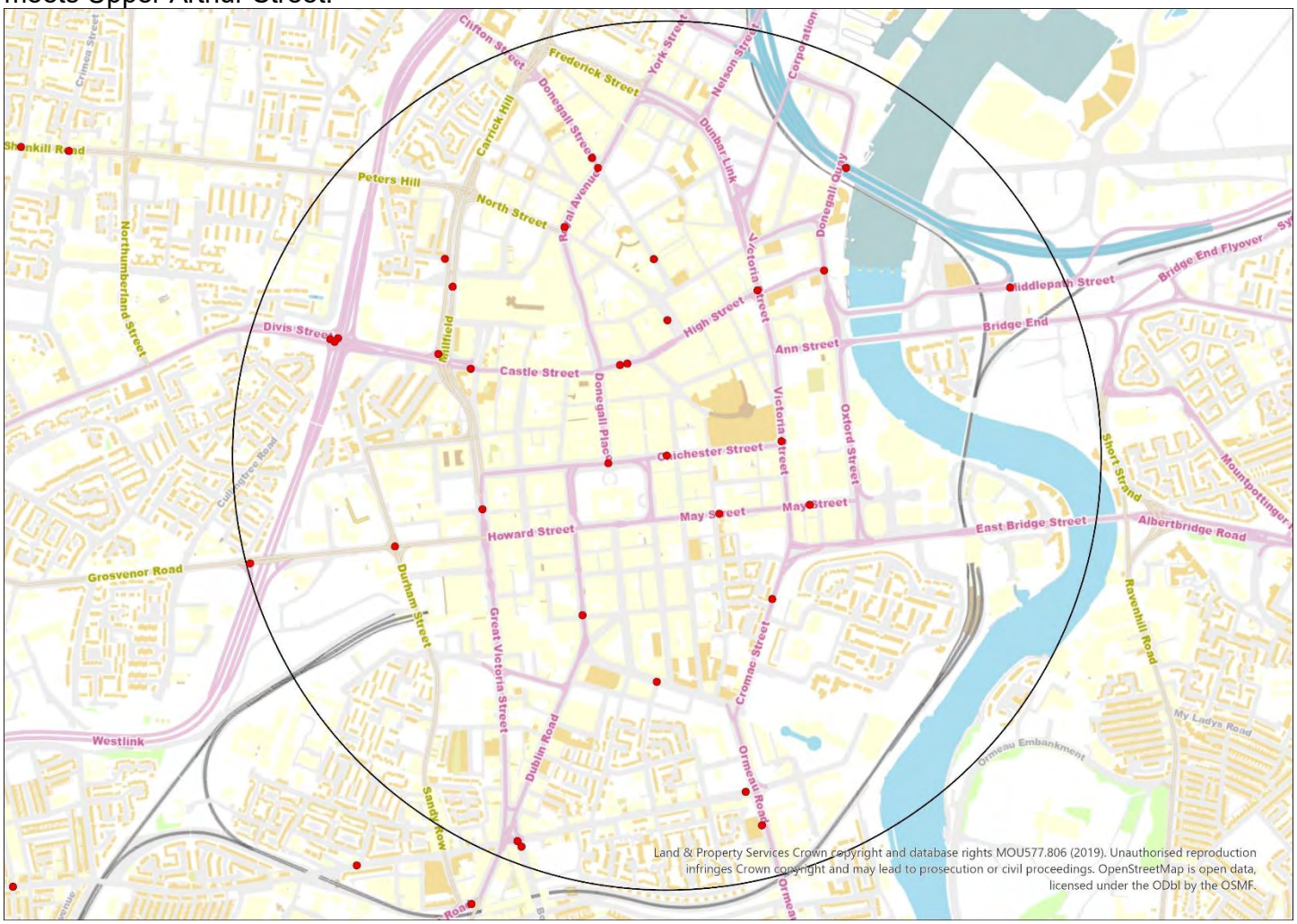
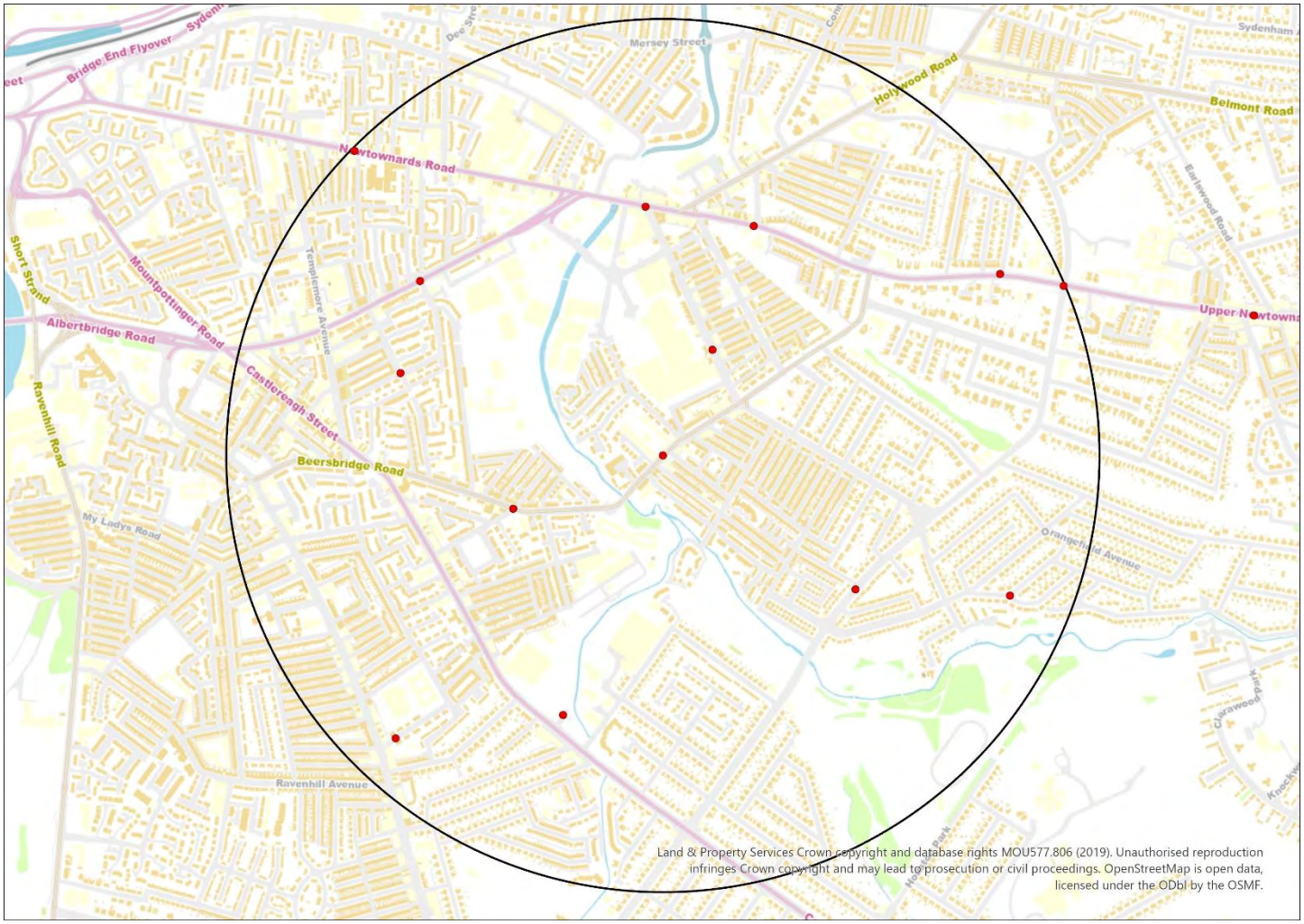


