



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Annual Report 2025/26

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Between 1st April 2025 and 31st March 2026:

- There was a total of 5,130 injury road traffic collisions recorded, resulting in 67 fatalities, 1,073 people seriously injured and 6,850 slightly injured.
- There were 351 more collisions recorded in 2025/26 when compared with 2024/25 and 419 more casualties over the year.
- The 67 fatalities in 2025/26 was 3 more than the 64 recorded for the previous financial year.
- Nearly half of all child KSI casualties were pedestrians.
- There were 112 children (under 16) killed or seriously injured – 7 more than in 2024/25. In 2025/26, there were 205 KSI in the 65 and over age group, which was an increase of 38 on that recorded in 2024/25 (167).
- The most common principal causation factors for KSI casualties during 2025/26 were 'inattention or attention diverted' (119 KSI casualties) followed by 'wrong course/position' (108 KSI casualties), and 'crossing or entering road junction without care' (83 KSI casualties).
- Armagh City, Banbridge & Craigavon district had the highest number of road deaths with 10 fatalities. Belfast City district recorded the most serious injuries in 2025/26 (178 seriously injured).

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1. Things you need to know about this release

Coverage

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

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

This annual publication presents the most recent recorded injury collision and casualty statistics for the period 1st April 2025 to 31st March 2026. At the time of publication, CRFs had been processed for 99.9% of reported injury collisions for the 2025/26 financial 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.

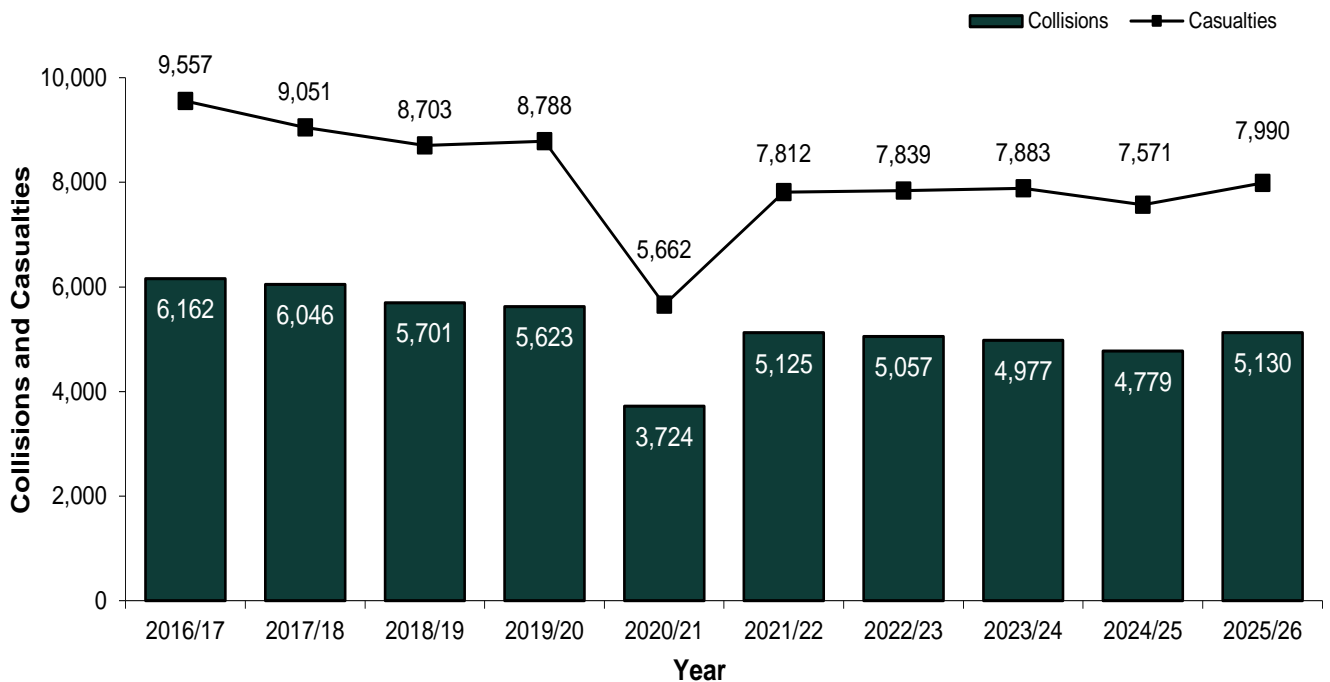
These accredited official statistics (Police recorded injury road traffic collisions and casualties in Northern Ireland) were independently reviewed by the Office for Statistics Regulation in [June 2012](#), with a further [compliance check](#) subsequently undertaken in 2020. They comply with the standards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

2. Injury Road Traffic Collisions and Casualties

Figure 1 Recorded injury road traffic collisions and casualties in Northern Ireland, 2016/17 to 2025/26



Overall collisions and casualties

There were 5,130 injury collisions recorded by the PSNI from 1st April 2025 to 31st March 2026 resulting in 7,990 casualties comprising 67 fatalities, 1,073 people seriously injured and 6,850 people slightly injured. There were 351 more collisions recorded in 2025/26 when compared with 2024/25, and an increase in casualties of 419 over the year.

Fatal and Serious collisions and KSI casualties

The 67 people killed on Northern Ireland's roads in 2025/26 was 3 more than the total recorded in 2024/25. The figure for 2025/26 is similar to that seen around ten years ago during 2016/17 (65 fatalities).

