



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

1st January 2026 to 30th April 2026

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Between 1st January 2026 and 30th April 2026:

- There were 1,654 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 1,530 between January and April 2025 – an increase of 124 collisions (8.1%).
- There were 29 fatalities, 316 people seriously injured and a further 2,183 people slightly injured. Total fatalities were more than twice that seen in the same period of 2025.
- Two road user groups showed a decrease in KSIs between January to April 2025 and January to April 2026, pedestrian and pedal cyclists both decreased by 5.
- Derry City and Strabane was the only district to record zero road deaths between January and April 2026. Belfast City district had the most people seriously injured with 55 recorded during this period.
- Single vehicle collisions resulted in 6 fatalities or 20.7% of all fatalities during January to April 2026. In the equivalent period of 2025 there were 3 single vehicle collision fatalities or 21.4% of all fatalities.
- The most common principal causation factors for KSI casualties during the reporting period were 'inattention or attention diverted' (53 KSI casualties), 'wrong course/position' (39) and 'impairment by drugs or alcohol - driver/rider' (26).



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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 monthly bulletin presents the most recent recorded injury collision and casualty statistics for the period 1st January 2026 to 30th April 2026. Figures from the 1st April 2026 onwards are provisional and subject to minor amendment. At the time of publication, collision report forms (CRF) had been processed for approximately 98.9% of reported injury collisions to 30th April 2026, 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. Monthly Trends

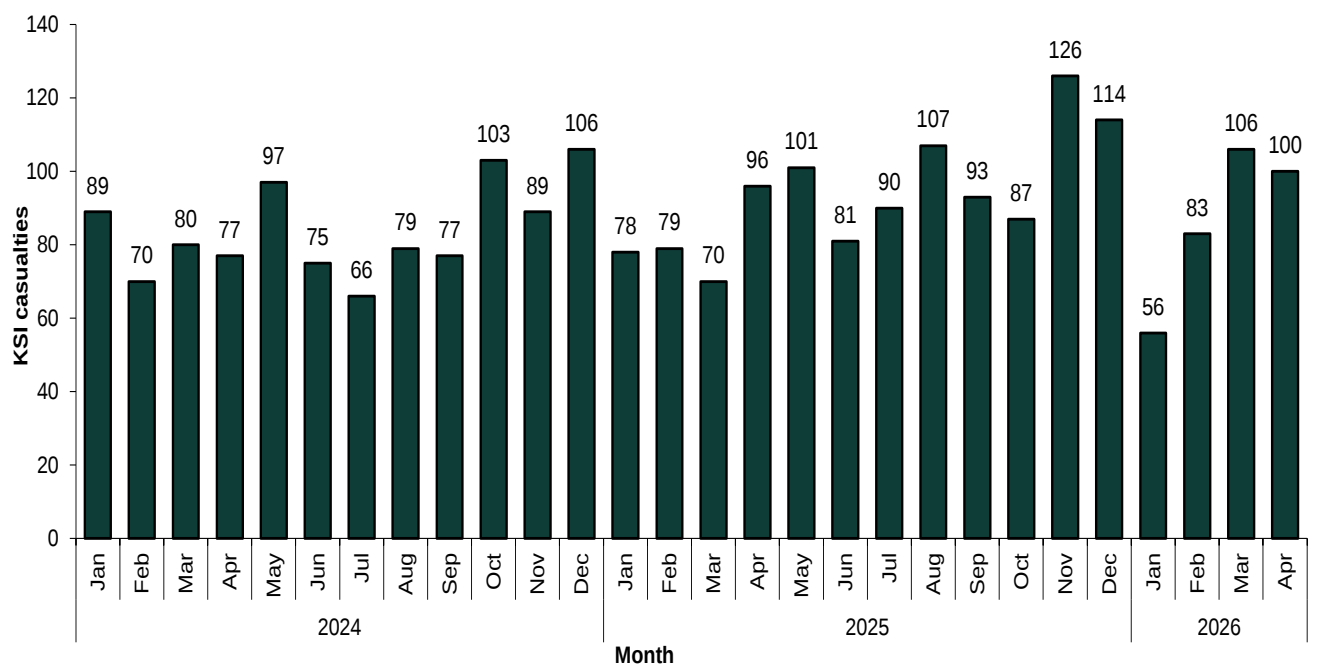
- There were 1,654 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and April 2026, compared with 1,530 between January and April 2025 – an increase of 124 collisions (8.1%).
- Between January and April 2026, there were 29 fatalities, 316 people seriously injured and a further 2,183 people slightly injured. The figure of 29 fatalities for the period was more than twice that seen in the same period of 2025, an increase of 15 fatalities. There was an additional 84 seriously or slightly injured casualties.

