



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2025

1st January 2025 to 31st December 2025

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Between 1st January 2025 and 31st December 2025:

- The 5,015 injury road traffic collisions reported to the police in 2025, resulting in 7,879 casualties. While this represents an increase of around 5% on 2024, the numbers remain markedly lower than ten years ago.
- Overall collision and casualty figures remain lower than before the pandemic. However, KSI collisions and casualties continue a trend where they remain above pre-pandemic levels. The trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.
- There were 56 road traffic fatalities, which was 13 fewer than the 69 recorded in 2024.
- There were 23 vulnerable road users killed comprising the deaths of 16 pedestrians, 6 motorcyclists and 1 pedal cyclist. This was seven more deaths amongst vulnerable road users than in 2024 but twelve fewer than the 35 fatalities of vulnerable road users in 2023.
- Lisburn and Castlereagh City district and Derry City and Strabane district both recorded the lowest total number of fatalities (30) for the ten-year period 2016 to 2025. Newry, Mourne and Down district has recorded the highest total over the ten-year period (77).
- The greatest number of KSI collisions occurred between 4pm and 5pm (84 collisions, 8.9%). The six-hour period between 1pm and 7pm accounted for 45.5% of all KSI collisions.
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (115) and 'wrong course/position' (95). Despite accounting for only 160 injury collisions in 2025, 'excessive speed having regard to conditions' resulted in the third highest number of KSI casualties with 86.



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Things you need to know about this release

Coverage

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

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

This annual publication presents detailed analysis of recorded injury collision and casualty statistics for the period 1st January 2025 to 31st December 2025. At the time of publication, CRFs had been processed for 99.8% of reported injury collisions for the 2025 calendar year, including all fatal collisions.

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

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

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

Accredited Official Statistics

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

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

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

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

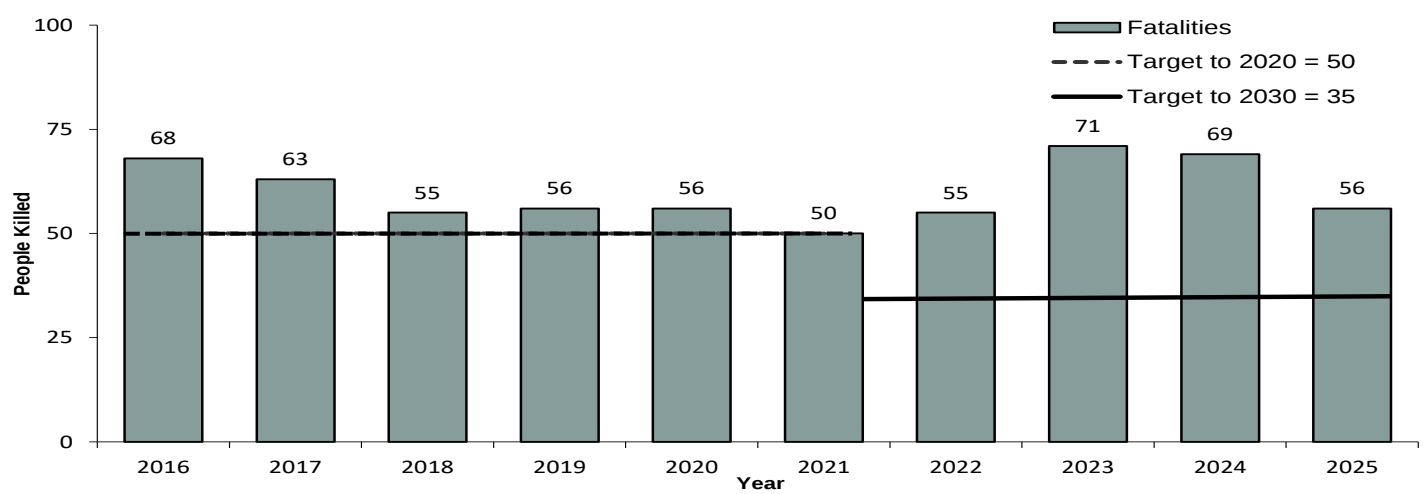
The Casualty Reduction Target for 2030

The [Road Safety Strategy for Northern Ireland to 2030](#) was 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 historic target to 2021, as well as the new targets for the 2030 strategy which will be monitored from its implementation in 2022.

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

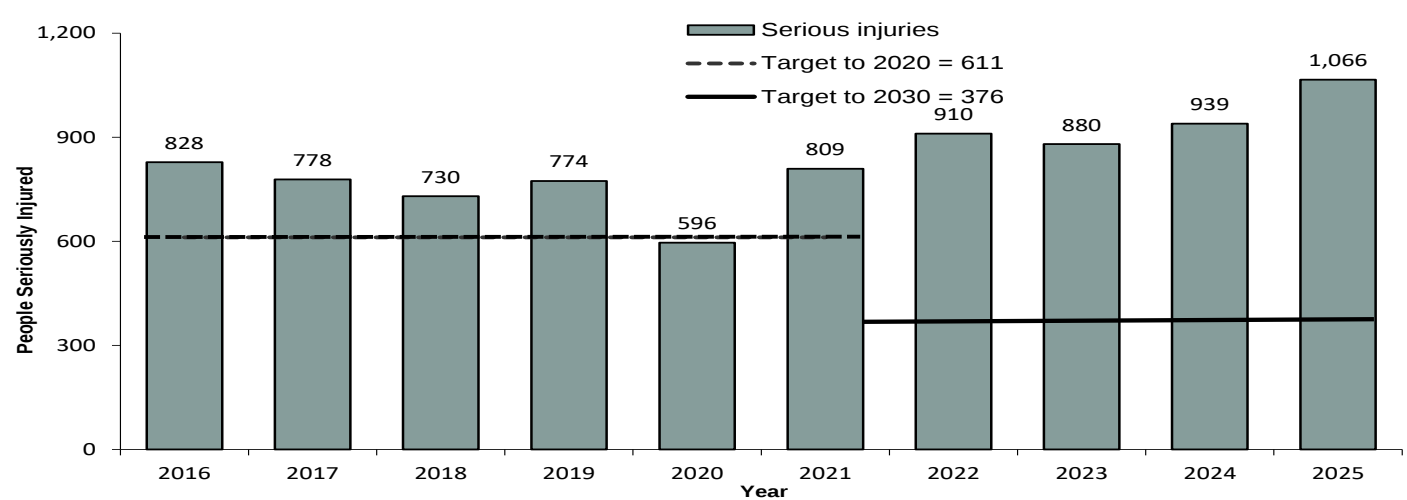
Target A: To reduce the number of people killed by at least 50%. The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 35 by 2030. The figure for 2025 shows the number of fatalities was 21 above the 2030 target.

Fatality reduction target for 2030



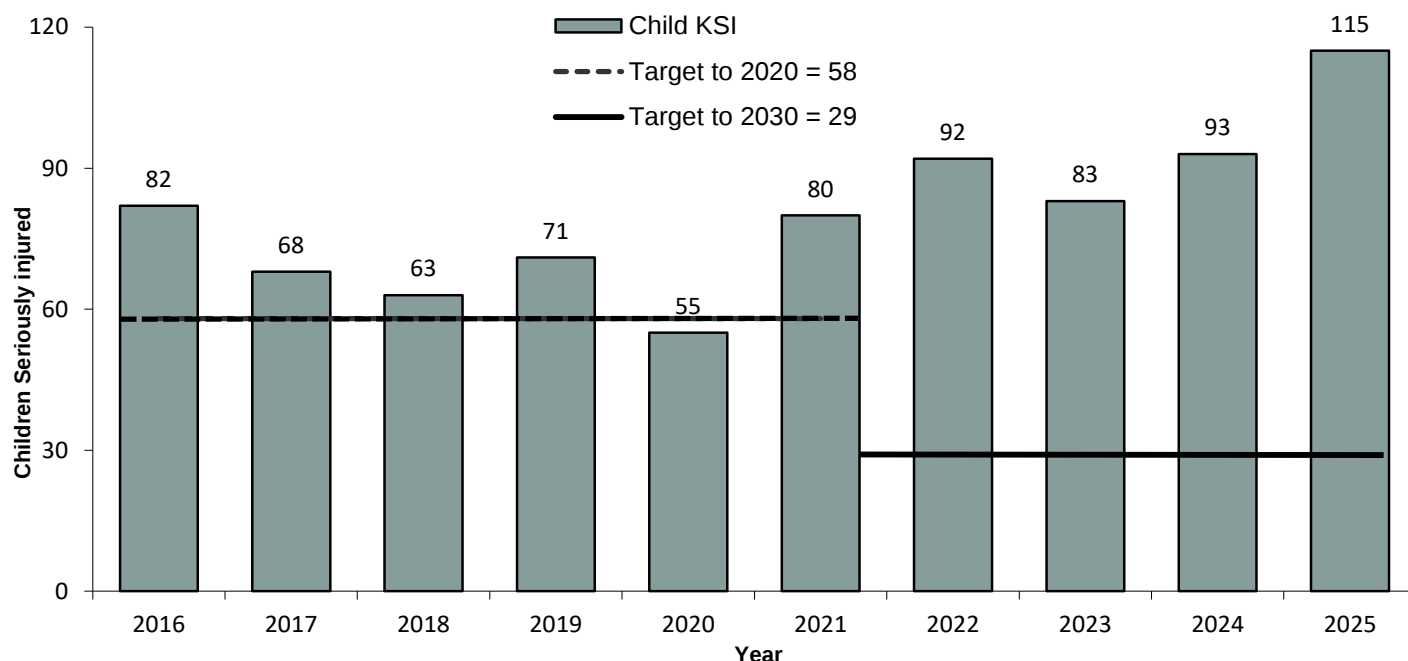
Target B: To reduce the number of people seriously injured by at least 50%. The Department for Infrastructure Northern Ireland Road Safety Strategy aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 376 by 2030. There were 1,066 people seriously injured in 2025 which was 690 more than the target.