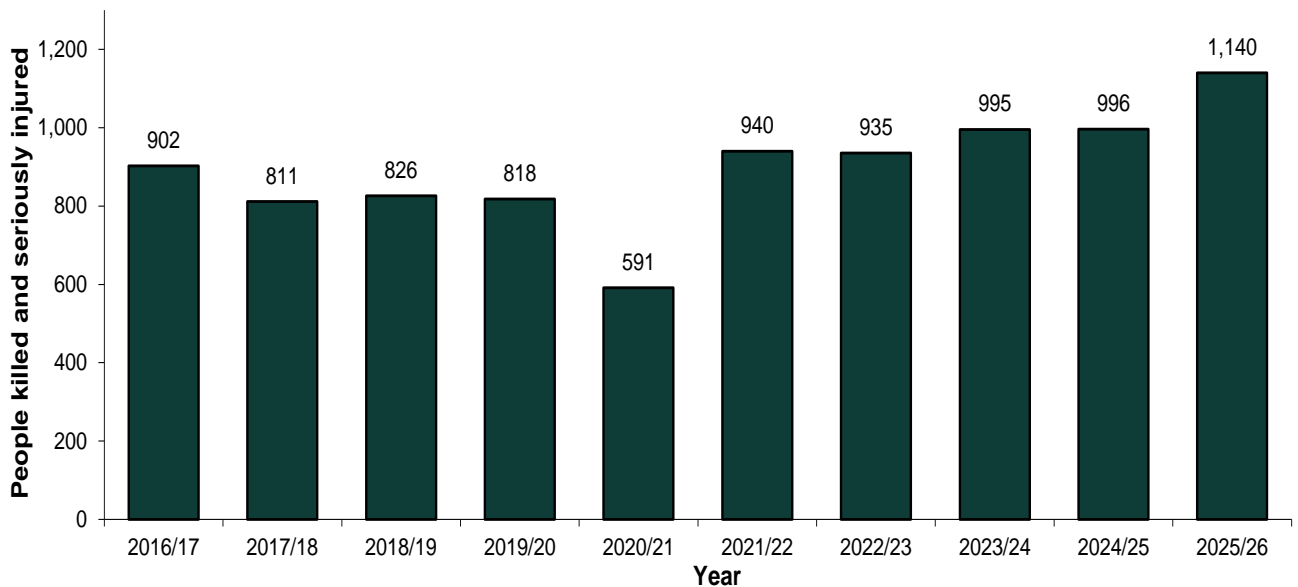
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 1,140 in 2025/26, this was 144 more KSI than the 996 recorded in 2024/25. In comparison with ten years ago, the number of fatal and serious collisions for 2025/26 was 196 more than 2016/17, with 238 additional KSI casualties (increases of 25.8% and 26.4% respectively). The total number of casualties for the same period decreased by 16.4% or 1,567 fewer casualties. See Table 1 and Figure 2 below for KSI casualty totals in the last ten years.

Table 1 Recorded injury road traffic collisions and casualties 2016/17 to 2025/26

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
2016/17	63	698	5,401	6,162	65	837	902	8,655	9,557
2017/18	60	625	5,361	6,046	61	750	811	8,240	9,051
2018/19	57	647	4,997	5,701	61	765	826	7,877	8,703
2019/20	54	637	4,932	5,623	56	762	818	7,970	8,788
2020/21	48	466	3,210	3,724	53	538	591	5,071	5,662
2021/22	42	725	4,358	5,125	45	895	940	6,872	7,812
2022/23	59	714	4,284	5,057	61	874	935	6,904	7,839
2023/24	64	776	4,137	4,977	73	922	995	6,888	7,883
2024/25	61	772	3,946	4,779	64	932	996	6,575	7,571
2025/26	61	896	4,173	5,130	67	1,073	1,140	6,850	7,990

¹ Killed or seriously injured

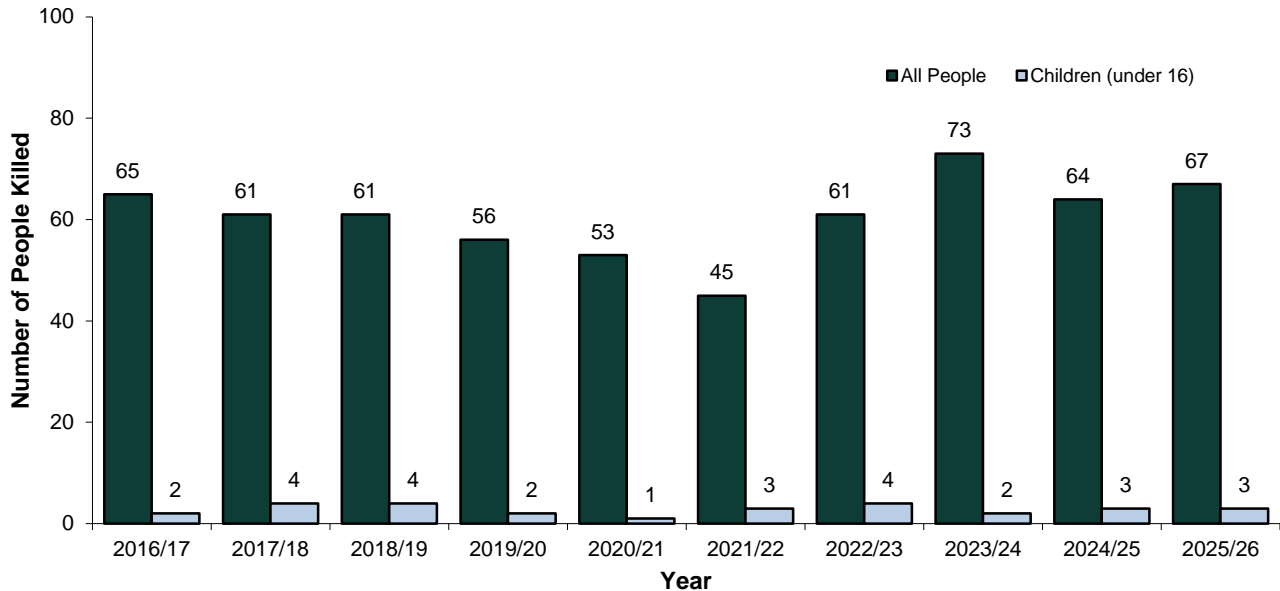
Figure 2 People killed and seriously injured in road traffic collisions 2016/17 to 2025/26