Table 1 Police recorded road traffic casualties by injury severity and month: January to April 2026 compared with January to April 2025

Month	01 January 2025 – 30 April 2025					01 January 2026 – 30 April 2026*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
January	5	73	78	583	661	5	51	56	502	558
February	3	76	79	462	541	10	73	83	567	650
March	2	68	70	522	592	6	100	106	591	697
April	4	92	96	539	635	8	92	100	523	623
Total	14	309	323	2,106	2,429	29	316	345	2,183	2,528

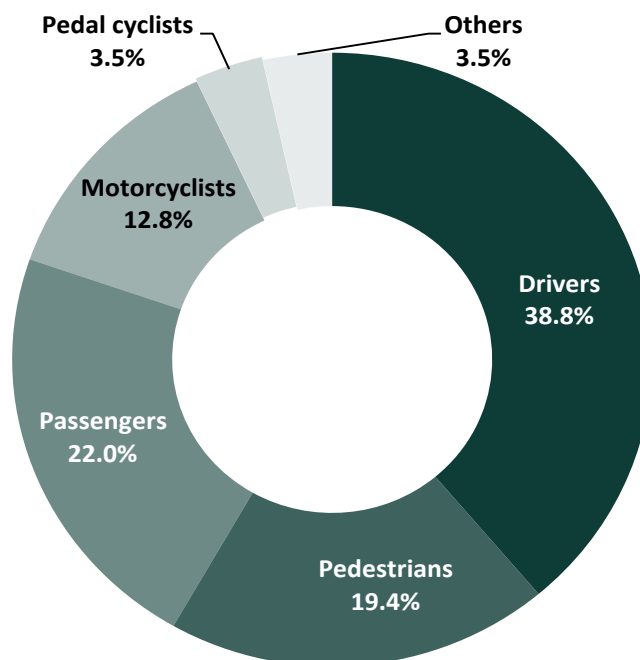
¹ Killed or seriously injured *Figures are provisional and subject to change

Figure 1 Casualties killed or seriously injured in road traffic collisions by month January 2024 to April 2026



3. Casualty class

Figure 2 Casualties killed or seriously injured by road user type January to April 2026



- The number of passengers, drivers and motorcyclists killed or seriously injured increased between January to April 2025 and January to April 2026, by 17, 7 and 7 KSI casualties respectively. Pedestrian and pedal cyclist KSI casualties both decreased by 5.
- Overall, all categories showed an increase in total casualties when comparing the two time periods with the exception of pedal cyclists which showed a decrease of 6 casualties.

Figure 3 Difference in the number of KSI casualties by road user type: January to April 2026 compared with January to April 2025

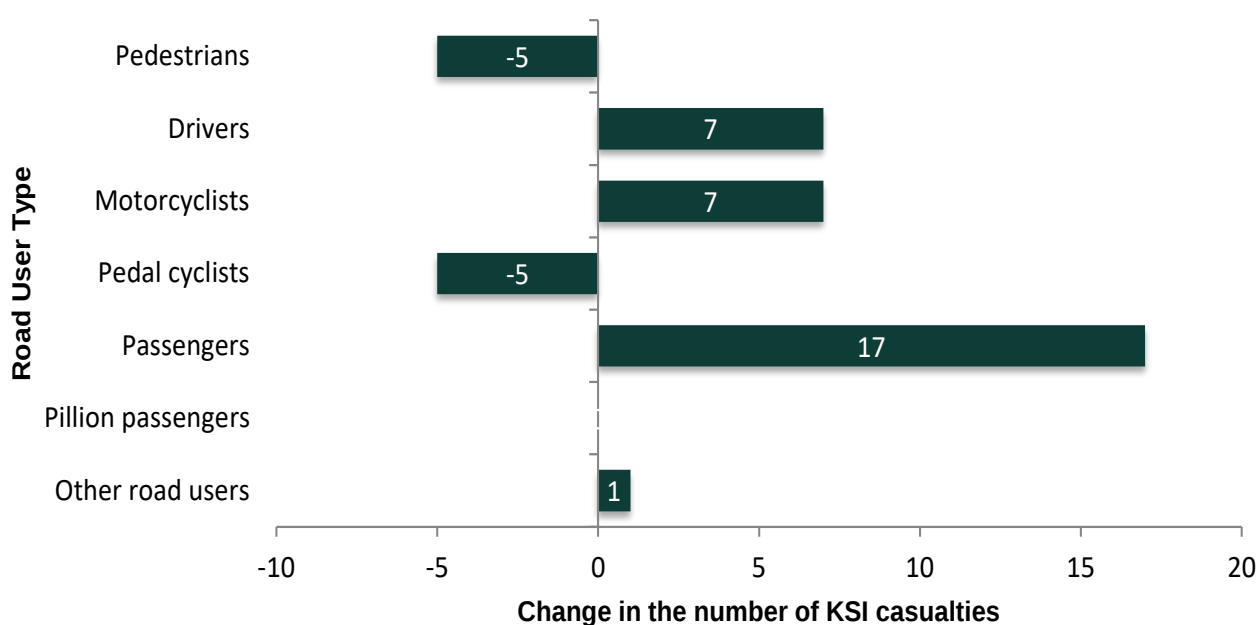


Table 2 Number of police recorded road traffic casualties by road user type: January to April 2026 compared with January to April 2025