Seriously injured reduction target for 2030



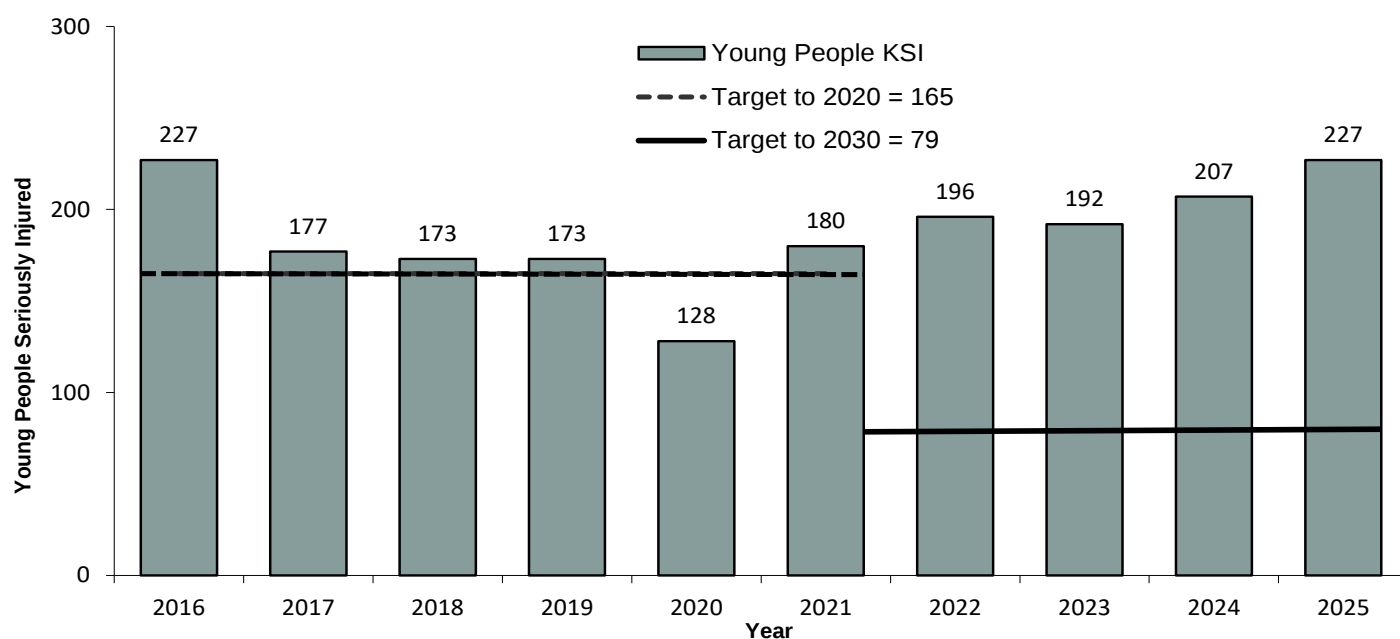
Target C: To reduce the number of children KSI by 60%. The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The 2025 figure was 86 child KSI above the target.

Child (under 16) KSI casualty reduction target for 2030



Target D: To reduce the number of young people KSI by 60%. The Strategy also has a target of a 60% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The recorded figure of 227 KSI in 2025 was 148 above the target.

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



Section 1 – Casualty Information

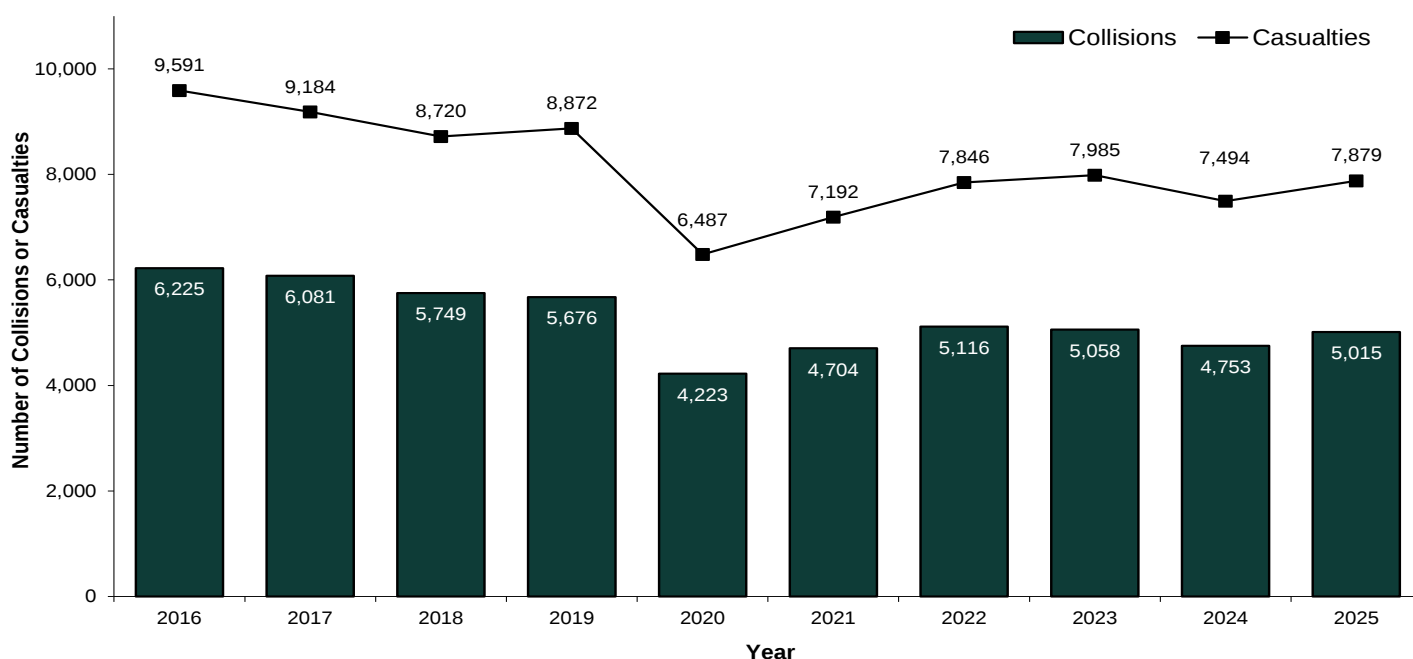
Ten year trends – all collisions and casualties

Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2016-2025

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2016	65	689	5,471	6,225	68	828	8,695	9,591
2017	62	643	5,376	6,081	63	778	8,343	9,184
2018	53	625	5,071	5,749	55	730	7,935	8,720
2019	53	639	4,984	5,676	56	774	8,042	8,872
2020	51	518	3,654	4,223	56	596	5,835	6,487
2021	47	651	4,006	4,704	50	809	6,333	7,192
2022	52	748	4,316	5,116	55	910	6,881	7,846
2023	66	745	4,247	5,058	71	880	7,034	7,985
2024	62	765	3,926	4,753	69	939	6,486	7,494
2025	53	894	4,068	5,015	56	1,066	6,757	7,879

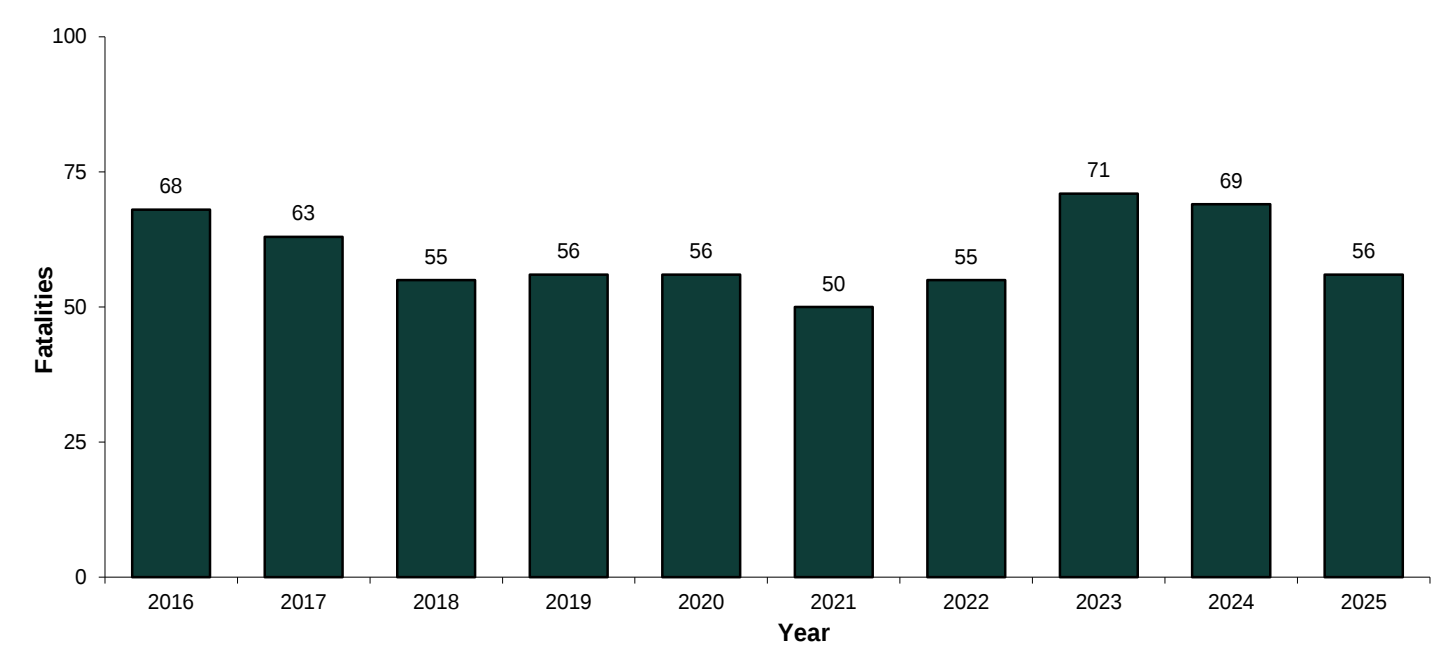
- The 5,015 injury road traffic collisions reported to the police in 2025, resulting in 7,879 casualties. While this represents an increase of around 5% on 2024, the numbers remain markedly lower than ten years ago.
- The reduction in collisions and casualties evident throughout the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021.

Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2016 to 2025



Fatalities – Trends over the last 10 years

Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2016 to 2025



- The 56 deaths recorded in 2025 was similar to levels recorded between 2018 – 2022. The intervening years saw the highest levels over the decade, with 71 in 2023 and 69 in 2024. Road deaths decreased significantly from 2010 onwards when compared with the previous decade. Over the longer term, the highest number of road deaths was recorded in 1972 with 372 fatalities – some 316 more than in 2025. (See Appendix 1 and 2 for fatalities by year dating back to 1931).