Child Fatalities

Figure 3 shows the number of fatalities each year in road traffic collisions over the ten-year period 2016/17 to 2025/26 and within these the numbers of deaths that involved children under the age of 16. There were three child fatalities in 2025/26, equal to the number of children killed in 2024/25.

Figure 3 Fatalities recorded in road traffic collisions 2016/17 to 2025/26



Collisions involving children

There were 622 collisions involving child casualties recorded in 2025/26 comprising 3 fatal collisions, 100 serious collisions and 519 slight collisions. The 103 fatal and serious collisions that involved children in 2025/26 was 23 more than the 80 recorded in 2016/17.

Child Casualties

The 795 child casualties recorded for the 2025/26 year comprised 3 fatalities, 109 children seriously injured and 683 children slightly injured. This was 43 fewer children injured in 2025/26 than in 2024/25. However, this included 7 more KSI in 2025/26 than in 2024/25 and 27 more KSI than that recorded in 2016/17.

Table 2 Recorded injury road traffic collisions involving child casualties (under 16) 2016/17 to 2025/26

Year	Collisions involving children				Child Casualties				Total
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	
2016/17	2	78	661	741	2	83	85	873	958
2017/18	4	56	597	657	4	57	61	755	816
2018/19	4	58	586	648	4	64	68	785	853
2019/20	2	62	596	660	2	67	69	807	876
2020/21	1	50	385	436	1	55	56	477	533
2021/22	3	75	496	574	3	81	84	633	717
2022/23	4	78	517	599	4	84	88	701	789
2023/24	2	73	543	618	2	80	82	703	785
2024/25	3	71	522	596	3	102	105	733	838
2025/26	3	100	519	622	3	109	112	683	795

¹ Killed or seriously injured

3. Principal Causation Factors

The main principal causation factors for KSI casualties during 2025/26 were 'inattention or attention diverted' (119 KSI casualties) followed by 'wrong course/position' (108 KSI casualties) and 'crossing or entering road junction without care' (83 KSI casualties).

The most common principal causation factors for all injury road traffic collisions in 2025/26 were 'inattention or attention diverted' (860 collisions), 'driving too close' (541 collisions) and 'emerging from a minor road without care' (432 collisions). The top three principal causation factors for all collisions remain unchanged between 2017/18 and 2025/26.

Table 3 Most common principal causation factors in injury road traffic collisions, 2025/26

Principal Factor	Number of collisions	KSI ¹ casualties	Slight casualties	Total casualties
Inattention or attention diverted	860	119	1,136	1,255
Driving too close	541	22	841	863
Emerging from minor road without care	432	74	649	723
Crossing or entering road junction without care	338	83	485	568
Impaired by Alcohol/Drugs - Driver/rider	293	82	395	477
Wrong course/position	251	108	364	472
Turning right without care	237	81	301	382
Emerging from private road/entrance without care	177	31	258	289
Changing lane without care	174	15	259	274
Overtaking on offside without care	168	60	215	275

¹ Killed or seriously injured

Principal causation factors for child casualties

Table 4 below presents the main principal causation factors for collisions resulting in child casualties in 2025/26. The most common principal causation factors for child casualties who were either killed or seriously injured (KSI) were 'heedless of traffic crossing carriageway' (21 child KSI casualties) and 'wrong course/position' (12 child KSI casualties).

The most common principal causation factors associated with all child injury road traffic collisions in 2025/26 were 'inattention or attention diverted' (101 collisions), 'emerging from minor road without care' (57 collisions) and 'heedless of traffic crossing carriageway' (56 collisions).

Table 4 Most common principal causation factors in injury road traffic collisions involving child casualties (under 16), 2025/26

Principal Factor	Number of collisions	KSI ¹ casualties	Slight casualties	Total casualties
Inattention or attention diverted	101	9	118	127
Emerging from minor road without care	57	9	65	74
<i>Heedless of traffic crossing carriageway²</i>	56	21	35	56
Driving too close	51	0	66	66
Crossing or entering road junction without care	37	6	42	48
Wrong course/position	34	12	40	52
Emerging from private road/entrance without care	25	3	33	36
Turning right without care	22	4	25	29
Changing lane without care	21	1	27	28
Overtaking on offside without care	17	1	17	18

¹ Killed or seriously injured ² Pedestrian factors

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](#)
- [Fatal and Serious \(KSI\) road traffic collisions caused by Careless Driving in Northern Ireland, 2012-2021](#)
- [Northern Ireland Road Network and Condition Statistics 2024-25](#)