Casualty Class	01 January 2025 – 30 April 2025					01 January 2026 – 30 April 2026*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Pedestrians	5	67	72	125	197	7	60	67	154	221
Drivers of motor vehicles	3	124	127	1,234	1,361	11	123	134	1,276	1,410
Motorcyclists	1	36	37	34	71	4	40	44	41	85
Pedal cyclists	0	17	17	43	60	0	12	12	42	54
Passengers	4	55	59	648	707	7	69	76	643	719
Pillion passengers	0	2	2	1	3	0	2	2	2	4
Other road users	1	8	9	21	30	0	10	10	25	35
Total	14	309	323	2,106	2,429	29	316	345	2,183	2,528

¹ Killed or seriously injured

*Figures are provisional and subject to change

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a number of reports on road user type KSI casualties in Northern Ireland. The reports can be found on the DfI website:

- [Motorcyclist KSI casualties 2020 to 2024](#)
- [Pedestrian KSI casualties in Northern Ireland, 2019-23](#)
- [Pedal cyclist KSI casualties 2014 to 2018](#)

4. Age and gender

- The number of male and female KSI casualties increased between the two periods, increases of 14 and 7 respectively. There have been 32 children (under 16) killed or seriously injured during the reporting period – 5 fewer than during January to April 2025.
- In terms of total casualties, there were fewer females than males injured across all the age groups with the exception of the 65+ group. Males accounted for 54.1% of all casualties.
- There were 99 more casualties recorded in this period in comparison with January to April 2025. This increase was primarily driven by the increases in the 25 – 34 and the 35 – 49 age groups, which showed increases of 40 and 30 casualties respectively.

Table 3 Number of police recorded road traffic casualties by age and gender: January to April 2026 compared with January to April 2025

Gender/Age	01 January 2025 – 30 April 2025					01 January 2026 – 30 April 2026*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male										
Under 16	1	19	20	124	144	2	19	21	135	156
16 - 24	3	40	43	215	258	3	47	50	244	294
25 - 34	0	43	43	215	258	2	34	36	212	248
35 - 49	1	33	34	224	258	6	34	40	259	299
50 - 64	1	30	31	198	229	4	30	34	210	244
65 +	0	24	24	104	128	3	25	28	96	124
Unknown	0	0	0	2	2	0	0	0	2	2
Total	6	189	195	1,082	1,277	20	189	209	1,158	1,367
Female										
Under 16	1	16	17	109	126	0	11	11	94	105
16 - 24	0	22	22	231	253	3	28	31	208	239
25 - 34	0	14	14	174	188	2	18	20	217	237
35 - 49	2	23	25	245	270	0	25	25	234	259
50 - 64	1	21	22	166	188	1	21	22	170	192
65 +	4	24	28	97	125	3	23	26	102	128
Unknown	0	0	0	2	2	0	0	0	0	0
Total	8	120	128	1,024	1,152	9	126	135	1,025	1,160
All										
Under 16	2	35	37	233	270	2	30	32	229	261
16 - 24	3	62	65	446	511	6	75	81	452	533
25 - 34	0	57	57	389	446	4	53	57	429	486
35 - 49	3	56	59	469	528	6	59	65	493	558
50 - 64	2	51	53	364	417	5	51	56	380	436
65 +	4	48	52	201	253	6	48	54	198	252
Unknown	0	0	0	4	4	0	0	0	2	2
Total	14	309	323	2,106	2,429	29	316	345	2,183	2,528

¹ Killed or seriously injured.

² Totals include those where gender is unknown or other.

*Figures are provisional and subject to change.

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. District

- Derry City and Strabane was the only district to record zero road deaths during January and April 2026. Belfast City district had the most people seriously injured with 55 recorded during this period.
- Six out of the eleven districts showed an increase in their KSI casualties between January and April 2025 and this year to April. The largest increase in KSI casualties was in Antrim and Newtownabbey district which recorded 14 additional KSIs compared to the same period in the previous year. In contrast, Derry City and Strabane district showed a decrease of 5 recorded KSI casualties over the same period.
- There was an increase of 15 fatal road casualties when comparing the two periods.