Table 1.2 Number of road traffic fatalities by road user type in Northern Ireland 2016–2025

Road user type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pedestrians	15	15	16	17	6	8	16	20	8	16
Drivers of motor vehicles	31	25	23	26	25	20	23	21	39	17
Motorcyclists	4	9	7	3	8	14	9	13	7	6
Pedal Cyclists	3	2	1	2	4	0	1	2	1	1
Passengers	12	11	7	8	8	8	6	11	12	13
Pillion Passengers	1	0	0	0	1	0	0	0	1	0
Other road users	2	1	1	0	4	0	0	4	1	3
Total	68	63	55	56	56	50	55	71	69	56

- Drivers of motor vehicles were the largest casualty class for fatalities in 2025, accounting for 17 people killed, which was 22 fewer than in 2024.
- There were 23 vulnerable road users killed comprising the deaths of 16 pedestrians, 6 motorcyclists and 1 pedal cyclist. This was seven more deaths amongst vulnerable road users than in 2024 but 12 fewer than the 35 fatalities of vulnerable road users in 2023.
- The number of motorcyclists killed in 2025 (6) decreased by one from the 7 recorded in 2024. The number of pedestrians fatally injured was 16 in 2025, which was twice the recorded number in 2024 (8). There was one recorded pedal cyclist fatality in 2025.

Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2016–2025

Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2016	3	1	4	13	3	16	8	2	10	13	1	14	10	2	12	7	5	12	54	14	68
2017	3	1	4	10	2	12	9	3	12	7	3	10	9	3	12	7	6	13	45	18	63
2018	3	0	3	8	3	11	8	2	10	10	1	11	8	2	10	7	3	10	44	11	55
2019	0	1	1	9	2	11	8	0	8	5	3	8	6	2	8	9	11	20	37	19	56
2020	2	1	3	9	3	12	6	0	6	9	5	14	6	4	10	8	3	11	40	16	56
2021	2	1	3	8	2	10	8	1	9	11	0	11	9	1	10	5	2	7	43	7	50
2022	2	1	3	11	0	11	5	0	5	9	3	12	9	5	14	8	2	10	44	11	55
2023	1	2	3	11	3	14	12	1	13	8	5	13	8	2	10	12	6	18	52	19	71
2024	1	0	1	8	5	13	9	2	11	13	1	14	8	1	9	15	6	21	54	15	69
2025	2	1	3	9	2	11	4	1	5	8	2	10	7	3	10	9	8	17	39	17	56

M=Male F=Female T=Total

- Of the 56 people killed on Northern Ireland’s roads in 2025, 39 were male and 17 female. This is typical of the historically recorded pattern where males accounted for a higher proportion of fatalities than females.
- There were 3 children (under the age of 16) killed on Northern Ireland’s roads in 2025. This was two more than the number of child fatalities recorded in 2024.
- The number of road deaths for the 65+ age group was 17, which was four fewer than the 21 recorded in 2024. This age group accounted for 30.4% of road fatalities in 2025.
- Compared with ten years ago, the largest decrease in fatalities was in the 25-34 age group which decreased from 10 deaths in 2016 to 5 deaths in 2025, a reduction of 50%. See chart comparing 2025 with 2016 below.

Figure 1.3 Road fatalities by age group 2016 compared with 2025

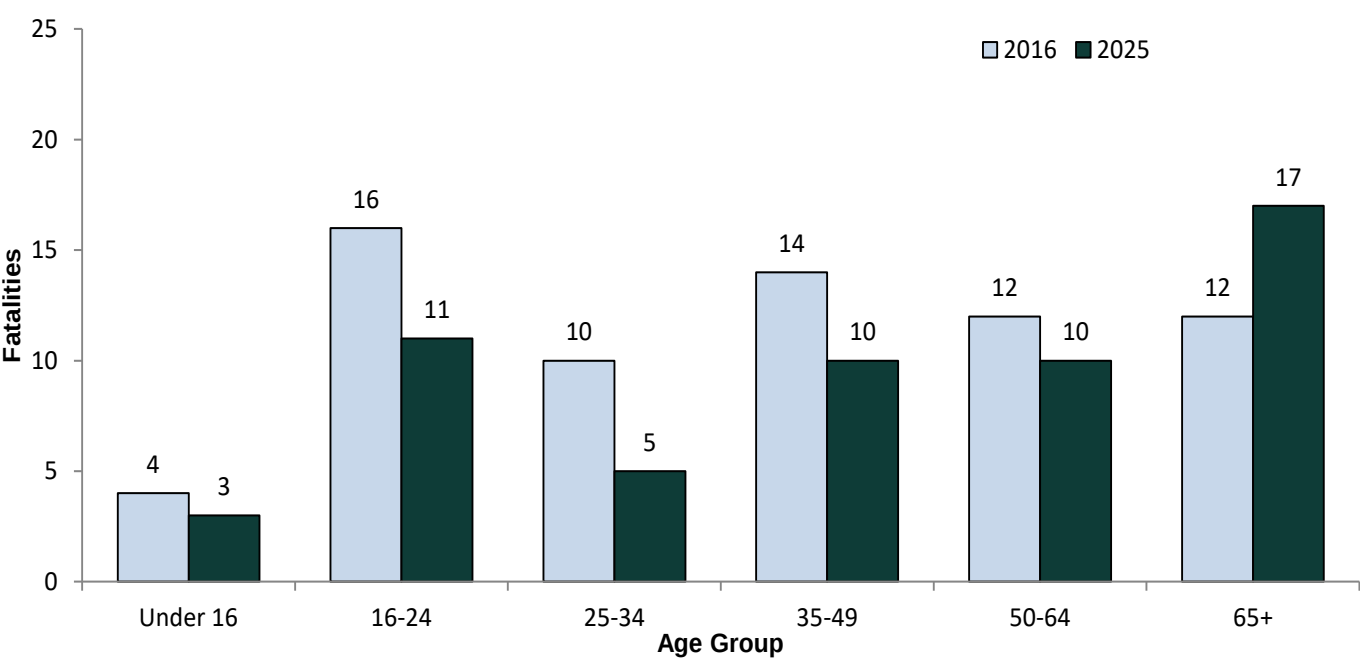
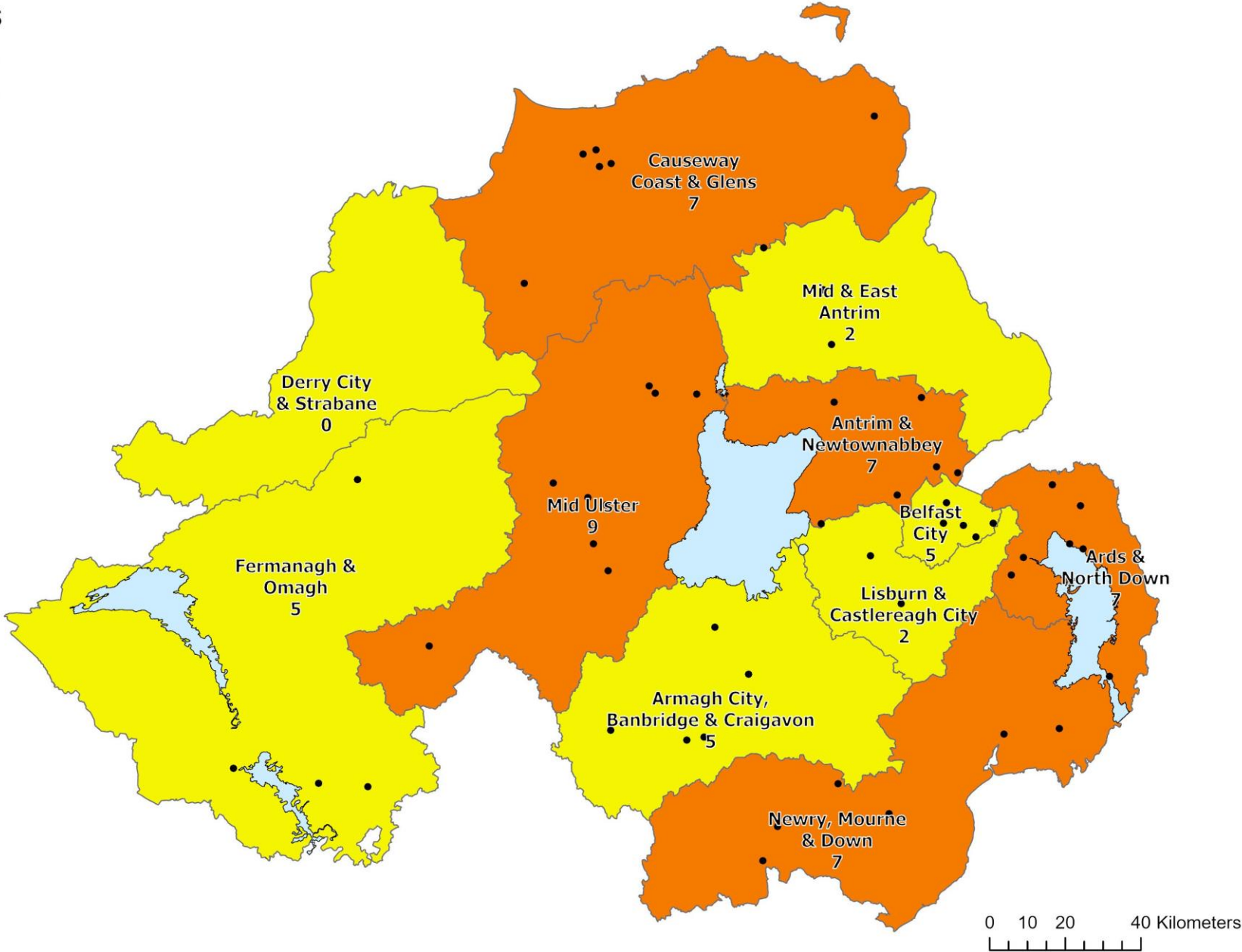
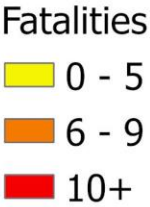


Table 1.4 Fatalities by Police Area and District 2016–2025

District	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Belfast City	3	3	4	4	3	3	7	6	3	5
Derry City & Strabane	7	5	2	1	2	2	2	1	8	0
Antrim & Newtownabbey	8	2	3	8	3	6	3	8	5	7
Ards & North Down	7	4	6	4	5	7	3	4	3	7
Causeway Coast & Glens	8	6	6	9	7	9	4	10	8	7
Lisburn & Castlereagh City	3	7	5	3	4	2	1	2	1	2
Mid & East Antrim	3	6	2	2	7	4	3	10	1	2
Armagh City, Banbridge & Craigavon	10	6	10	7	7	4	3	4	12	5
Fermanagh & Omagh	10	6	8	3	3	5	9	6	16	5
Mid Ulster	3	5	4	8	6	4	13	9	4	9
Newry, Mourne and Down	6	13	5	7	9	4	7	11	8	7
Northern Ireland Total	68	63	55	56	56	50	55	71	69	56