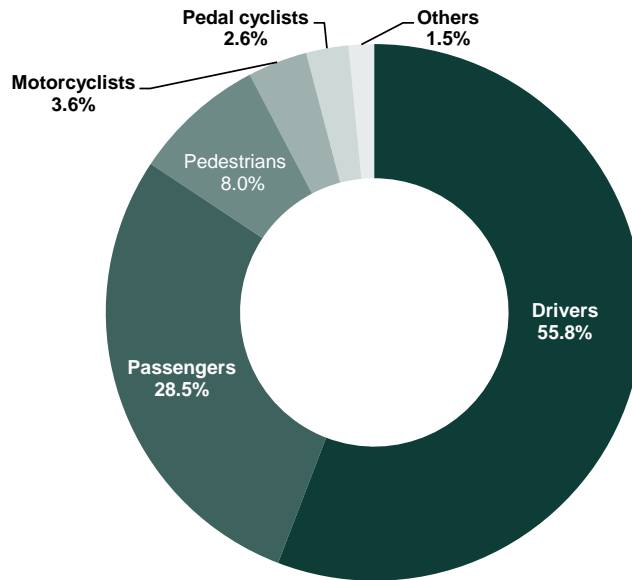
In addition, PSNI Statistics Branch produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences - [PSNI motoring offences statistics](#)

4. Road Traffic Collisions Casualty Breakdown

Road traffic collision casualties by road user type

Figure 4 below shows the proportion of all casualties by road user type resulting from road traffic collisions in 2025/26. Drivers of motor vehicles accounted for the largest proportion of casualties (55.8%) followed by passengers (28.5%), pedestrians (8.0%), motorcyclists (3.6%) and pedal cyclists (2.6%). These are broadly similar to the percentages for each group seen in 2024/25.

Figure 4 Overall casualties by road user type, 2025/26



Road traffic collision child casualties by road user type

Passengers (69.3%) made up the largest class of all child casualties in 2025/26, followed by pedestrians (19.2%) and pedal cyclists (5.5%). It is worth noting that while more than two-thirds (69.3%) of all children injured this year were passengers, nearly half (48.2%) of children killed or seriously injured in 2025/26 were pedestrians. Appendix A provides a breakdown of child casualties by road user type. Figures 5 and 6 present all child casualties and KSI casualties of children by road user type respectively for 2025/26.

Figure 5 All child casualties by road user type, 2025/26

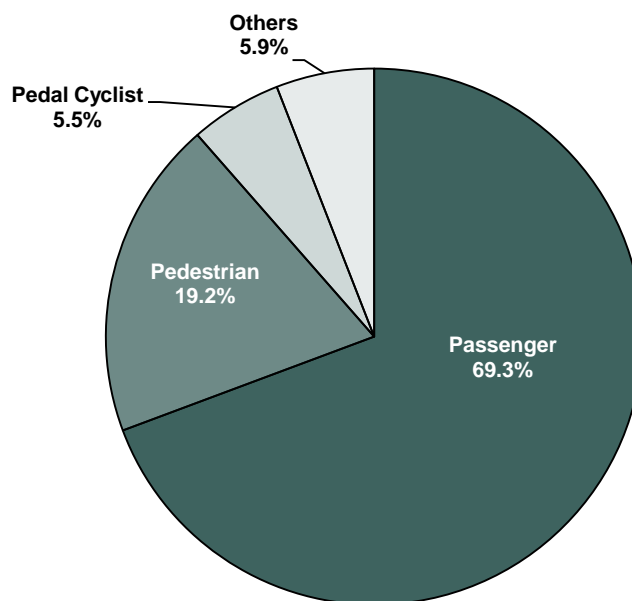
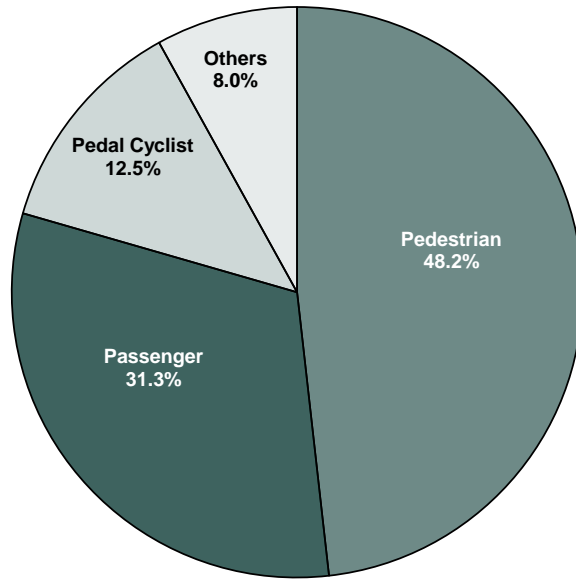