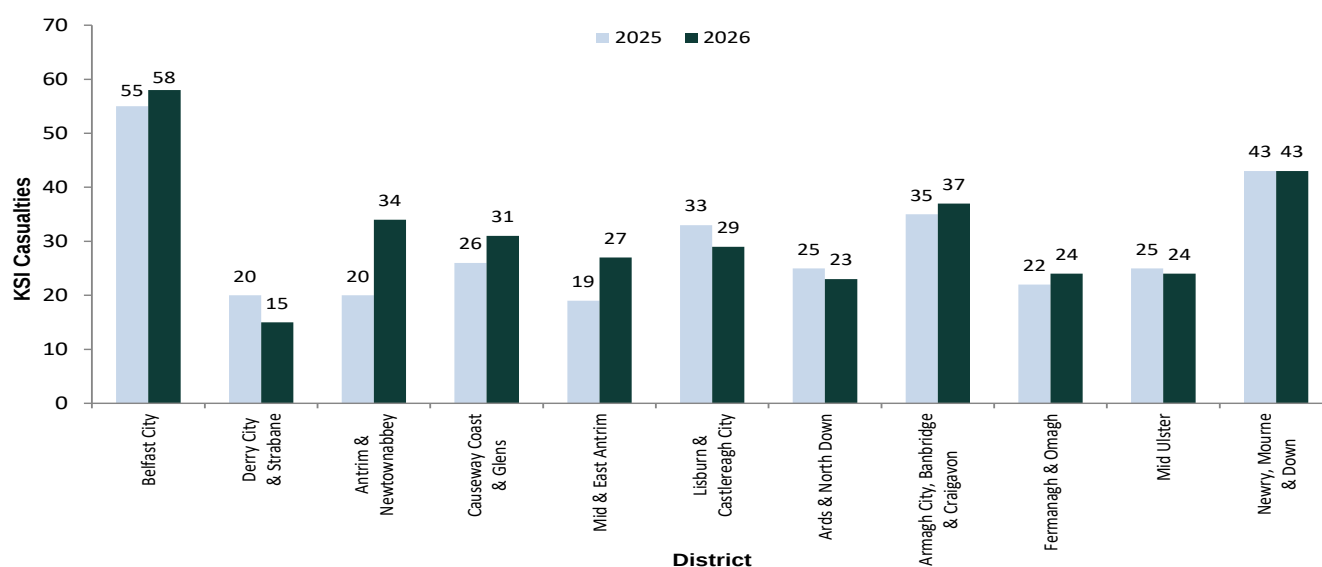
Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to April 2026 compared with January to April 2025

District	01 January 2025 – 30 April 2025					01 January 2026 – 30 April 2026*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	1	54	55	473	528	3	55	58	537	595
Derry City & Strabane	0	20	20	158	178	0	15	15	157	172
Antrim & Newtownabbey	3	17	20	206	226	4	30	34	219	253
Causeway Coast & Glens	1	25	26	116	142	2	29	31	139	170
Mid & East Antrim	0	19	19	138	157	1	26	27	132	159
Lisburn & Castlereagh City	0	33	33	195	228	5	24	29	153	182
Ards & North Down	3	22	25	184	209	1	22	23	148	171
Armagh City, Banbridge & Craigavon	1	34	35	183	218	5	32	37	230	267
Fermanagh & Omagh	0	22	22	133	155	3	21	24	89	113
Mid Ulster	3	22	25	125	150	3	21	24	143	167
Newry, Mourne & Down	2	41	43	195	238	2	41	43	236	279
Northern Ireland Total	14	309	323	2,106	2,429	29	316	345	2,183	2,528

¹ Killed or seriously injured

*Figures are provisional and subject to change

Figure 4 Casualties killed or seriously injured by District: January to April 2026 compared with January to April 2025



6. Principal causation factors

Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to April 2026

Principal Factor	Total KSI ¹ casualties*
Inattention or attention diverted	53
Wrong course/position	39
Impairment by drugs or alcohol - driver/rider	26
Emerging from minor road without care	24
Excessive speed having regard to conditions	24
Turning right without care	23
Overtaking on offside without care	19
Headless of traffic crossing carriageway	18
Crossing or entering road junction without care	15
Emerging from private road/entrance without care	12

¹ Killed or seriously injured

*Figures are provisional and subject to change

- The most common principal causation factors for KSI casualties between January and April 2026 were 'inattention or attention diverted' (53 KSI casualties), 'wrong course/position' (39) and 'impairment by drugs or alcohol - driver/rider' (26).
- PSNI Statistics Branch also 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](#)

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](#)

7. Single Vehicle Collisions

Table 6 Casualties resulting from single vehicle collisions^ by injury severity and month: January to April 2026 compared with January to April 2025