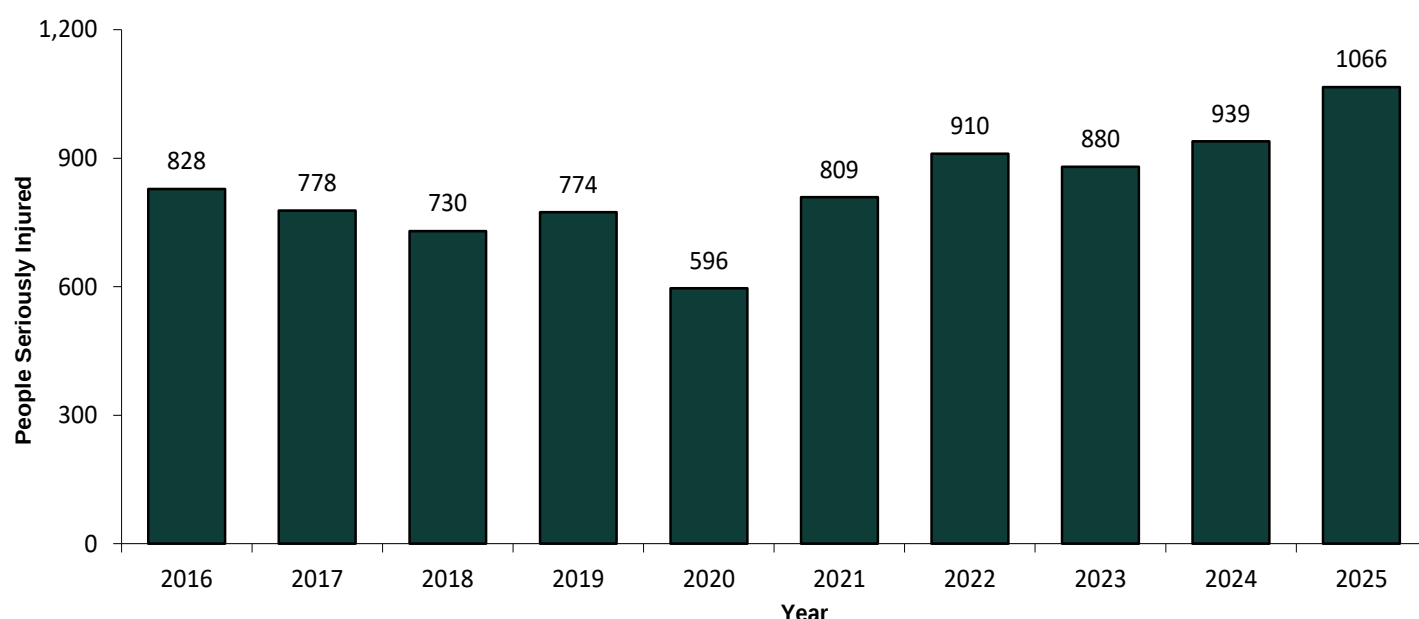
- Mid Ulster district had the highest number of road traffic fatalities in 2025 with 9 deaths.
- Derry City & Strabane district recorded no fatalities for 2025.
- Mid Ulster district reported the largest increase over the year, increasing from 4 in 2024 to 9 in 2025. Conversely, Fermanagh & Omagh district recorded fatalities decreased by 11, to 5 fatalities in 2025.
- Looking further back to 10 years ago, seven of the eleven districts had fewer deaths recorded in 2025 than in 2016.

Figure 1.4 Fatalities by Police District 2025



People seriously injured – Trends over the last 10 years

Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2016 to 2025



- The number of serious injuries declined markedly in 2020 in response to Covid-19 restrictions and the associated reduction in traffic. However, contrary to overall casualty numbers, serious injuries has returned to and exceeded pre-lockdown levels in the four years since.
- There were 1,066 people seriously injured on Northern Ireland's roads in 2025 which was 127 more than the 939 recorded in 2024 (an increase of 13.5%), and the highest number recorded in the last ten years.

Table 1.5 Number of people seriously injured by road user type in Northern Ireland 2016–2025

Road user type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pedestrians	164	175	135	159	118	148	168	171	142	197
Drivers of motor vehicles	353	309	297	318	243	297	343	352	380	452
Motorcyclists	88	80	101	84	84	92	110	103	126	122
Pedal Cyclists	61	50	46	57	45	64	73	73	63	65
Passengers	156	149	134	144	92	185	196	161	209	198
Pillion Passengers	3	8	5	6	3	6	4	3	5	3
Other road users	3	7	12	6	11	17	16	17	14	29
Total	828	778	730	774	596	809	910	880	939	1,066

- Drivers of motor vehicles accounted for 42.4% of all seriously injured casualties in 2025. Passengers were next highest with 18.6%, followed by pedestrians (18.5%), motorcyclists (11.4%) and pedal cyclists (6.1%).
- All major categories of key road users in 2025 had more people seriously injured than recorded ten years ago in 2016. Drivers and passengers showed increases of 99 and 42 serious casualties respectively.

Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2016 – 2025^{1, 2}

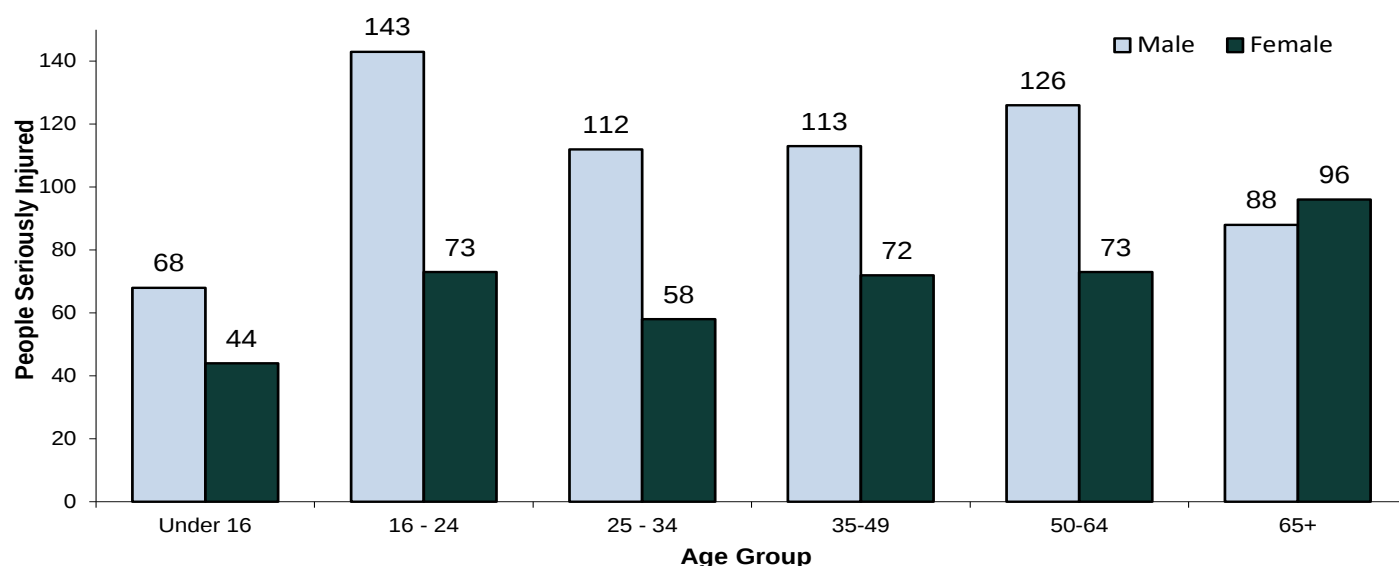
Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2016	47	31	78	146	65	211	75	40	115	110	56	166	88	49	137	63	58	121	529	299	828
2017	38	26	64	105	60	165	82	37	119	108	46	154	96	56	152	68	56	124	497	281	778
2018	40	20	60	103	59	162	99	34	133	96	37	133	84	48	132	62	48	110	484	246	730
2019	48	22	70	96	66	162	98	31	129	86	53	139	94	57	151	62	61	123	484	290	774
2020	35	17	52	71	45	116	78	33	111	70	37	107	83	43	126	47	37	84	384	212	596
2021	48	29	77	104	66	170	98	45	143	107	64	171	81	56	137	61	50	111	499	310	809
2022	51	38	89	108	77	185	96	48	144	110	56	166	106	62	168	85	73	158	556	354	910
2023	50	30	80	114	64	178	79	35	114	116	61	177	119	75	194	73	64	137	551	329	880
2024	49	43	92	139	55	194	93	46	140	120	64	184	101	79	180	64	85	149	566	372	939
2025	68	44	112	143	73	216	112	58	170	113	72	185	126	73	199	88	96	184	650	416	1,066

Notes:

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

2. M=Male F=Female T=Total

Figure 1.6 Number of people seriously injured by age and gender - 2025



- Males accounted for three-fifths of people seriously injured (61.0%) in 2025.
- More males were seriously injured than females for all age groups in 2025 with the exception of the 65+ age group. The proportion of males to females ranged from 66.2% for the 16 to 24 age group to 47.8% for the 65+ age group.
- The highest proportion of those seriously injured in 2025 was among those aged 16 to 24 with 216, representing 20.3% of those who were seriously injured during the year.
- Comparing 2025 to 2024, the number of people seriously injured increased in each of the six age groups.
- In April 2022, DfI published more detailed [gender analysis of KSI casualties 2011-2020](#).