Figure 6 Child KSI casualties by road user type, 2025/26



Trends in casualty road user type over the last 5 years

Table 5 Casualties by type of road user and severity, 2021/22 to 2025/26

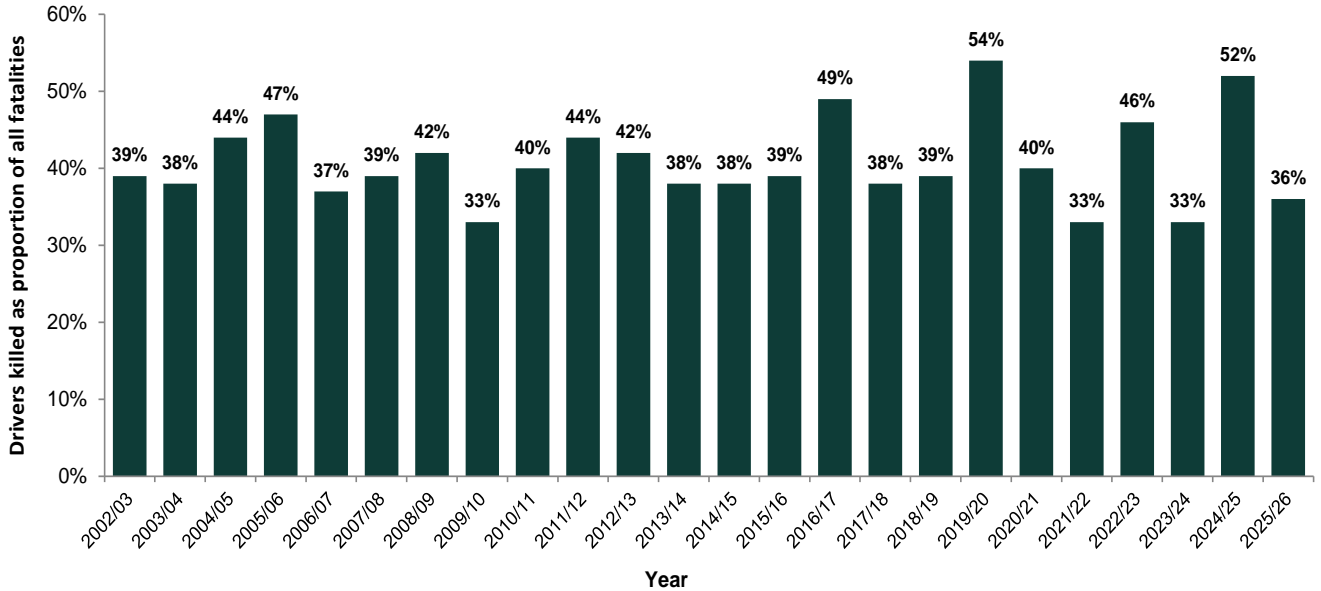
Type of Road User	2021/22	2022/23	2023/24	2024/25	2025/26
Fatalities:					
Pedestrians	10	18	17	10	18
Drivers of motor vehicles	15	28	24	33	24
Motorcyclists	11	10	11	8	6
Pedal cyclists	0	1	2	1	1
Passengers	9	4	15	9	16
Pillion passengers	0	0	0	1	0
Other road users	0	0	4	2	2
Totals	45	61	73	64	67
Seriously Injured:					
Pedestrians	174	152	173	160	198
Drivers of motor vehicles	337	340	379	357	442
Motorcyclists	97	107	104	134	120
Pedal cyclists	67	65	73	64	65
Passengers	201	187	173	194	216
Pillion passengers	4	4	4	4	3
Other road users	15	19	16	19	29
Totals	895	874	922	932	1,073
KSI¹:					
<i>Pedestrians</i>	<i>184</i>	<i>170</i>	<i>190</i>	<i>170</i>	<i>216</i>
<i>Drivers of motor vehicles</i>	<i>352</i>	<i>368</i>	<i>403</i>	<i>390</i>	<i>466</i>
<i>Motorcyclists</i>	<i>108</i>	<i>117</i>	<i>115</i>	<i>142</i>	<i>126</i>
<i>Pedal cyclists</i>	<i>67</i>	<i>66</i>	<i>75</i>	<i>65</i>	<i>66</i>
<i>Passengers</i>	<i>210</i>	<i>191</i>	<i>188</i>	<i>203</i>	<i>232</i>
<i>Pillion passengers</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>5</i>	<i>3</i>
<i>Other road users</i>	<i>15</i>	<i>19</i>	<i>20</i>	<i>21</i>	<i>31</i>
Totals	940	935	995	996	1,140
Slightly Injured:					
Pedestrians	449	404	428	378	422
Drivers of motor vehicles	4,013	3,998	3,914	3,787	3,995
Motorcyclists	193	176	152	153	161
Pedal cyclists	219	223	187	146	138
Passengers	1,955	2,038	2,148	2,041	2,045
Pillion passengers	10	10	4	7	8
Other road users	33	55	55	63	81
Totals	6,872	6,904	6,888	6,575	6,850
All Casualties:					
Pedestrians	633	574	618	548	638
Drivers of motor vehicles	4,365	4,366	4,317	4,177	4,461
Motorcyclists	301	293	267	295	287
Pedal cyclists	286	289	262	211	204
Passengers	2,165	2,229	2,336	2,244	2,277
Pillion passengers	14	14	8	12	11
Other road users	48	74	75	84	112
Totals	7,812	7,839	7,883	7,571	7,990

¹ Killed or seriously injured

Fatalities by road user type

Out of the 67 road fatalities in 2025/26, 24 were drivers (36%), see Figure 7. Pedestrians had the next highest number of fatalities in 2025/26 with 18, eight more than the number recorded in 2024/25. There were 16 passenger deaths, seven more than that recorded in 2024/25. Motorcyclist fatalities accounted for 9% of all fatalities in 2025/26 (6), two fewer than the number recorded in 2024/25. There was one pedal cyclist road fatality in 2025/26.