Month	01 January 2025 – 30 April 2025					01 January 2026 – 30 April 2026*				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
January	1	10	11	97	108	2	11	13	49	62
February	0	20	20	58	78	1	8	9	88	97
March	1	15	16	39	55	1	22	23	71	94
April	1	10	11	55	66	2	27	29	52	81
Total	3	55	58	249	307	6	68	74	260	334

¹ Killed or seriously injured *Figures are provisional and subject to change

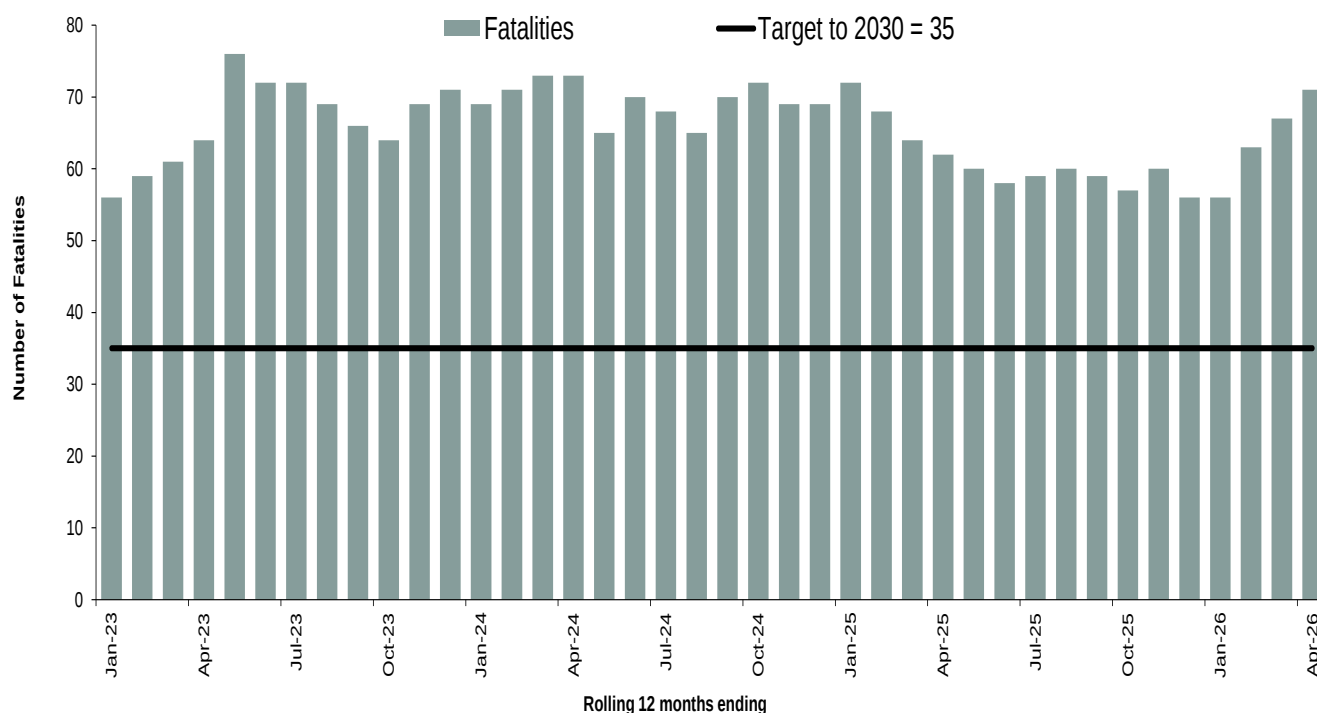
^Defined as a collision which results in casualties to the occupants of one vehicle only and where no other party was involved

- The 241 single vehicle collisions recorded between January and April 2026 accounted for 14.6% of the total number of collisions recorded during this period.
- Single vehicle collisions resulted in 6 fatalities or 20.7% of all fatalities during January to April 2026. In the equivalent period of 2025 there were 3 single vehicle collision fatalities or 21.4% of all fatalities.
- In total, there were 16 more KSI casualties from single vehicle collisions between January and April 2026 than the same period in 2025. There were also 11 more slight casualties over the same period.