Table 1.7 People Seriously Injured by Police Area and District 2016–2025

District	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Belfast City	125	128	93	130	77	102	163	127	145	175
Derry City & Strabane	43	43	51	56	35	59	47	53	57	60
Antrim & Newtownabbey	55	56	60	63	42	47	61	67	55	70
Ards & North Down	51	61	51	57	37	57	65	80	103	62
Causeway Coast & Glens	78	63	58	80	44	55	76	55	84	94
Lisburn & Castlereagh City	73	55	65	48	54	74	91	77	78	102
Mid & East Antrim	64	63	46	46	46	61	51	74	64	71
Armagh City, Banbridge & Craigavon	98	77	99	81	74	106	100	91	92	129
Fermanagh & Omagh	85	61	50	60	56	67	57	76	74	77
Mid Ulster	59	66	67	77	51	78	77	66	88	92
Newry, Mourne and Down	97	105	90	76	80	103	122	114	99	134
Northern Ireland Total	828	778	730	774	596	809	910	880	939	1,066

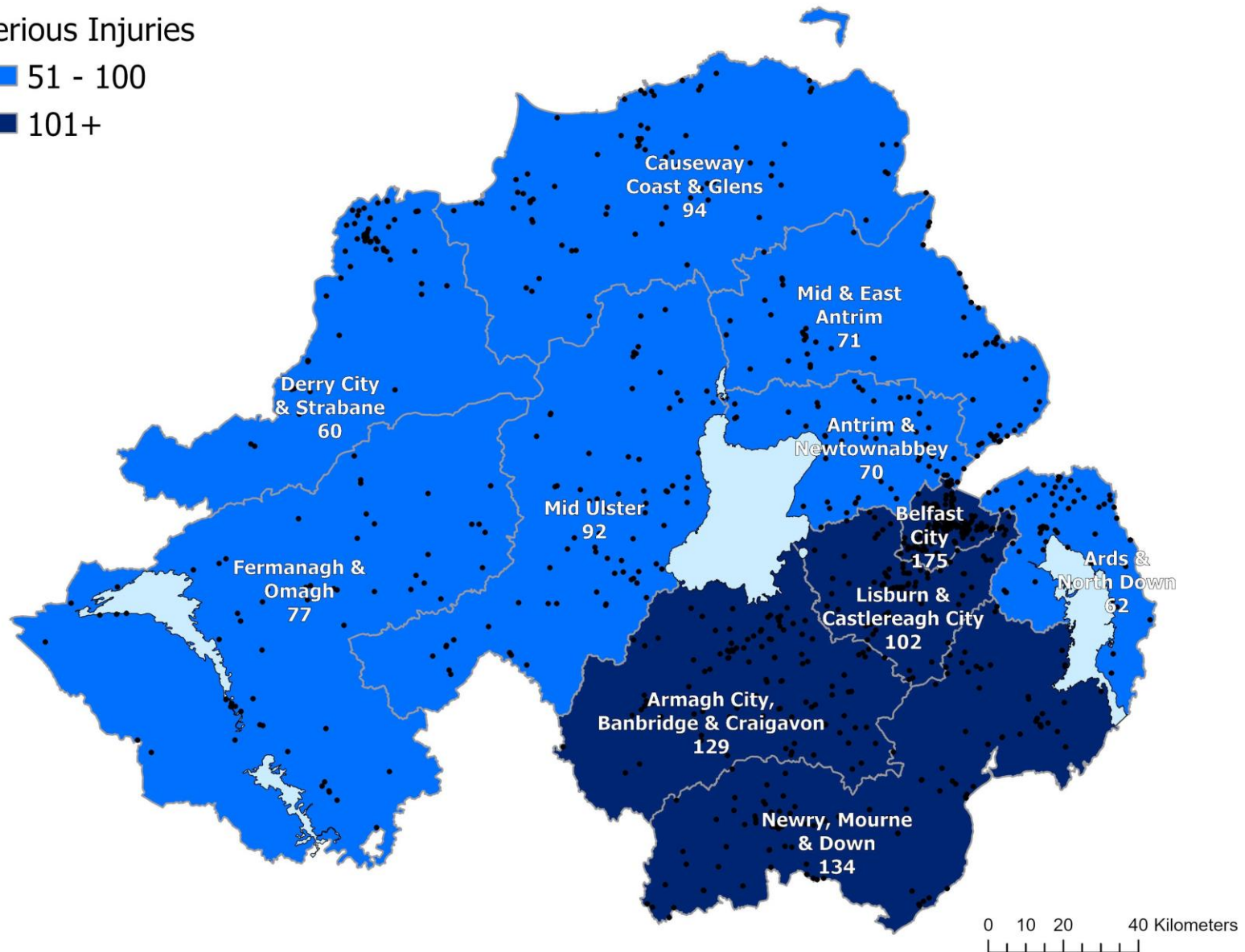
- Belfast City district had the largest number of people seriously injured in 2025 with 175 serious injuries recorded, while the district with the fewest was Derry City and Strabane with 60.
- In the context of the overall increase in serious injuries, one of the eleven districts had fewer people seriously injured in 2025 compared with 2024 (Ards and North Down district), and only one district had fewer serious casualties in 2025 when compared to 2016 (Fermanagh and Omagh district).

Figure 1.7 People seriously injured by Police District 2025

Serious Injuries

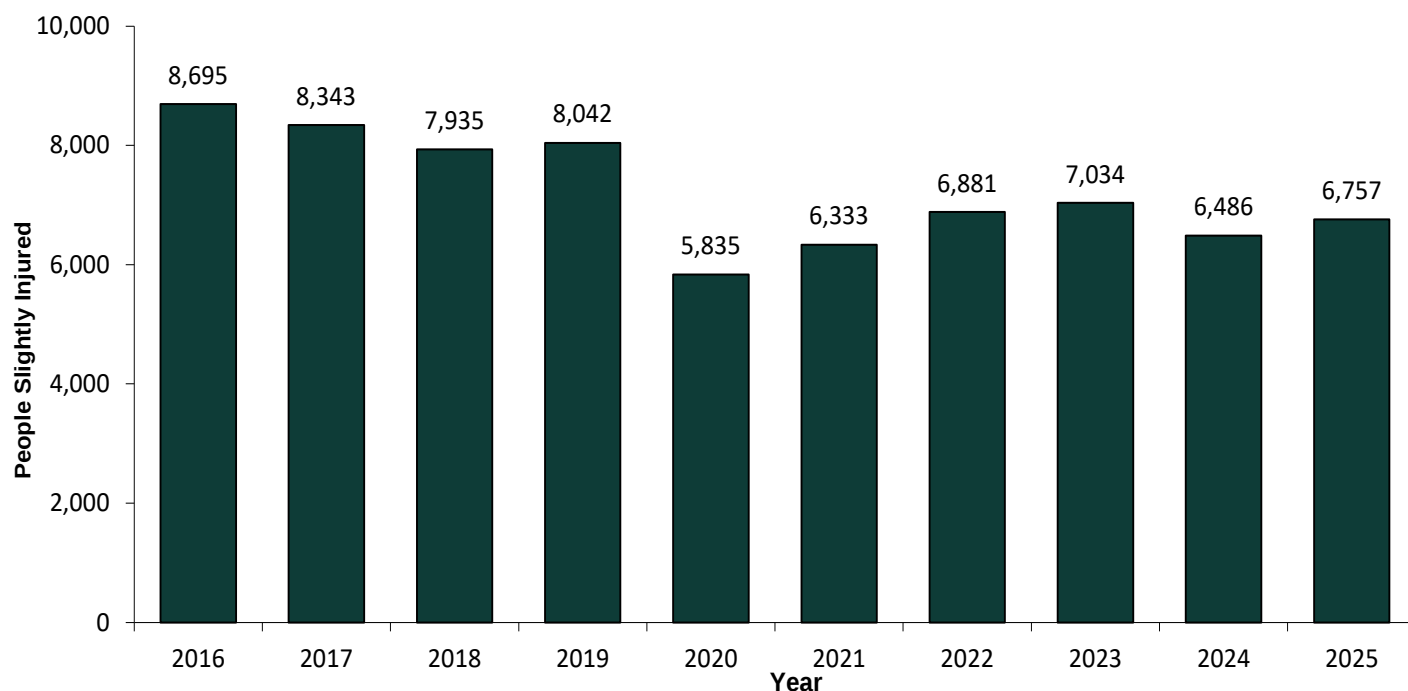
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101+



People Slightly Injured – Trends over the last 10 years

Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2016 to 2025



- The number of people slightly injured increased in 2025, to 6,757 slight casualties. While this was greater than 2024 it was still lower than pre-covid levels.

Table 1.8 Number of people slightly injured by road user type in Northern Ireland 2016 – 2025

Road user type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pedestrians	552	539	536	462	359	379	406	453	378	394
Drivers of motor vehicles	5,003	4,851	4,563	4,585	3,367	3,664	4,026	3,975	3,762	3,943
Motorcyclists	193	185	185	185	118	185	181	158	160	152
Pedal Cyclists	266	267	240	231	207	218	230	189	153	134
Passengers	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206	1,963	2,048
Pillion Passengers	6	7	9	6	4	9	10	4	8	6
Other road users	50	41	51	53	46	39	54	49	62	80
Total	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034	6,486	6,757

- When comparing 2025 to 2016, slight injuries decreased across all key road user groups, with the exception of the 'Other road user' group. This is due to an increase in alternative transport types which are recorded within this group, for example e-scooter users. There was an overall decrease of 22.3% in slight injuries from 2016 to 2025.
- Drivers showed the largest increase in slight injuries, with an increase of 181 slight injuries in 2025 compared to the previous year. Pedal cyclists showed a decrease of 19 slight injuries over the same period.

Analysis of vulnerable road users

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

Pedestrians

Table 1.9 Number of pedestrian casualties by severity of injury 2016 – 2025

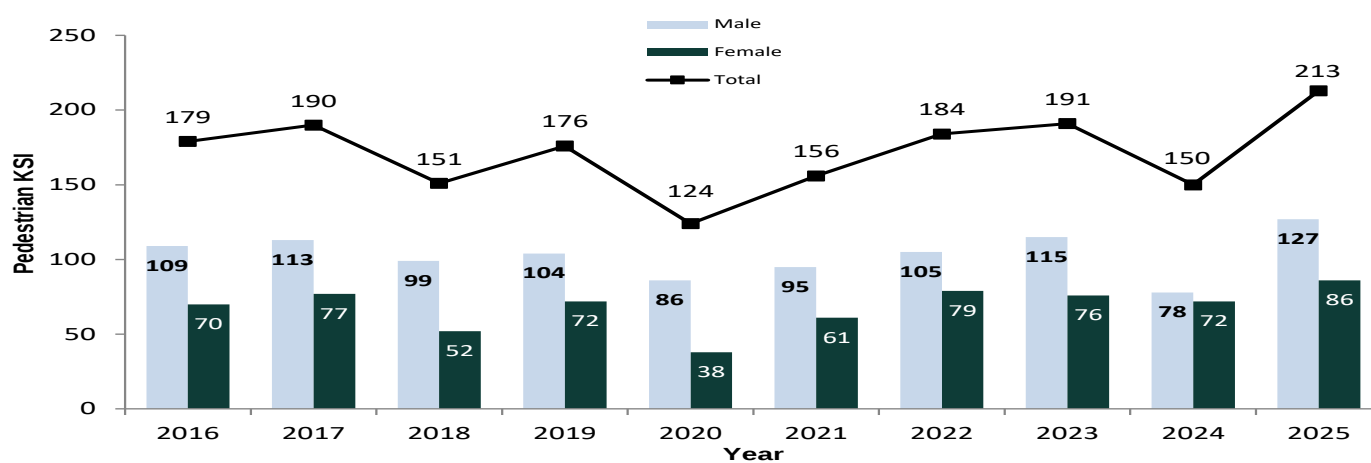
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2016	13	2	15	96	68	164	303	249	552	412	319	731
2017	11	4	15	102	73	175	289	250	539	402	327	729
2018	13	3	16	86	49	135	295	241	536	394	293	687
2019	10	7	17	94	65	159	249	211	462	353	283	638
2020	4	2	6	82	36	118	202	157	359	288	195	483
2021	6	2	8	89	59	148	211	168	379	306	229	535
2022	11	5	16	94	74	168	222	184	406	327	263	590
2023	15	5	20	100	71	171	272	181	453	387	257	644
2024	7	1	8	71	71	142	214	164	378	292	236	528
2025	10	6	16	117	80	197	227	167	394	354	253	607