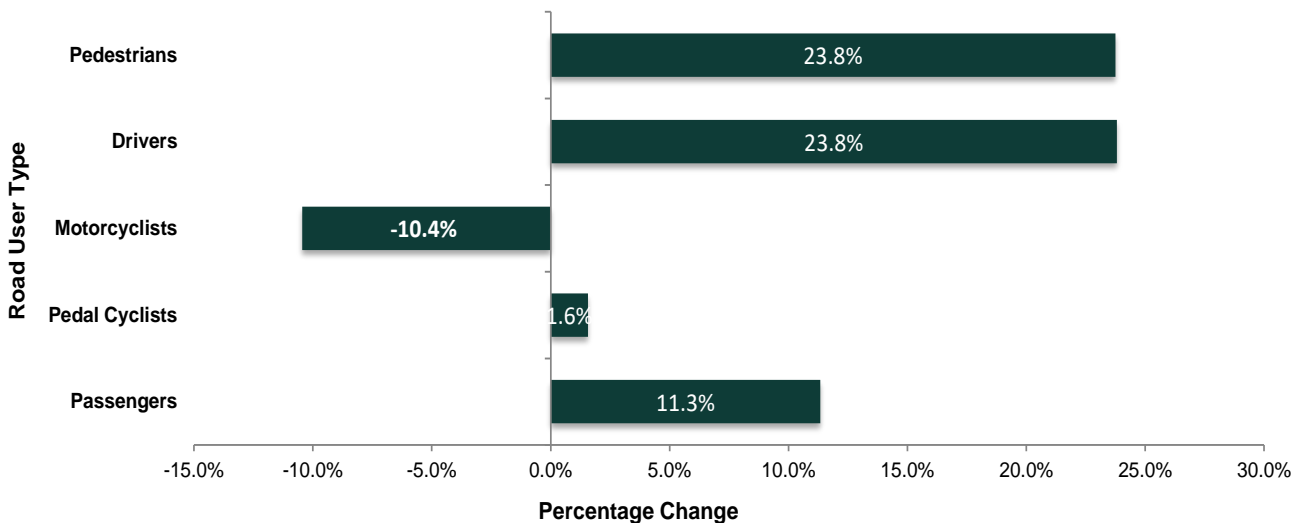
Figure 7 Number of drivers killed as a proportion of the total number of deaths, 2002/03 to 2025/26



People seriously injured by road user type

When comparing people seriously injured in 2025/26 with 2024/25, there has been an increase overall in those seriously injured (141 more, or 15.1%, than 2024/25). The number of drivers seriously injured since last year increased by 85 (up 23.8%), the number of pedestrians increased by 38 (up 23.8%) and the number of passengers increased by 22 (up 11.3%). Motorcyclist serious injuries decreased by 14 (10.4%), see Figure 8 below.

Figure 8 Percentage change of people seriously injured amongst the main road user types when comparing 2024/25 with 2025/26



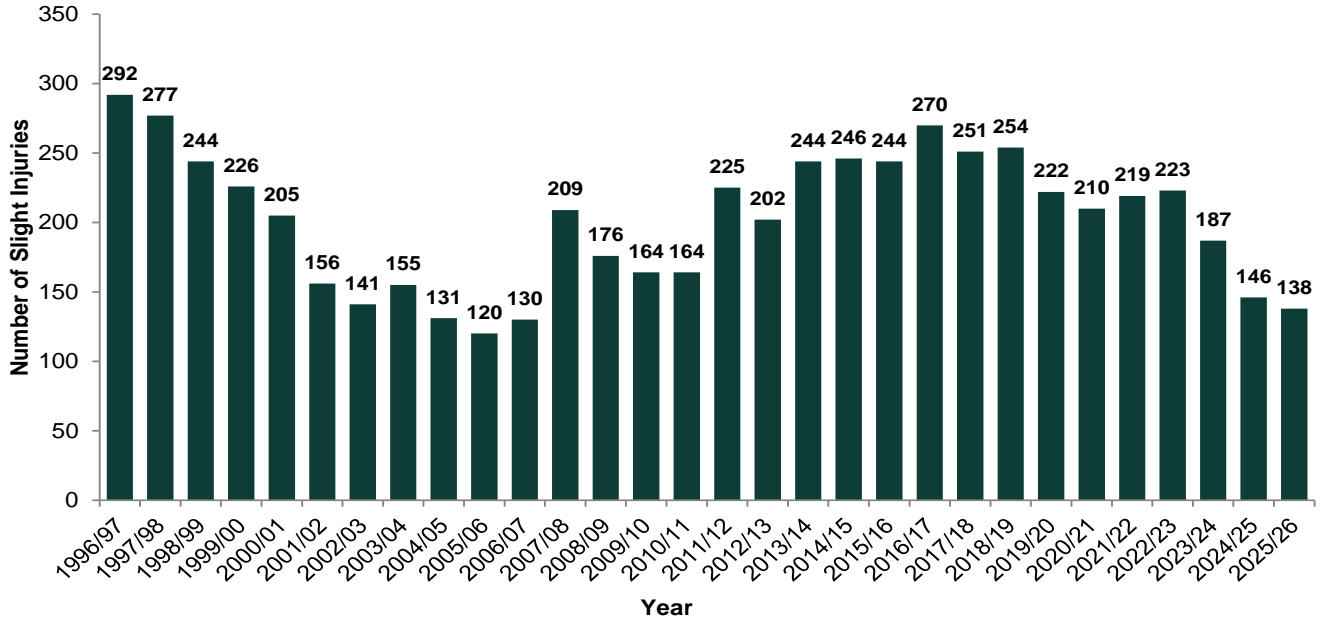
DFI has published a number detailed research reports relevant to KSI casualties by road user type including:

- [Motorcyclist KSI casualties 2020 to 2024](#)
- [Pedestrian KSI casualties 2019 to 2023](#)
- [Pedal cyclist KSI casualties 2014 to 2018](#)

People slightly injured by road user type

The number of people slightly injured has increased by 275 from that recorded in 2024/25. The number of drivers slightly injured increased between 2024/25 and 2025/26 (an increase of 208 slightly injured casualties). Pedal cyclists (see Figure 9) were the only group to record a decrease in the number of slight injuries. Nearly nine out of ten people slightly injured in 2025/26 were either a driver (58.3%) or a passenger (29.9%).