8. Road Safety Strategy Targets

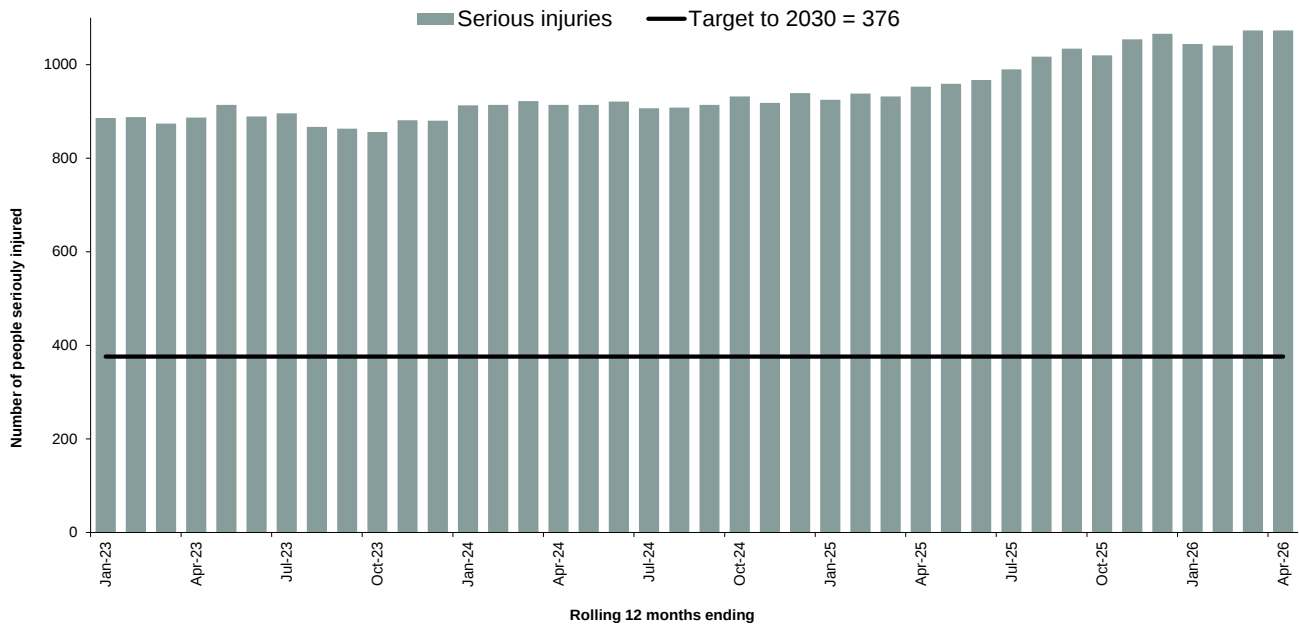
The [Road Safety Strategy for Northern Ireland to 2030](#) has been approved by the Executive and published on the 12th September 2024. The Strategy contains a series of road safety targets to be achieved by 2030, four of which are related to the PSNI's injury road traffic casualty statistics. The previous 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 August 2025: [Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2025 | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#). The charts below reflect the targets for the 2030 strategy which will be monitored from its implementation in 2022.

Figure 5 Number of people killed on Northern Ireland's roads – Rolling 12 months January 2023 to April 2026



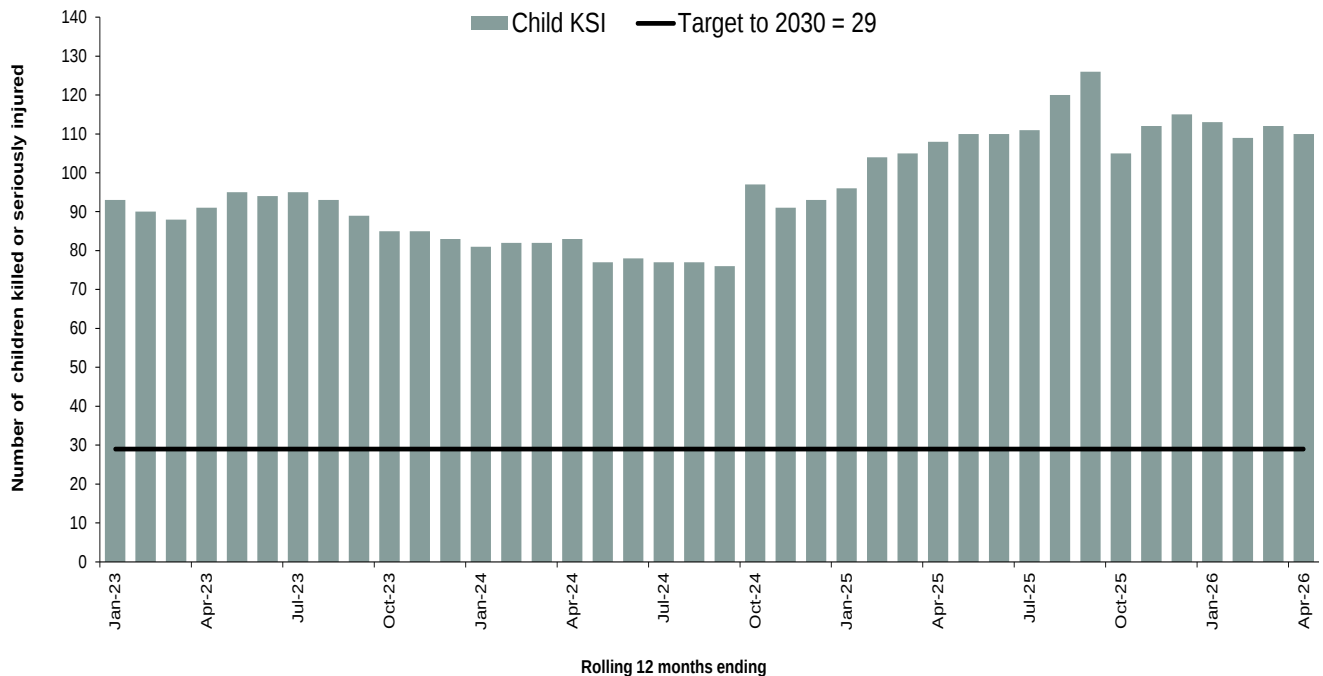
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The current rolling 12-month figure of 71 for the period 1st May 2025 to 30th April 2026 is thirty-six above the target.