Notes:

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

- There were 607 pedestrian casualties recorded in 2025, which was 79 more than 2024 and 124 fewer than in 2016. This was an overall reduction of 17.0% from that recorded in 2016. This compares with a 17.9% reduction in casualties overall during the last ten years.
- The 16 pedestrians killed in 2025 was twice that recorded for 2024 and returns to similar levels seen earlier in the ten year period. As with previous years, the majority of pedestrian casualties recorded in 2025 were male, accounting for 58.3% of pedestrian casualties overall.
- The 65+ age group accounted for the highest number of pedestrians killed or seriously injured with 55 (25.8%) out of the 213 pedestrian KSI casualties recorded in 2025 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2016.
- In November 2024, DfI published more detailed analysis of [pedestrian KSI casualties 2019-2023](#).

Figure 1.9 Pedestrians killed or seriously injured by gender 2016 – 2025



Pedal cyclists

Table 1.10 Number of pedal cyclist casualties by severity of injury 2016 – 2025

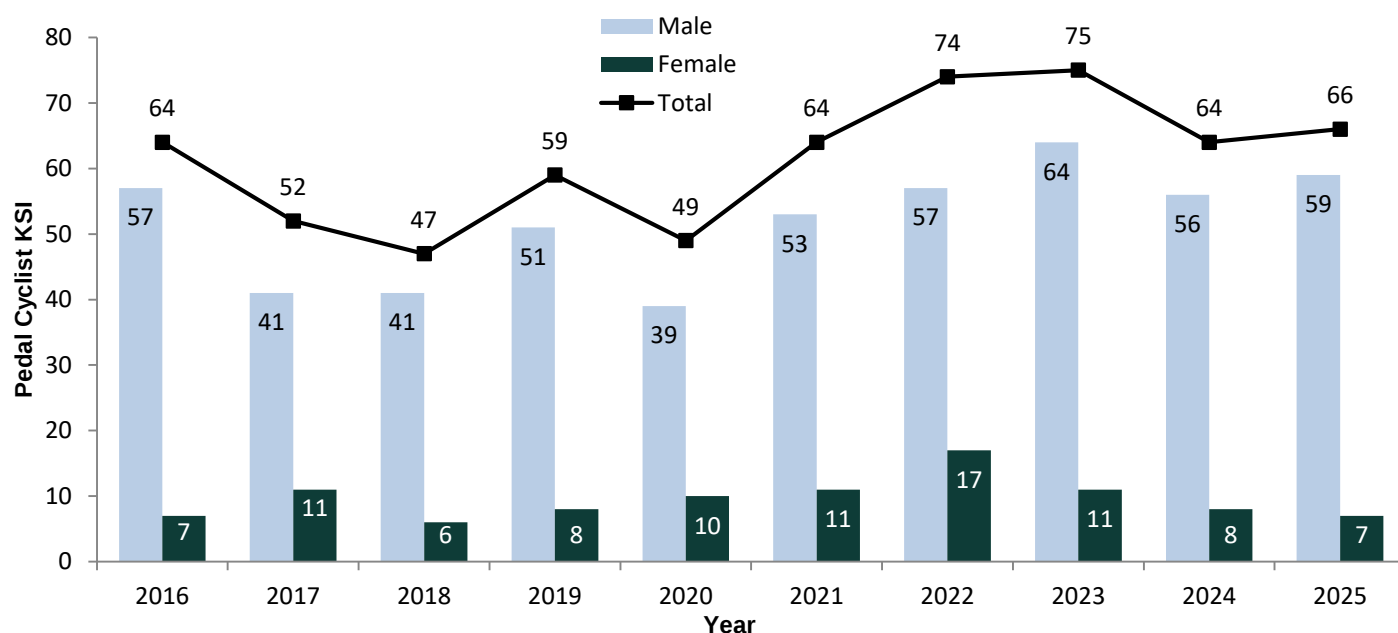
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2016	3	0	3	54	7	61	220	46	266	277	53	330
2017	2	0	2	39	11	50	222	45	267	263	56	319
2018	1	0	1	40	6	46	207	33	240	248	39	287
2019	2	0	2	49	8	57	201	30	231	252	38	290
2020	4	0	4	35	10	45	179	28	207	218	38	256
2021	0	0	0	53	11	64	178	39	218	231	50	282
2022	1	0	1	56	17	73	193	37	230	250	54	304
2023	2	0	2	62	11	73	160	29	189	224	40	264
2024	1	0	1	55	8	63	132	21	153	188	29	217
2025	1	0	1	58	7	65	109	25	134	168	32	200

Notes:

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

- There were 200 pedal cyclist casualties in 2025, 17 fewer than in 2024 and 130 fewer than the 330 recorded in 2016.
- The 66 pedal cyclists killed or seriously injured in 2025 was 2 more than recorded in 2024. There was one pedal cyclist fatality in 2025.
- The majority of pedal cycle casualties in 2025 were males, accounting for 84.0% of the total.
- Those aged 50-64 represented the largest proportion of pedal cyclist KSI casualties, at 30.3%. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2016.
- In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

Figure 1.10 Pedal cyclists killed or seriously injured by gender 2016 - 2025



Motorcyclists

Table 1.11 Number of motorcycle casualties by severity of injury 2016 – 2025

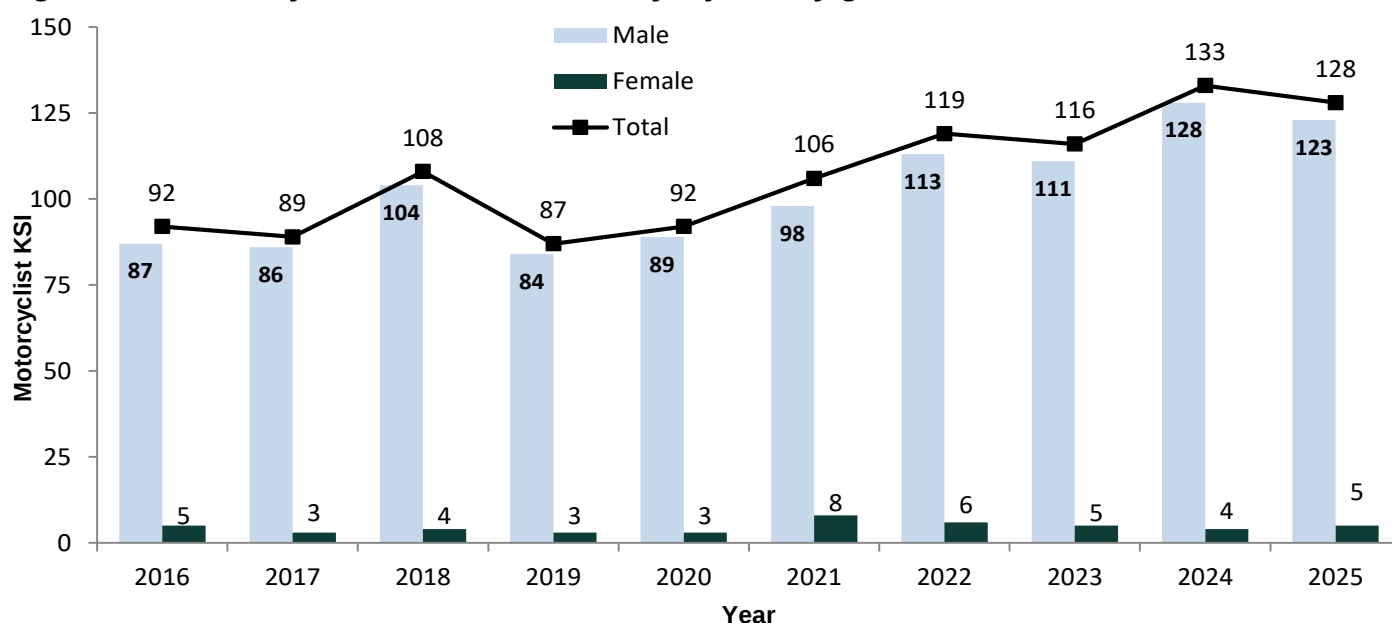
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2016	4	0	4	83	5	88	178	15	193	265	20	285
2017	9	0	9	77	3	80	175	10	185	261	13	274
2018	7	0	7	97	4	101	176	9	185	280	13	293
2019	3	0	3	81	3	84	172	13	185	256	16	272
2020	8	0	8	81	3	84	111	7	118	200	10	210
2021	14	0	14	84	8	92	176	8	185	274	16	291
2022	9	0	9	104	6	110	170	11	181	283	17	300
2023	12	1	13	99	4	103	152	6	158	263	11	274
2024	7	0	7	121	4	126	147	13	160	275	17	293
2025	6	0	6	117	5	122	143	9	152	266	14	280

Notes:

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

- There were 280 motorcyclists injured in 2025, which was 13 fewer than 2024. Over the ten years between 2016 and 2025, the number of motorcyclist casualties has remained relatively static, except for in 2020 which was the initial covid period.
- There was 1 fewer motorcyclist fatality in 2025 than in 2024.
- The 50-64 age group accounted for the highest number of motorcyclists killed or seriously injured with 41 (32.0%) out of the 128 motorcyclist KSI casualties recorded in 2025 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2016.
- Male motorcyclists accounted for 96.1% of all killed or seriously injured motorcyclists in 2025.
- In May 2026, DfI published more detailed analysis of [motorcyclist KSIs 2020-2024](#).