Figure 9 Pedal cyclists slightly injured 1996/97 to 2025/26



Gender and age of road traffic collision casualties

Fatalities

Of the 67 fatalities on Northern Ireland’s roads in 2025/26, 48 were male and 19 were female. Approximately 30% of fatalities were aged 65+ in 2025/26.

People seriously injured

Slightly over three fifths (60.5%) of those seriously injured during 2025/26 were male. Nearly a third of those seriously injured were aged 24 or under.

People slightly injured

There were more males slightly injured in 2025/26 than females (53.5% and 46.5% respectively), this represented 477 more males slightly injured than females. The proportion of persons injured in each individual age group was similar for males as it was for females.

Table 6 Casualties by severity of injury, age group and gender, 2024/25 and 2025/26

Month	2024/25					2025/26				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male:										
Under 16	2	50	52	364	416	3	67	70	355	425
16 - 24	7	136	143	689	832	9	148	157	731	888
25 - 34	7	98	105	716	821	5	105	110	713	823
35 - 49	10	112	122	801	923	11	116	127	841	968
50 - 64	8	98	106	589	695	8	123	131	668	799
65 +	13	67	80	316	396	12	90	102	350	452
Unknown	0	0	0	7	7	0	0	0	5	5
Total	47	561	608	3,482	4,090	48	649	697	3,663	4,360
Female:										
Under 16	1	52	53	369	422	0	42	42	328	370
16 - 24	2	56	58	619	677	4	78	82	648	730
25 - 34	1	45	46	596	642	3	64	67	587	654
35 - 49	3	65	68	719	787	0	76	76	757	833
50 - 64	1	74	75	493	568	4	68	72	563	635
65 +	9	78	87	288	375	8	95	103	302	405
Unknown	0	0	0	9	9	0	0	0	1	1
Total	17	370	387	3,093	3,480	19	423	442	3,186	3,628
Unknown/ Other										
25 - 34	0	1	1	0	1	0	1	1	0	1
Unknown	0	0	0	0	0	0	0	0	1	1
Total	0	1	1	0	1	0	1	1	0	2
All										
Under 16	3	102	105	733	838	3	109	112	683	795
16 - 24	9	192	201	1,308	1,509	13	226	239	1,379	1,618
25 - 34	8	144	152	1,312	1,464	8	170	178	1,300	1,478
35 - 49	13	177	190	1,520	1,710	11	192	203	1,598	1,801
50 - 64	9	172	181	1,082	1,263	12	191	203	1,231	1,434
65 +	22	145	167	604	771	20	185	205	652	857
Unknown	0	0	0	16	16	0	0	0	7	7
Total	64	932	996	6,575	7,571	67	1,073	1,140	6,850	7,990

¹ Killed or seriously injured

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have released the:

- [Graduated Driver Licensing \(GLD\) monitoring report 2024](#)
- [Older car driver killed and seriously injured \(KSI\) casualties, Northern Ireland 2020-2024](#)

5. Road Traffic Casualties by District

Table 7 Casualties in recorded injury road traffic collisions by severity of injury and district, 2024/25 and 2025/26

Police District	2024/25					2025/26				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	3	144	147	1,524	1,671	8	178	186	1,653	1,839
Derry City & Strabane	7	58	65	500	565	0	54	54	518	572
Antrim & Newtownabbey	6	45	51	527	578	7	83	90	624	714
Ards & North Down	5	102	107	533	640	6	67	73	410	483
Causeway Coast & Glens	8	78	86	419	505	7	95	102	469	571
Lisburn & Castlereagh City	1	90	91	604	695	5	86	91	547	638
Mid & East Antrim	1	67	68	391	459	2	77	79	360	439
Armagh City, Banbridge & Craigavon	7	89	96	664	760	10	128	138	726	864
Fermanagh & Omagh	14	74	88	358	446	7	77	84	334	418
Mid Ulster	6	80	86	451	537	8	97	105	487	592
Newry, Mourne & Down	6	105	111	604	715	7	131	138	722	860
Total	64	932	996	6,575	7,571	67	1,073	1,140	6,850	7,990

¹ Killed or seriously injured

Location of casualties

Outside of Belfast City District, which accounted for over a fifth of all road traffic casualties with 1,839 (23.0%), the next highest district was Armagh City, Banbridge & Craigavon with 864 (10.8%) followed by Newry, Mourne & Down with 860 (10.8%). Fermanagh & Omagh district had the fewest casualties recorded with 418 (5.2%) in 2025/26.

Location of fatalities

In 2025/26 the greatest number of fatalities took place in the Armagh City, Banbridge & Craigavon district where there were 10 road deaths recorded during the year. Derry City & Strabane district recorded the lowest number of district fatalities in 2025/26 with none recorded over the period.