Figure 6 Number of persons seriously injured on Northern Ireland's roads – Rolling 12 months January 2023 to April 2026



- The Department for Infrastructure Northern Ireland Road Safety Strategy 2030 also 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. The current rolling 12-month figure covering 1st May 2025 to 30th April 2026 provisionally sits at 1,073, which is 697 above the 2030 target level.

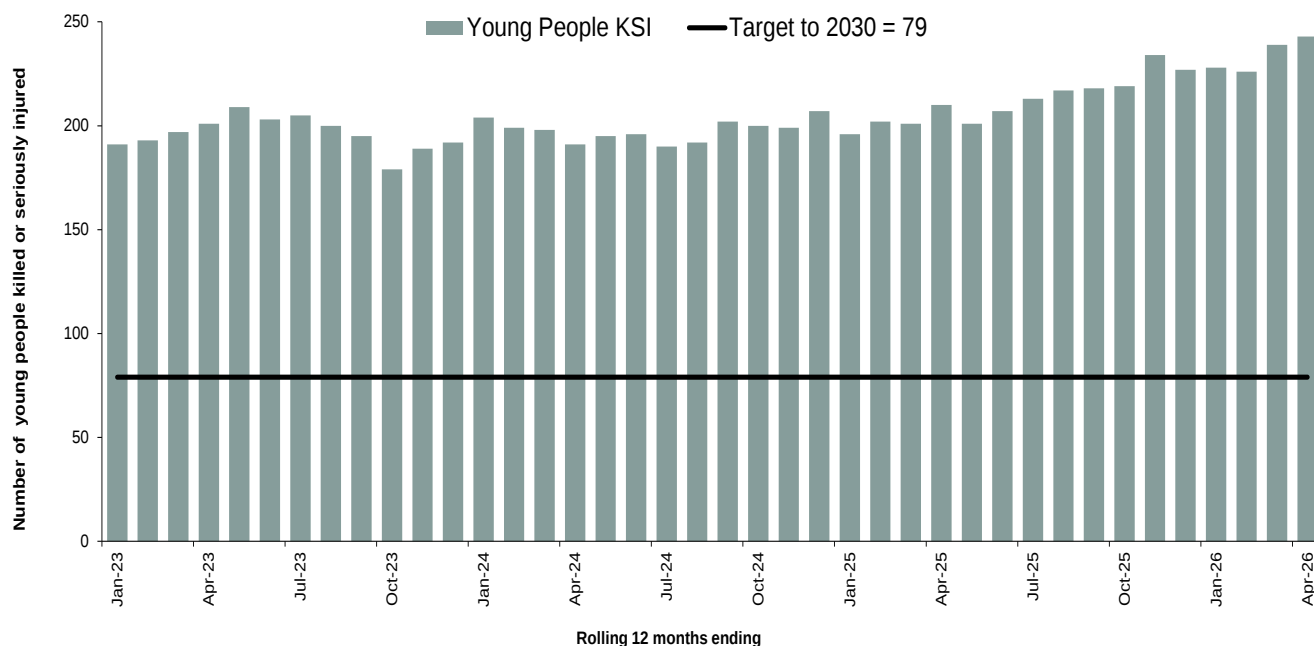
Figure 7 Number of children* killed or seriously injured on Northern Ireland's roads – Rolling 12 months January 2023 to April 2026



- 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 current rolling 12-month figure covering 1st May 2025 to 30th April 2026 provisionally sits at 110, which is 81 above the 2030 target level.

*children casualties are those casualties aged 15 or under.