Figure 1.11 Motorcyclists killed or seriously injured by gender 2016 - 2025

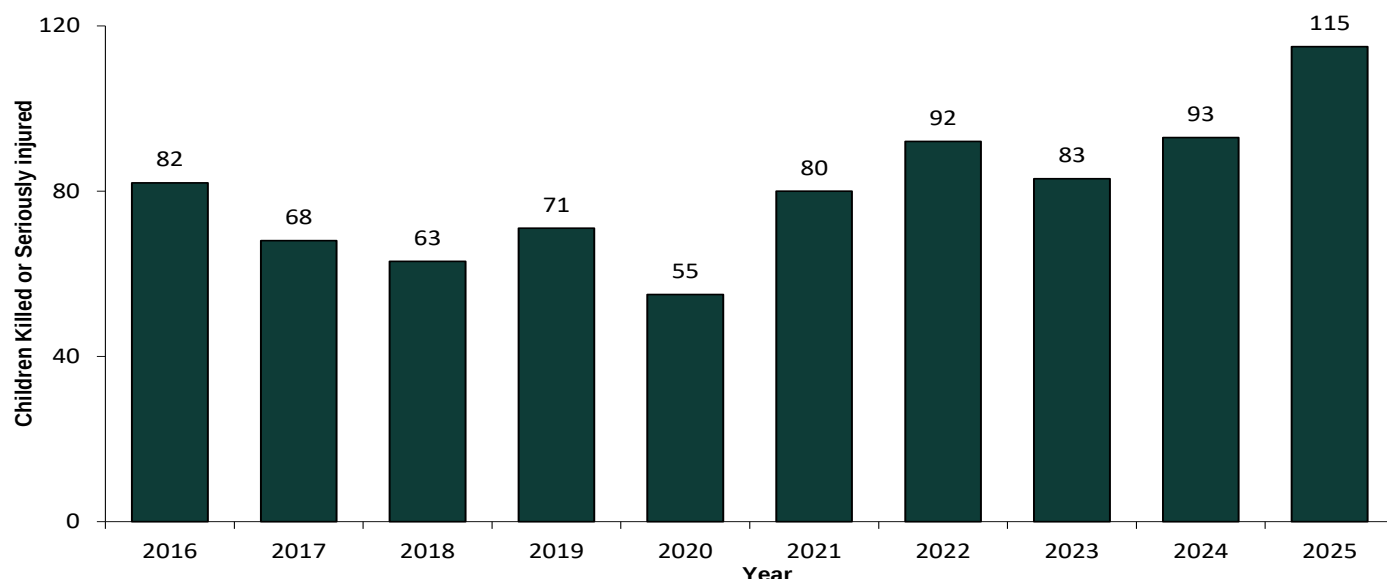


Casualties by selected age group

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

Children (Age Group under 16)

Figure 1.12 Child casualties killed or seriously injured – 2016 to 2025



- In the context of the overall increases, the 115 children (under 16) killed or seriously injured in 2025 was up by 22 on 2024, and up by 33 when compared with 2016.

Table 1.12 Number of child casualties by gender and severity of injury 2016 – 2025

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2016	3	1	4	47	31	78	438	434	872	488	466	954
2017	3	1	4	38	26	64	410	384	796	451	411	864
2018	3	0	3	40	20	60	377	364	741	420	384	804
2019	0	1	1	48	22	70	412	405	818	460	428	889
2020	2	1	3	35	17	52	292	296	589	329	314	644
2021	2	1	3	48	29	77	291	285	576	341	315	656
2022	2	1	3	51	38	89	334	343	677	387	382	769
2023	1	2	3	50	30	80	381	365	748	432	397	831
2024	1	0	1	49	43	92	319	342	661	369	385	754
2025	2	1	3	68	44	112	354	335	689	424	380	804

Notes:

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

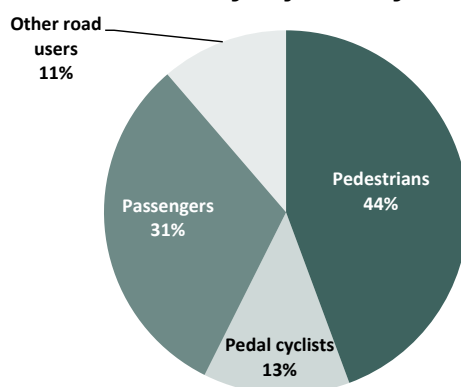
- The total number of child casualties increased by 50 over the year, to 804 in 2025, which is 15.7% lower than the 954 child casualties recorded in 2016.
- 60.9% of child KSI casualties in 2025 were male, while for all child casualties 52.7% were male.

Table 1.13 Child casualties by road user type & severity of injury in Northern Ireland 2016 – 2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Killed										
Pedestrians	3	2	2	0	1	3	1	3	0	1
Pedal cyclists	0	0	0	0	1	0	1	0	0	0
Passengers	1	0	1	1	0	0	1	0	0	0
Other road users	0	2	0	0	1	0	0	0	1	2
Total	4	4	3	1	3	3	3	3	1	3
Seriously Injured										
Pedestrians	50	50	38	34	29	42	48	41	28	50
Pedal cyclists	6	4	5	11	7	6	3	14	9	15
Passengers	19	8	16	24	15	22	32	21	48	36
Other road users	3	2	1	1	1	7	6	4	7	11
Total	78	64	60	70	52	77	89	80	92	112
KSI										
Pedestrians	53	52	40	34	30	45	49	44	28	51
Pedal cyclists	6	4	5	11	8	6	4	14	9	15
Passengers	20	8	17	25	15	22	33	21	48	36
Other road users	3	4	1	1	2	7	6	4	8	13
Total	82	68	63	71	55	80	92	83	93	115
Slightly Injured										
Pedestrians	145	137	126	113	89	90	109	105	100	95
Pedal cyclists	46	44	33	50	53	44	30	35	28	28
Passengers	676	611	576	650	443	427	525	595	510	537
Other road users	5	4	6	5	4	15	13	13	23	29
Total	872	796	741	818	589	576	677	748	661	689
All Casualties										
Pedestrians	198	189	166	147	119	135	158	149	128	146
Pedal cyclists	52	48	38	61	61	50	34	49	37	43
Passengers	696	619	593	675	458	449	558	616	558	573
Other road users	8	8	7	6	6	22	19	17	31	42
Total	954	864	804	889	644	656	769	831	754	804

- Over seven in ten of all child casualties (71.3%) were passengers in motor vehicles in 2025, compared to 31.3% of children killed or seriously injured. Pedestrians accounted for 18.2% of the total child casualties during the year, but made up 44.3% of those killed or seriously injured.

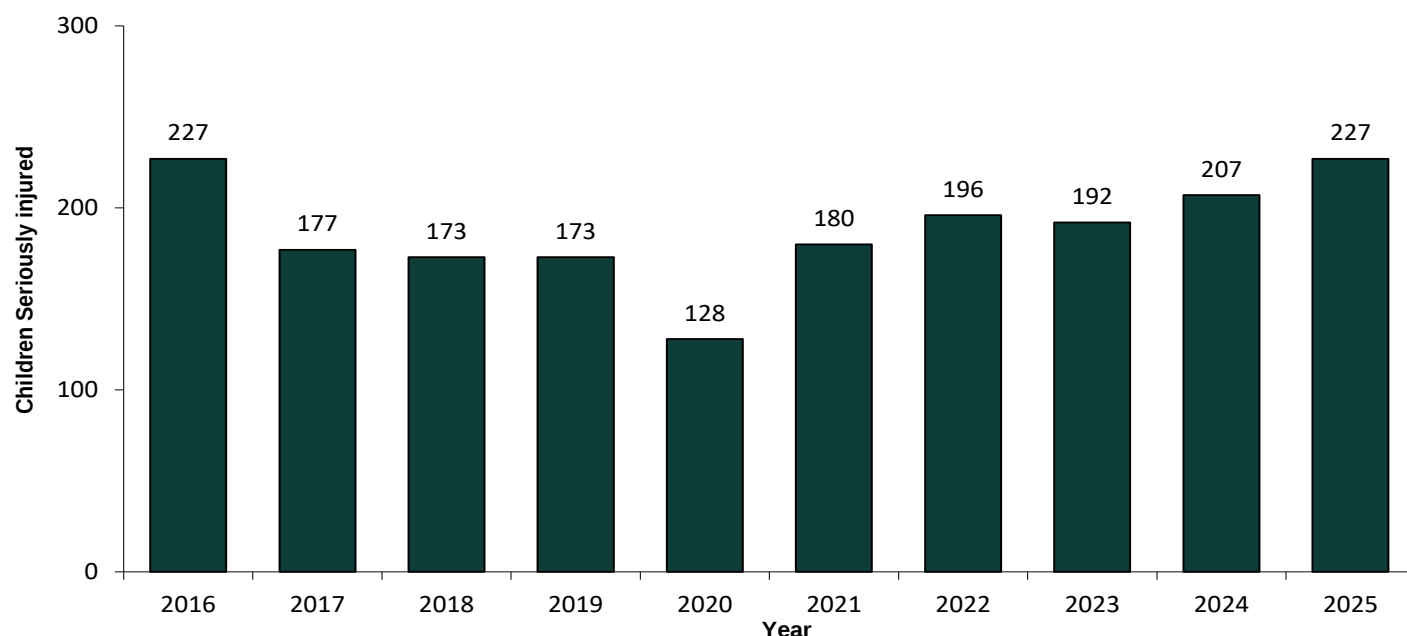
Figure 1.13 Child casualties killed or seriously injured by road user type 2025¹



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

Young People (Age group 16 to 24)

Figure 1.14 Young people killed or seriously injured – 2016 to 2025



- The 227 KSI casualties of young people (those aged between 16 and 24) was 20 more than the 207 recorded in 2024. These changes should be viewed in the context of the wider KSI casualty increases in 2025.