Location of serious casualties

Belfast City district had the most people seriously injured by District in 2025/26, 178 casualties with serious injuries recorded. Derry City & Strabane district recorded the lowest number of serious injuries in 2025/26 with 54.

Eight of the eleven districts showed an increase in serious casualties when comparing 2025/26 to 2024/25. The largest increase was in Armagh City, Banbridge & Craigavon with an increase of 39 seriously injured casualties.

6. Appendix A

Appendix A Child casualties (Under 16) by type of road user, age group and severity 2024/25 and 2025/26

Type of road user	2024/25				2025/26			
	Under 5	5 - 10	11 - 15	Total	Under 5	5 - 10	11 - 15	Total
Fatalities								
Pedestrians	0	0	1	1	0	0	2	2
Pedal Cyclists	0	0	0	0	0	0	0	0
Passengers	0	0	0	0	0	0	0	0
Others	0	0	2	2	0	0	1	1
Total	0	0	3	3	0	0	3	3
Seriously injured								
Pedestrians	2	14	17	33	6	23	23	52
Pedal Cyclists	0	4	6	10	0	7	7	14
Passengers	4	11	34	49	6	13	16	35
Others	0	2	8	10	0	1	7	8
Total	6	31	65	102	12	44	53	109
KSI casualties								
Pedestrians	2	14	18	34	6	23	25	54
Pedal Cyclists	0	4	6	10	0	7	7	14
Passengers	4	11	34	49	6	13	16	35
Others	0	2	10	12	0	1	8	9
Total	6	31	68	105	12	44	56	112
Slightly injured								
Pedestrians	5	37	60	102	7	34	58	99
Pedal cyclists	1	9	20	30	0	14	16	30
Passengers	120	219	238	577	83	194	239	516
Others	1	4	19	24	1	10	27	38
Total	127	269	337	733	91	252	340	683
All child casualties								
Pedestrians	7	51	78	136	13	57	83	153
Pedal Cyclists	1	13	26	40	0	21	23	44
Passengers	124	230	272	626	89	207	255	551
Others	1	6	29	36	1	11	35	47
Total	133	300	405	838	103	296	396	795

¹ Killed or seriously injured

7. Appendix B

Appendix B Child casualties (Under 16) by severity of injury and district, 2024/25 and 2025/26

Police District	2024/25					2025/26				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	0	20	20	146	166	1	30	31	197	228
Derry City & Strabane	1	4	5	50	55	0	2	2	46	48
Antrim & Newtownabbey	0	5	5	63	68	0	11	11	58	69
Ards & North Down	0	33	33	102	135	1	8	9	29	38
Causeway Coast & Glens	0	5	5	44	49	0	9	9	36	45
Lisburn & Castlereagh City	0	6	6	73	79	0	10	10	53	63
Mid & East Antrim	0	5	5	40	45	0	6	6	30	36
Armagh City, Banbridge & Craigavon	0	6	6	77	83	0	4	4	62	66
Fermanagh & Omagh	0	10	10	28	38	0	6	6	32	38
Mid Ulster	1	4	5	46	51	0	8	8	41	49
Newry, Mourne & Down	1	4	5	64	69	1	15	16	99	115
Total	3	102	105	733	838	3	109	112	683	795

¹ Killed or seriously injured

8. Appendix C

Appendix C Recorded injury road traffic collision and casualty statistics by month 2025/26

Month	Collisions				Casualties				
	Fatal	Serious	Slight	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
April	4	79	324	407	4	92	96	539	635
May	4	84	367	455	4	97	101	651	752
June	5	67	339	411	5	76	81	565	646
July	4	70	289	363	4	86	90	496	586
August	4	85	371	460	4	103	107	617	724
September	6	70	352	428	7	86	93	556	649
October	3	71	349	423	3	84	87	530	617
November	7	93	412	512	9	117	126	682	808
December	6	88	339	433	6	108	114	554	668
January	4	45	338	387	5	51	56	502	558
February	8	56	310	374	10	73	83	567	650
March	6	88	383	477	6	100	106	591	697
Total	61	896	4,173	5,130	67	1,073	1,140	6,850	7,990

¹ Killed or seriously injured

10. Notes

User Guide

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

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

Quality

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

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

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

E-Scooters

From 1st April 2022 where previously e-scooters were categorised as being a motorcycle vehicle type, these vehicles will now be categorised as being other motor vehicle type. This means that casualties who were users of an e-scooter are now categorised as being part of the other road user group. This change is based on UK guidance and will enable NI statistics to retain comparability with DfT statistics. Statistics branch do not intend to retrospectively apply this change to data prior to 1st April 2022. The availability of e-scooters and their prevalence in road traffic collisions is a relatively new development in our statistics and examination of the data prior to 1st April 2022 in Northern Ireland shows that there were 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 28th May 2026, covering the calendar year 2025. Key points from the publication are as below.

The reported road casualties in Great Britain for the calendar year 2025 provisionally estimate there were:

- 1,556 fatalities, a decline of 3% compared to 2024.
- 29,911 killed or seriously injured (KSI) casualties, an increase of 4% compared to 2024.
- 127,870 casualties of all severities, little change compared to 2024.

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

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 2nd June 2026, show that there were 183 fatalities in 2025, an increase of 12 deaths on the previous year.

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) published, 26th June 2025, a report on the number of people seriously injured in road traffic collisions in Northern Ireland for 1999 to 2023 using a clinical definition. The report can be found on the DfI website: [Clinically serious injured \(MAIS 3+\) NI, 1999-2023](#)

Revisions

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

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.