**Figure 3.3: Belfast City District fatal and serious collisions (Antrim Road and Duncairn Gardens)**

There were 16 KSI collisions in 2024 in the one kilometre radius surrounding where Antrim Road meets Duncairn Gardens.

**Figure 3.4: Belfast City District fatal and serious collisions (Beersbridge Road and Greenville Road).**

There were 14 KSI collisions in 2024 in the one kilometre radius surrounding where Beersbridge Road meets the Greenville Road.




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

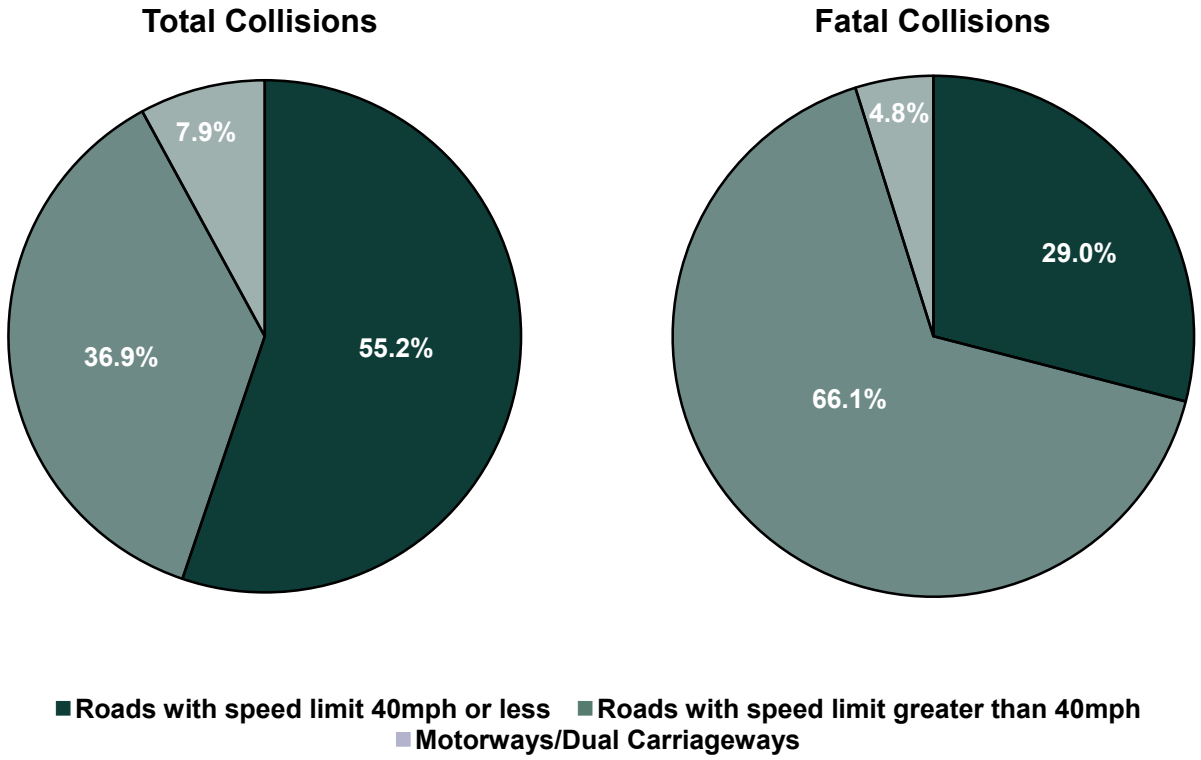
Collision data can also be found on the OpenDataNI portal - https://www.opendatani.gov.uk/

## Speed limit of road

- In 2024 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 4,753 injury collisions recorded by the police in 2024, 2,624 (55.2%) occurred on urban roads with a speed limit of 40 mph or less while 1,752 (36.9%) took place on rural roads and the remaining 377 (7.9%) occurred on a motorway or dual carriageway. Despite comprising around 37% of collisions in 2024, rural roads accounted for 55% of the KSI casualties (555 out of 1,008).

**Figure 3.5 Road traffic collisions and fatal collisions by speed limit of road 2024**




- In terms of casualties, there were 48 people killed on rural roads in 2024 which accounted for two-thirds of all fatalities (69.6%).

- The single child fatality on Northern Ireland roads in 2024 was on a rural road.

- There were 140 young people (aged between 16 and 24) killed or seriously injured in 2024 on rural roads, equating to 67.6% of the total of 207 for this age group.

## When did 2024 fatal and serious collisions occur?

- Taking the week as a whole, 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 afternoon/evening time of 4pm to 6pm accounted for one in five (20.4%) of all fatal and serious collisions between Monday and Friday, compared with approximately one in seven (14.5%) for the same hours on Saturday and Sunday.

- However, nearly 15% of KSI collisions on weekends happened between midnight and 4am, in comparison with 2.8% for the same hours between Monday and Friday. Over thirteen percent (13.1%) of KSI collisions from Monday to Friday happened between 7am and 10am. This contrasts with less than seven percent (6.9%) of KSI collisions at weekends happening during the same three-hour period.

- Sundays had the most fatalities recorded in 2024 with 16 recorded on that day of the week. Wednesdays and Saturdays had the least fatalities recorded in 2024 with 6 recorded on those days.