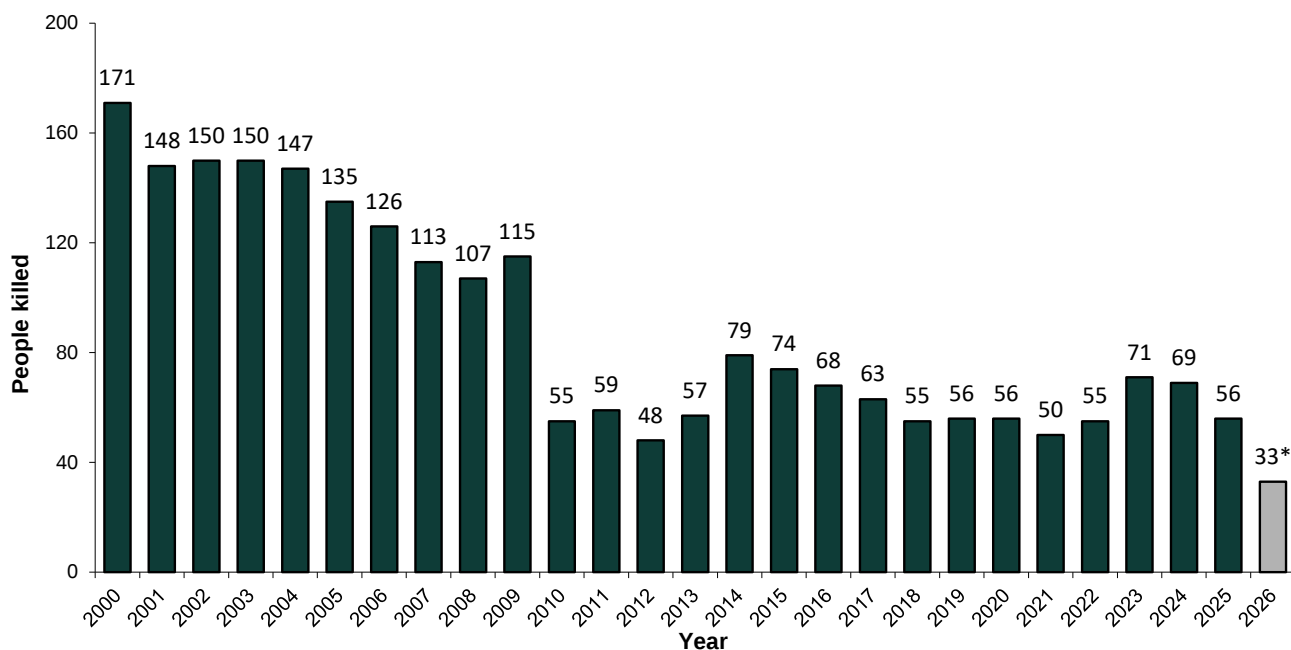
Figure 8 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2023 to April 2026



- The Strategy also has a target of a 60% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The current figure for the 12-month rolling period to the end of April 2026 provisionally sits at 243, which is 164 above the target level.

9. Northern Ireland Fatalities

Figure 9 Number of people killed on Northern Ireland's Roads – 2000 to 2026*



*Provisional fatality figure up to the 24th June 2026

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52.2%). This figure fluctuated around this level before increasing to 79 deaths in 2014 (up 38.6% from 2013) and reducing again gradually to 50 deaths in 2021 before rising to 71 in 2023 and down to 56 in 2025. Up to the 24th June 2026 there have been 33 fatal casualties recorded for 2026 which is eleven more than the equivalent period in 2025 and equal to that recorded for the same period in 2024.
- Of the 56 road deaths occurring in 2025, 43 (76.8%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) and 13 (23.2%) occurred on urban roads (40 miles per hour or less). The Daily Fatal Report on the [PSNI website](#) provides more information.

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 very 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. Between 1st January and 31st May 2026, there have been 70 fatalities on roads in the Republic of Ireland.

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have recently produced a report on the number of people seriously injured in road traffic collisions in Northern Ireland for 1999 to 2024 using a clinical definition. The report can be found on the DfI website: [Clinically serious injured \(MAIS 3+\) NI, 1999-2024](#)

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. Figures within the current financial year to date are provisional and will be subject to slight revision until figures for the full calendar and subsequent financial year are published. This means that the totals for each month from April 2026 can change each time the figures are published during the financial year. These amendments can happen for a number of reasons, such as a collision being included, excluded or reclassified following further investigation by an officer.

There are no revisions to report in this monthly update as this is the first monthly report produced for the 2026/27 financial year.

Police recorded road traffic collision casualty figures by month						
Reporting date	Month	Collisions	Casualties			
		No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Scale of Revision (latest release compared with initial reporting)						
Reported 26 th June 2026	Apr-25	n/a	n/a	n/a	n/a	n/a

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.