**Figure 3.6 Weekday fatal and serious collisions by hour 2024**

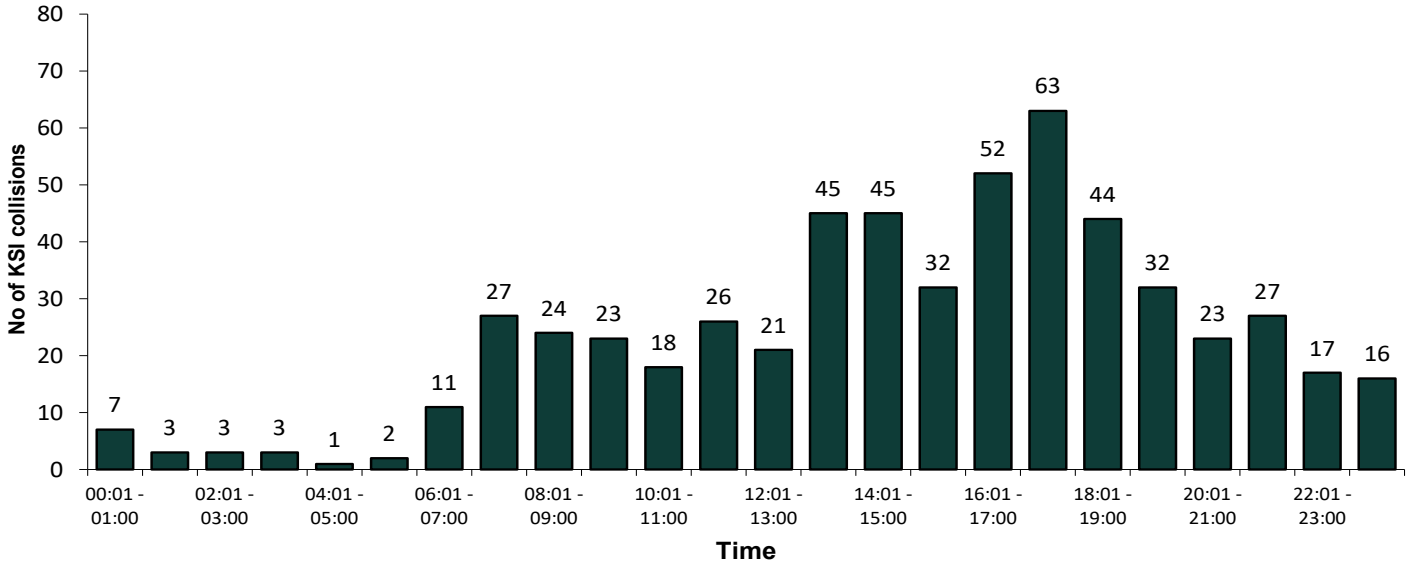



**Figure 3.7 Weekend fatal and serious collisions by hour 2024**

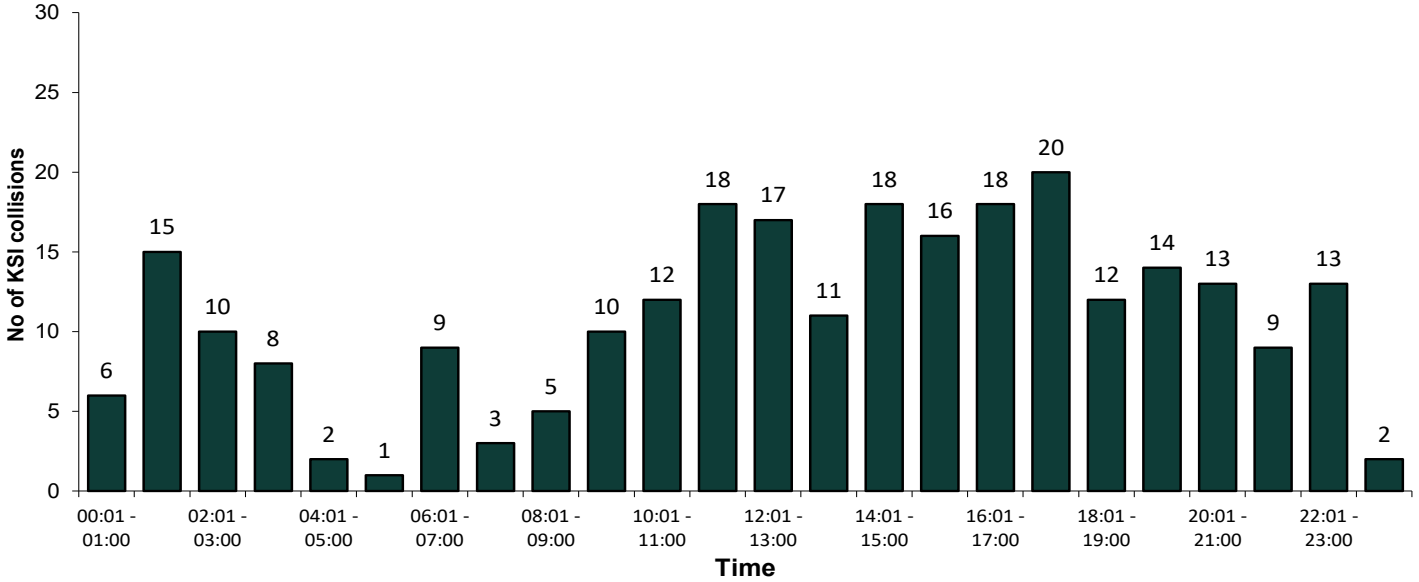


**Figure 3.8 Fatal and serious collisions by time and day of week 2024**

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Total | |
|---|---|---|---|---|---|---|---|---|---|
| 0001 - 0100 | 2 | 1 | 0 | 3 | 1 | 2 | 4 | 13 | 0001 - 0100 |
| 0101 - 0200 | 2 | 0 | 0 | 1 | 0 | 6 | 9 | 18 | 0101 - 0200 |
| 0201 - 0300 | 1 | 0 | 0 | 0 | 2 | 7 | 3 | 13 | 0201 - 0300 |
| 0301 - 0400 | 2 | 0 | 0 | 0 | 1 | 3 | 5 | 11 | 0301 - 0400 |
| 0401 - 0500 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 0401 - 0500 |
| 0501 - 0600 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0501 - 0600 |
| 0601 - 0700 | 4 | 0 | 1 | 2 | 4 | 7 | 2 | 20 | 0601 - 0700 |
| 0701 - 0800 | 6 | 6 | 5 | 6 | 4 | 2 | 1 | 30 | 0701 - 0800 |
| 0801 - 0900 | 6 | 7 | 4 | 3 | 4 | 2 | 3 | 29 | 0801 - 0900 |
| 0901 - 1000 | 5 | 6 | 2 | 7 | 3 | 7 | 3 | 33 | 0901 - 1000 |
| 1001 - 1100 | 1 | 1 | 6 | 3 | 7 | 5 | 7 | 30 | 1001 - 1100 |
| 1101 - 1200 | 3 | 10 | 5 | 4 | 4 | 11 | 7 | 44 | 1101 - 1200 |
| 1201 - 1300 | 2 | 4 | 2 | 7 | 6 | 10 | 7 | 38 | 1201 - 1300 |
| 1301 - 1400 | 7 | 9 | 6 | 10 | 13 | 9 | 2 | 56 | 1301 - 1400 |
| 1401 - 1500 | 4 | 10 | 15 | 9 | 7 | 9 | 9 | 63 | 1401 - 1500 |
| 1501 - 1600 | 5 | 7 | 6 | 8 | 6 | 9 | 7 | 48 | 1501 - 1600 |
| 1601 - 1700 | 9 | 11 | 10 | 11 | 11 | 11 | 7 | 70 | 1601 - 1700 |
| 1701 - 1800 | 11 | 16 | 13 | 10 | 13 | 12 | 8 | 83 | 1701 - 1800 |
| 1801 - 1900 | 8 | 8 | 11 | 8 | 9 | 8 | 4 | 56 | 1801 - 1900 |
| 1901 - 2000 | 7 | 8 | 6 | 7 | 4 | 7 | 7 | 46 | 1901 - 2000 |
| 2001 - 2100 | 4 | 5 | 6 | 1 | 7 | 6 | 7 | 36 | 2001 - 2100 |
| 2101 - 2200 | 5 | 10 | 3 | 4 | 5 | 5 | 4 | 36 | 2101 - 2200 |
| 2201 - 2300 | 5 | 0 | 1 | 6 | 5 | 8 | 5 | 30 | 2201 - 2300 |
| 2301 - 2400 | 3 | 3 | 2 | 5 | 3 | 2 | 0 | 18 | 2301 - 2400 |
| All | 103 | 122 | 104 | 116 | 120 | 149 | 113 | 827 | All |

| No of KSI |
|---|
| 0-1 |
| 2-3 |
| 4-5 |
| 6-7 |
| 8-9 |
| 10+ |

- The peak hours of collisions involving KSI casualties were between 2pm and 6pm when 31.9% of all fatal and serious collisions took place.

- The worst combined day and three hour period for fatal and serious collisions was Tuesday between 4pm and 7pm with 35 having occurred in 2024 during this time period. Saturday had the most KSI collisions by day of the week with 149 of the 827 occurring on this day (18.0%).

- Table 3.1 shows that February had the lowest number of fatal and serious collisions in 2024 with 58 (7.0%). May had the most with 80 fatal and serious collisions (9.7%).

**Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2024**

| | Day of Week | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Month | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total |
| January | 13 | 11 | 8 | 10 | 9 | 12 | 8 | **71** |
| February | 15 | 5 | 8 | 9 | 9 | 9 | 3 | **58** |
| March | 7 | 7 | 8 | 8 | 8 | 12 | 12 | **62** |
| April | 8 | 13 | 9 | 6 | 5 | 12 | 16 | **69** |
| May | 7 | 8 | 12 | 12 | 16 | 16 | 9 | **80** |
| June | 6 | 9 | 11 | 9 | 10 | 14 | 11 | **70** |
| July | 9 | 10 | 14 | 3 | 10 | 9 | 8 | **63** |
| August | 5 | 15 | 8 | 14 | 10 | 10 | 9 | **71** |
| September | 7 | 13 | 7 | 13 | 8 | 9 | 9 | **66** |
| October | 6 | 10 | 8 | 9 | 8 | 17 | 8 | **66** |
| November | 7 | 11 | 7 | 8 | 16 | 15 | 8 | **72** |
| December | 13 | 10 | 4 | 15 | 11 | 14 | 12 | **79** |
| **Total** | **103** | **122** | **104** | **116** | **120** | **149** | **113** | **827** |

## Type of vehicles involved in injury road traffic collisions in 2024

- When looking at types of vehicles involved in road traffic collisions in 2024, cars formed the largest group with 7,165 (81.2%) involved in injury road traffic collisions. This was followed by 801 goods vehicles (9.1%) and 306 motorcycles including mopeds (3.5%).

- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (27 per 1,000). Motorcycles and cars had 10 and 7 collisions per 1,000 licensed vehicles respectively.

**Table 3.2 Number of vehicles involved in injury road traffic collisions 2024**

| | Fatal Collision | Serious Collision | Slight Collision | Total | % share | Collision rate per 1,000 licensed vehicles[1] |
|---|---|---|---|---|---|---|
| Motorcycle | 8 | 134 | 164 | 306 | 3.5 | 10 |
| Car | 63 | 946 | 6,156 | 7,165 | 81.2 | 7 |
| Goods Vehicles | 20 | 114 | 667 | 801 | 9.1 | 5 |
| Buses / coaches | 4 | 21 | 111 | 136 | 1.5 | 27 |
| Agricultural Vehicles | 1 | 17 | 61 | 79 | 0.9 | 2 |
| Other/Unknown Vehicles | 4 | 106 | 225 | 335 | 3.8 | -- |
| **Total** | **100** | **1,338** | **7,384** | **8,822** | **100** | **7** |

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

- Buses/coaches had the highest KSI collision rate by category with 5 KSI collisions per 1,000 licensed vehicles in 2024.

## Weather conditions

**Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2024**

| Weather | Total |
|---|---|
| Fine (without high wind) | 609 |
| Rain (without high wind) | 117 |
| Snow (without high wind) | 3 |
| Fine (with high wind) | 4 |
| Rain (with high wind) | 14 |
| Snow (with high wind) | 1 |
| Fog or mist - if hazard | 6 |
| Strong sun (glaring) | 17 |
| Other | 13 |
| Unknown | 43 |
| **Total** | **827** |

# Section 4 – Fatality rate in comparison with other countries

## How does Northern Ireland compare?

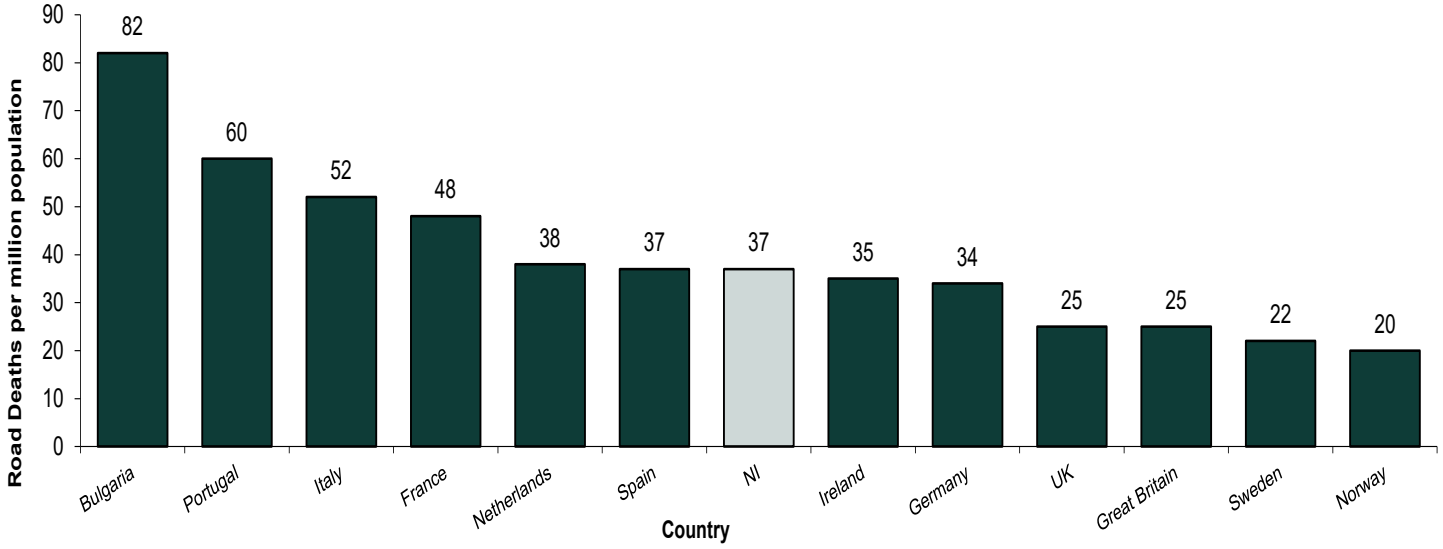
As the latest fatality information for a list of selected countries is only available for 2023, this report compares Northern Ireland's road deaths with a selected list of countries for the 2023 calendar year.

**Table 4.1 International comparisons of road deaths by selected country[1] 2023**

| Country | 2023[2,3] Number of road deaths | 2023[2,3] Road deaths per million population |
|---|---|---|
| Great Britain | 1,624 | 25 |
| Northern Ireland | 71 | 37 |
| United Kingdom | 1,695 | 25 |
| France | 3,167 | 48 |
| Germany | 2,830 | 34 |
| Irish Republic | 185 | 35 |
| Italy | 3,094 | 52 |
| Bulgaria | 526 | 82 |
| Netherlands | 684 | 38 |
| Portugal | 600 | 60 |
| Spain | 1,779 | 37 |
| Sweden | 229 | 22 |
| Norway | 110 | 20 |
| Australia | -[4] | -[4] |
| Republic of Korea | -[4] | -[4] |
| United States of America | -[4] | -[4] |

*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 2023*
*3. Provisional data*
*4. No data available at time of publication*

**Figure 4.1 Road deaths per million population by selected country 2023**

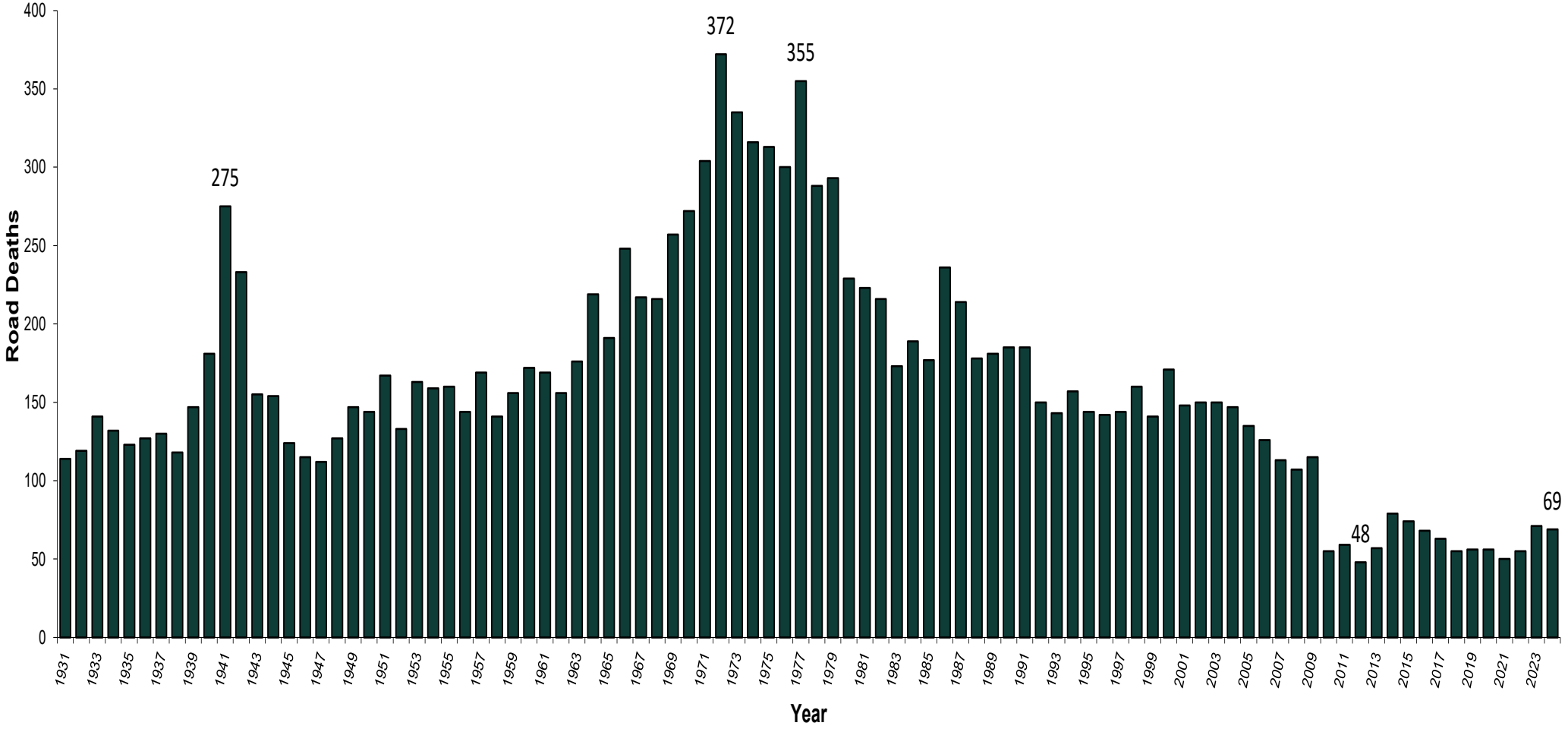



- The 71 deaths recorded in Northern Ireland for 2023 equates to a rate of 37 deaths per million population. The rate of deaths per million in NI was 12 more than Great Britain in 2023. The Irish Republic had 35 deaths per million population in 2023.

- At the top end of the scale in Europe, Bulgaria had the highest death rate recorded in 2023 with 82 road deaths per million population. Norway had the fewest with 20 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/publications/international-comparison-road-traffic-fatalities

## Appendix 1: Road Deaths in Northern Ireland 1931 – 2024



## Appendix 2: Recorded injury road traffic collision and casualties by severity[1]- 1931–2024

| Year | No of injury collisions | Casualties | | |
|---|---|---|---|---|
| | | Killed | Injured | Total casualties |
| **1931** | 1,582 | 114 | 1,724 | 1,838 |
| **1932** | 1,765 | 119 | 1,890 | 2,009 |
| **1933** | 1,633 | 141 | 1,757 | 1,898 |
| **1934** | 1,835 | 132 | 1,954 | 2,086 |
| **1935** | 1,975 | 123 | 2,159 | 2,282 |
| **1936** | 2,021 | 127 | 2,216 | 2,343 |
| **1937** | 1,793 | 130 | 1,891 | 2,021 |
| **1938** | 1,945 | 118 | 2,128 | 2,246 |
| **1939** | 1,993 | 147 | 2,211 | 2,358 |
| **1940** | 1,451 | 181 | 1,576 | 1,757 |
| **1941** | 1,778 | 275 | 1,928 | 2,203 |
| **1942** | 1,636 | 233 | 1,844 | 2,077 |
| **1943** | 1,205 | 155 | 1,308 | 1,463 |
| **1944** | 1,205 | 154 | 1,259 | 1,413 |
| **1945** | 1,222 | 124 | 1,429 | 1,553 |
| **1946** | 1,602 | 115 | 1,919 | 2,034 |
| **1947** | 1,700 | 112 | 1,976 | 2,088 |
| **1948** | 1,695 | 127 | 1,892 | 2,019 |
| **1949** | 2,135 | 147 | 2,396 | 2,543 |
| **1950** | 2,430 | 144 | 2,748 | 2,892 |
| **1951** | 2,583 | 167 | 2,975 | 3,142 |
| **1952** | 2,625 | 133 | 3,028 | 3,161 |
| **1953** | 3,139 | 163 | 3,715 | 3,878 |
| **1954** | 3,315 | 159 | 3,954 | 4,113 |
| **1955** | 3,854 | 160 | 4,561 | 4,721 |
| **1956** | 3,860 | 144 | 4,631 | 4,775 |
| **1957** | 3,324 | 169 | 4,001 | 4,170 |
| **1958** | 3,533 | 141 | 4,379 | 4,520 |
| **1959** | 3,992 | 156 | 5,068 | 5,224 |
| **1960** | 4,237 | 172 | 5,443 | 5,615 |
| **1961** | 4,196 | 169 | 5,520 | 5,689 |
| **1962** | 4,297 | 156 | 5,677 | 5,833 |
| **1963** | 4,536 | 176 | 6,001 | 6,177 |
| **1964** | 4,736 | 219 | 6,363 | 6,582 |
| **1965** | 4,987 | 191 | 6,755 | 6,946 |
| **1966** | 5,034 | 248 | 6,876 | 7,124 |
| **1967** | 5,094 | 217 | 7,076 | 7,293 |
| **1968** | 5,213 | 216 | 7,305 | 7,521 |
| **1969** | 4,981 | 257 | 7,124 | 7,381 |
| **1970** | 5,308 | 272 | 7,902 | 8,174 |
| **1971** | 5,158 | 304 | 2,135 | 5,523 | 7,962 |
| **1972** | 5,261 | 372 | 2,430 | 5,595 | 8,397 |
| **1973** | 5,000 | 335 | 2,358 | 5,304 | 7,997 |
| **1974** | 4,795 | 316 | 2,268 | 4,920 | 7,504 |
| **1975** | 4,882 | 313 | 2,231 | 5,109 | 7,653 |
| **1976** | 4,943 | 300 | 2,570 | 4,749 | 7,619 |
| **1977** | 5,352 | 355 | 2,905 | 4,944 | 8,204 |
| **1978** | 5,473 | 288 | 2,749 | 5,331 | 8,368 |
| **1979** | 5,388 | 293 | 2,546 | 5,082 | 7,921 |
| **1980** | 4,982 | 229 | 2,387 | 4,648 | 7,264 |
| **1981** | 5,245 | 223 | 2,418 | 5,139 | 7,780 |
| **1982** | 5,551 | 216 | 2,503 | 5,420 | 8,139 |
| **1983** | 5,425 | 173 | 2,300 | 5,240 | 7,713 |
| **1984** | 5,978 | 189 | 2,465 | 6,096 | 8,750 |
| **1985** | 5,779 | 177 | 1,148 | 7,312 | 8,637 |
| **1986** | 6,171 | 236 | 1,825 | 7,381 | 9,442 |
| **1987** | 6,344 | 214 | 1,885 | 7,837 | 9,936 |
| **1988** | 6,943 | 178 | 1,969 | 8,820 | 10,967 |
| **1989** | 7,199 | 181 | 2,014 | 9,416 | 11,611 |
| **1990** | 7,159 | 185 | 1,993 | 9,583 | 11,761 |
| **1991** | 6,171 | 185 | 1,648 | 8,481 | 10,314 |
| **1992** | 6,650 | 150 | 1,841 | 9,273 | 11,264 |
| **1993** | 6,517 | 143 | 1,725 | 9,232 | 11,100 |
| **1994** | 6,783 | 157 | 1,648 | 10,289 | 12,094 |
| **1995** | 6,792 | 144 | 1,532 | 10,049 | 11,725 |
| **1996** | 7,093 | 142 | 1,599 | 10,834 | 12,575 |
| **1997** | 7,192 | 144 | 1,548 | 11,006 | 12,698 |
| **1998** | 7,487 | 160 | 1,538 | 11,704 | 13,402 |
| **1999** | 7,562 | 141 | 1,509 | 11,799 | 13,449 |
| **2000** | 8,388 | 171 | 1,786 | 12,763 | 14,720 |
| **2001** | 7,447 | 148 | 1,682 | 11,312 | 13,142 |
| **2002** | 6,784 | 150 | 1,526 | 10,238 | 11,914 |
| **2003** | 6,049 | 150 | 1,288 | 8,887 | 10,325 |
| **2004** | 5,633 | 147 | 1,183 | 8,177 | 9,507 |
| **2005** | 4,947 | 135 | 1,073 | 6,951 | 8,159 |
| **2006** | 5,628 | 126 | 1,211 | 7,845 | 9,182 |
| **2007** | 5,990 | 113 | 1,097 | 8,226 | 9,436 |
| **2008** | 6,223 | 107 | 990 | 8,454 | 9,551 |
| **2009** | 6,251 | 115 | 1,035 | 8,617 | 9,767 |
| **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 |
| **2024** | 4,753 | 69 | 939 | 6,486 | 7,494 |

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: 2015 – 2024

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Pedestrians** | | | | | | | | | | |
| Killed | 19 | 15 | 15 | 16 | 17 | 6 | 8 | 16 | 20 | 8 |
| Seriously injured | 164 | 164 | 175 | 135 | 159 | 118 | 148 | 168 | 171 | 142 |
| Slightly injured | 604 | 552 | 539 | 536 | 462 | 359 | 379 | 406 | 453 | 378 |
| **Total** | **787** | **731** | **729** | **687** | **638** | **483** | **535** | **590** | **644** | **528** |
| **Drivers of motor vehicles** | | | | | | | | | | |
| Killed | 31 | 31 | 25 | 23 | 26 | 25 | 20 | 23 | 21 | 39 |
| Seriously injured | 254 | 353 | 309 | 297 | 318 | 243 | 297 | 343 | 352 | 380 |
| Slightly injured | 5,071 | 5,003 | 4,851 | 4,563 | 4,585 | 3367 | 3,664 | 4,026 | 3,975 | 3,762 |
| **Total** | **5,356** | **5,387** | **5,185** | **4,883** | **4,929** | **3,635** | **3,981** | **4,392** | **4,348** | **4,181** |
| **Motorcyclists** | | | | | | | | | | |
| Killed | 4 | 4 | 9 | 7 | 3 | 8 | 14 | 9 | 13 | 7 |
| Seriously injured | 78 | 88 | 80 | 101 | 84 | 84 | 92 | 110 | 103 | 126 |
| Slightly injured | 202 | 193 | 185 | 185 | 185 | 118 | 185 | 181 | 158 | 160 |
| **Total** | **284** | **285** | **274** | **293** | **272** | **210** | **291** | **300** | **274** | **293** |
| **Pedal cyclists** | | | | | | | | | | |
| Killed | 0 | 3 | 2 | 1 | 2 | 4 | 0 | 1 | 2 | 1 |
| Seriously injured | 40 | 61 | 50 | 46 | 57 | 45 | 64 | 73 | 73 | 63 |
| Slightly injured | 239 | 266 | 267 | 240 | 231 | 207 | 218 | 230 | 189 | 153 |
| **Total** | **279** | **330** | **319** | **287** | **290** | **256** | **282** | **304** | **264** | **217** |
| **Passengers** | | | | | | | | | | |
| Killed | 17 | 12 | 11 | 7 | 8 | 8 | 8 | 6 | 11 | 12 |
| Seriously injured | 163 | 156 | 149 | 134 | 144 | 92 | 185 | 196 | 161 | 209 |
| Slightly injured | 2,781 | 2,625 | 2,453 | 2,351 | 2,520 | 1,734 | 1,839 | 1,974 | 2,206 | 1,963 |
| **Total** | **2,961** | **2,793** | **2,613** | **2,492** | **2,672** | **1,834** | **2,032** | **2,176** | **2,378** | **2,184** |
| **Pillion Passengers** | | | | | | | | | | |
| Killed | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Seriously injured | 6 | 3 | 8 | 5 | 6 | 3 | 6 | 4 | 3 | 5 |
| Slightly injured | 4 | 6 | 7 | 9 | 6 | 4 | 9 | 10 | 4 | 8 |
| **Total** | **10** | **10** | **15** | **14** | **12** | **8** | **15** | **14** | **7** | **14** |
| **Other road users** | | | | | | | | | | |
| Killed | 3 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 4 | 1 |
| Seriously injured | 6 | 3 | 7 | 12 | 6 | 11 | 17 | 16 | 17 | 14 |
| Slightly injured | 51 | 50 | 41 | 51 | 53 | 46 | 39 | 54 | 49 | 62 |
| **Total** | **60** | **55** | **49** | **64** | **59** | **61** | **56** | **70** | **70** | **77** |
| **All road users** | | | | | | | | | | |
| Killed | 74 | 68 | 63 | 55 | 56 | 56 | 50 | 55 | 71 | 69 |
| Seriously injured | 711 | 828 | 778 | 730 | 774 | 596 | 809 | 910 | 880 | 939 |
| Slightly injured | 8,952 | 8,695 | 8,343 | 7,935 | 8,042 | 5,835 | 6,333 | 6,881 | 7,034 | 6,486 |
| **Total** | **9,737** | **9,591** | **9,184** | **8,720** | **8,872** | **6,487** | **7,192** | **7,846** | **7,985** | **7,494** |

## Appendix 4: Road traffic child (under 16) collision casualties by road user type and severity: 2015 – 2024

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Pedestrians** | | | | | | | | | | |
| Killed | 2 | 3 | 2 | 2 | 0 | 1 | 3 | 1 | 3 | 0 |
| Seriously injured | 37 | 50 | 50 | 38 | 34 | 29 | 42 | 48 | 41 | 28 |
| Slightly injured | 161 | 145 | 137 | 126 | 113 | 89 | 90 | 109 | 105 | 100 |
| **Total** | **200** | **198** | **189** | **166** | **147** | **119** | **135** | **158** | **149** | **128** |
| **Drivers of motor vehicles** | | | | | | | | | | |
| Killed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seriously injured | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Slightly injured | 3 | 1 | 2 | 1 | 2 | 2 | 0 | 2 | 1 | 2 |
| **Total** | **4** | **2** | **2** | **1** | **2** | **2** | **0** | **2** | **1** | **2** |
| **Motorcyclists** | | | | | | | | | | |
| Killed | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seriously injured | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 3 |
| Slightly injured | 2 | 1 | 0 | 1 | 1 | 0 | 5 | 3 | 1 | 3 |
| **Total** | **3** | **2** | **1** | **1** | **1** | **0** | **9** | **6** | **2** | **6** |
| **Pedal cyclists** | | | | | | | | | | |
| Killed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| Seriously injured | 4 | 6 | 4 | 5 | 11 | 7 | 6 | 3 | 14 | 9 |
| Slightly injured | 43 | 46 | 44 | 33 | 50 | 53 | 44 | 30 | 35 | 28 |
| **Total** | **47** | **52** | **48** | **38** | **61** | **61** | **50** | **34** | **49** | **37** |
| **Passengers** | | | | | | | | | | |
| Killed | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| Seriously injured | 22 | 19 | 8 | 16 | 24 | 15 | 22 | 32 | 21 | 48 |
| Slightly injured | 643 | 676 | 611 | 576 | 650 | 443 | 427 | 525 | 595 | 510 |
| **Total** | **668** | **696** | **619** | **593** | **675** | **458** | **449** | **558** | **616** | **558** |
| **Other road users (including pillion passengers)** | | | | | | | | | | |
| Killed | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Seriously injured | 2 | 1 | 2 | 1 | 1 | 1 | 3 | 3 | 3 | 4 |
| Slightly injured | 1 | 3 | 2 | 4 | 2 | 2 | 10 | 8 | 11 | 18 |
| **Total** | **3** | **4** | **5** | **5** | **3** | **4** | **13** | **11** | **14** | **23** |
| **All road users** | | | | | | | | | | |
| Killed | 5 | 4 | 4 | 3 | 1 | 3 | 3 | 3 | 3 | 1 |
| Seriously injured | 67 | 78 | 64 | 60 | 70 | 52 | 77 | 89 | 80 | 92 |
| Slightly injured | 853 | 872 | 796 | 741 | 818 | 589 | 576 | 677 | 748 | 661 |
| **Total** | **925** | **954** | **864** | **804** | **889** | **644** | **656** | **769** | **831** | **754** |

## Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2015 - 2024

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Impairment by drugs or alcohol - driver/rider** | | | | | | | | | | |
| Killed | 8 | 17 | 8 | 9 | 6 | 6 | 5 | 5 | 5 | 11 |
| Seriously injured | 64 | 64 | 76 | 69 | 64 | 40 | 97 | 76 | 79 | 70 |
| Slightly injured | 369 | 426 | 382 | 350 | 362 | 339 | 361 | 322 | 375 | 350 |
| **Total** | **441** | **507** | **466** | **428** | **432** | **385** | **463** | **403** | **459** | **431** |
| **Excessive Speed having regard to conditions** | | | | | | | | | | |
| Killed | 14 | 8 | 13 | 10 | 11 | 6 | 4 | # | 5 | 10 |
| Seriously injured | 67 | 85 | 72 | 61 | 60 | 53 | 47 | # | 53 | 66 |
| Slightly injured | 401 | 426 | 288 | 244 | 301 | 263 | 243 | 200 | 250 | 252 |
| **Total** | **482** | **519** | **373** | **315** | **372** | **322** | **294** | **258** | **308** | **328** |
| **Careless Driving** | | | | | | | | | | |
| Killed | 32 | 32 | 29 | 25 | 21 | 34 | 27 | 28 | 37 | 34 |
| Seriously injured | 373 | 449 | 424 | 427 | 465 | 349 | 459 | 576 | 539 | 599 |
| Slightly injured | 6,732 | 6,545 | 6,285 | 5,967 | 6,201 | 4,319 | 4,806 | 5,334 | 5,360 | 5,026 |
| **Total** | **7,137** | **7,026** | **6,738** | **6,419** | **6,687** | **4,702** | **5,292** | **5,938** | **5,936** | **5,659** |
| **Alcohol or Drugs – Pedestrian** | | | | | | | | | | |
| Killed | 5 | * | * | # | * | * | * | * | 4 | * |
| Seriously injured | 14 | # | # | # | # | # | # | # | 15 | # |
| Slightly injured | 55 | 37 | 34 | 43 | 33 | 18 | 18 | 20 | 28 | 21 |
| **Total** | **74** | **53** | **48** | **63** | **50** | **27** | **34** | **33** | **47** | **31** |
| **Other Pedestrian Fault** | | | | | | | | | | |
| Killed | 8 | 4 | 5 | 5 | # | * | * | 8 | 10 | * |
| Seriously injured | 91 | 78 | 97 | 55 | # | # | # | 81 | 70 | # |
| Slightly injured | 287 | 263 | 241 | 248 | 201 | 153 | 163 | 176 | 164 | 160 |
| **Total** | **386** | **345** | **343** | **308** | **278** | **209** | **235** | **265** | **244** | **226** |
| **Other factors** | | | | | | | | | | |
| Killed | 7 | # | # | * | 9 | 7 | 10 | 9 | 10 | 9 |
| Seriously injured | 102 | # | # | # | 100 | 92 | 122 | 111 | 124 | 133 |
| Slightly injured | 1,108 | 998 | 1,113 | 1,083 | 944 | 743 | 742 | 829 | 857 | 677 |
| **Total** | **1,217** | **1,141** | **1,216** | **1,187** | **1,053** | **842** | **874** | **949** | **991** | **819** |
| **All factors** | | | | | | | | | | |
| Killed | 74 | 68 | 63 | 55 | 56 | 56 | 50 | 55 | 71 | 69 |
| Seriously injured | 711 | 828 | 778 | 730 | 774 | 596 | 809 | 910 | 880 | 939 |
| Slightly injured | 8,952 | 8,695 | 8,343 | 7,935 | 8,042 | 5,835 | 6,333 | 6,881 | 7,034 | 6,486 |
| **Total** | **9,737** | **9,591** | **9,184** | **8,720** | **8,872** | **6,487** | **7,192** | **7,846** | **7,985** | **7,494** |

*Note: For data protection and disclosure reasons, cells have been supressed. * = 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 29th May 2025, covering the calendar year 2024. Key points from the publication are as below:

The reported road casualties in Great Britain for the calendar year 2024 provisionally estimate there were:

- 1,633 fatalities, an increase of 1% compared to 2023.
- 29,537 killed or seriously injured (KSI) casualties, little change compared to 2023.
- 128,375 casualties of all severities, a decline of 3% compared to 2023.

Reported road casualties Great Britain, provisional results: 2024

Statistics for the Republic of Ireland are published by the Road Safety Authority. The latest provisional fatality statistics, published on 31st May 2025, show that there were 172 fatalities in 2024, a decrease of 8 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.**