Table 1.14 Number of casualties of young people by gender and severity of injury 2016 – 2025

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2016	13	3	16	146	65	211	893	891	1,784	1,052	959	2,011
2017	10	2	12	105	60	165	859	803	1,662	974	865	1,839
2018	8	3	11	103	59	162	797	767	1,564	908	829	1,737
2019	9	2	11	96	66	162	879	788	1,667	984	856	1,840
2020	9	3	12	71	45	116	684	548	1,232	764	596	1,360
2021	8	2	10	104	66	170	770	626	1,398	882	694	1,578
2022	11	0	11	108	77	185	761	711	1,472	880	788	1,668
2023	11	3	14	114	64	178	774	674	1,448	899	741	1,640
2024	8	5	13	139	55	194	686	581	1,267	833	641	1,474
2025	9	2	11	143	73	216	701	661	1,362	853	736	1,589

Notes:

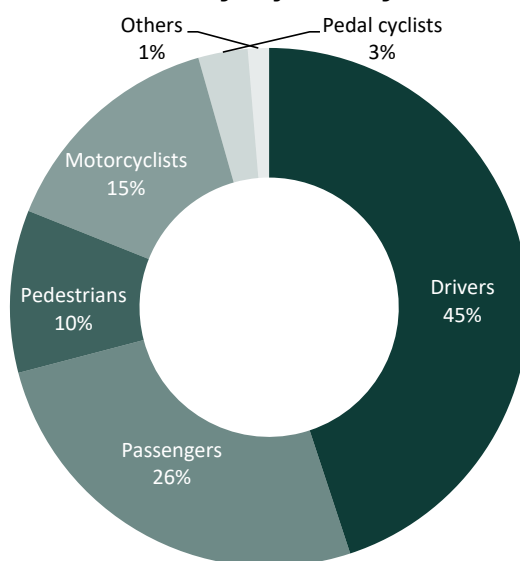
- Unknown or missing gender are not presented in the table but are counted in the total

- In 2025 there were 11 fatalities of young people, which was two fewer than in the previous year and 5 fewer than the number recorded in 2016 (16 fatalities).
- Over half of all young casualties were males (53.7%), while nearly seven in ten of young KSI casualties were male (67.0%).
- In 2025, there were 422 fewer young people who were casualties in a road traffic collision than in 2016. Fatalities and slightly injured reduced by 5 and 422 respectively, but seriously injured increased by 5.

Table 1.15 Number of young people killed or seriously injured by road user type 2016 – 2025

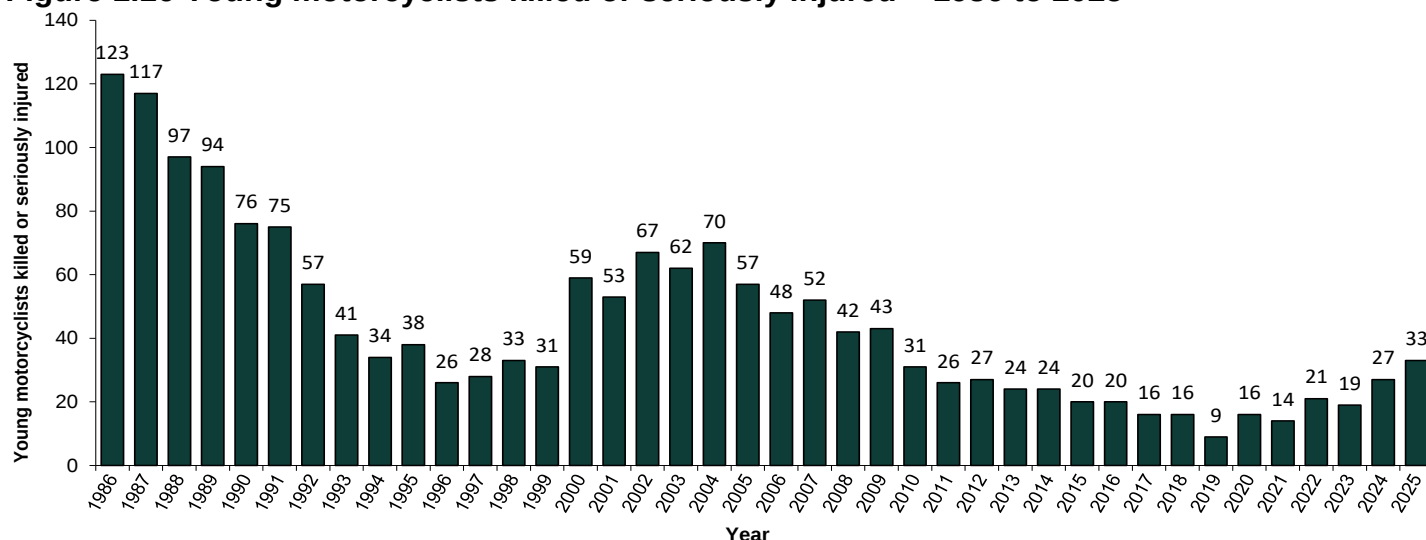
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
KSI										
Pedestrians	23	26	22	24	16	23	24	24	18	23
Drivers of motor vehicles	105	80	79	75	62	64	83	80	90	102
Motorcyclists	20	16	16	9	16	14	21	19	27	33
Pedal cyclists	8	2	4	4	4	6	4	4	2	7
Passengers	66	49	49	58	26	69	54	60	66	59
Pillion Passengers	4	2	1	2	2	2	0	0	2	0
Other road users	1	2	2	1	2	2	10	5	2	3
Total	227	177	173	173	128	180	196	192	207	227

Figure 1.15 Young people killed or seriously injured by road user type - 2025



- The most common casualty class for young people killed or seriously injured in 2025 were drivers, with 102 out of the 227 KSI casualties being from this category (44.9%).
- The number of young motorcyclists killed or seriously injured in 2025 was 33. This was an increase of 6 on the number recorded in 2016. The chart below shows the young person motorcyclist KSI historical trend since records on severity of injury by age group were first collated in 1986.

Figure 1.16 Young motorcyclists killed or seriously injured – 1986 to 2025



Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2016 – 2025

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2016	7	5	12	63	58	121	360	357	717	430	420	850
2017	7	6	13	68	56	124	377	345	722	452	407	859
2018	7	3	10	62	48	110	324	354	678	393	405	798
2019	9	11	20	62	61	123	355	386	741	426	458	884
2020	8	3	11	47	37	84	240	208	448	295	248	543
2021	5	2	7	61	50	111	277	252	529	343	304	647
2022	8	2	10	85	73	158	297	285	582	390	360	750
2023	12	6	18	73	64	137	339	288	627	424	358	782
2024	15	6	21	64	85	149	299	286	585	378	377	755
2025	9	8	17	88	96	184	355	292	647	452	396	848

Notes:

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

- There were 848 older people (those aged 65 plus) injured in 2025, including 17 fatalities and 184 seriously injured.
- The annual increase in overall casualty levels during the current reporting period is reflected among this older age group, including an increase in KSI casualties among this age group in 2025. The total casualties in 2025 was 36 fewer than the series high recorded in 2019 (884). See chart below for a yearly breakdown from 1986.

Figure 1.17 Casualties of older people – 1986 to 2025

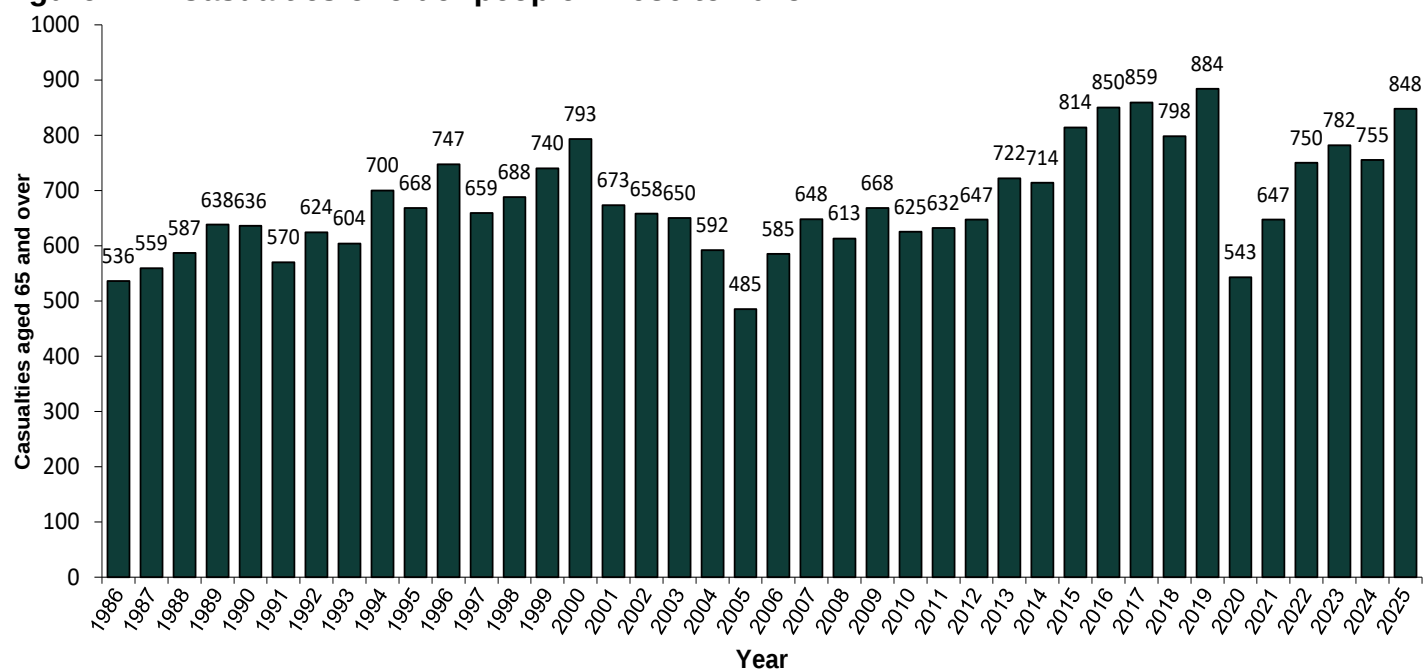


Table 1.17 Number of older people killed or seriously injured by road user type 2016 – 2025

Road User Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
KSI										
Pedestrians	39	42	30	47	22	29	39	43	35	55
Drivers of motor vehicles	64	57	53	63	45	48	72	62	77	90
Motorcyclists	6	5	8	2	5	5	11	11	15	8
Pedal cyclists	5	3	4	5	3	9	9	7	9	5
Passengers	19	29	23	25	18	22	36	28	33	40
Pillion Passengers	0	0	0	0	0	0	0	0	0	0
Other road users	0	1	2	1	2	5	1	4	1	3
Total	133	137	120	143	95	118	168	155	170	201

- In terms of road user category, drivers accounted for the highest number of KSI casualties of older people in 2025 with 90 recorded (44.8%).
- In November 2025, DfI published more detailed analysis of [older driver KSIs 2020-2024](#).

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

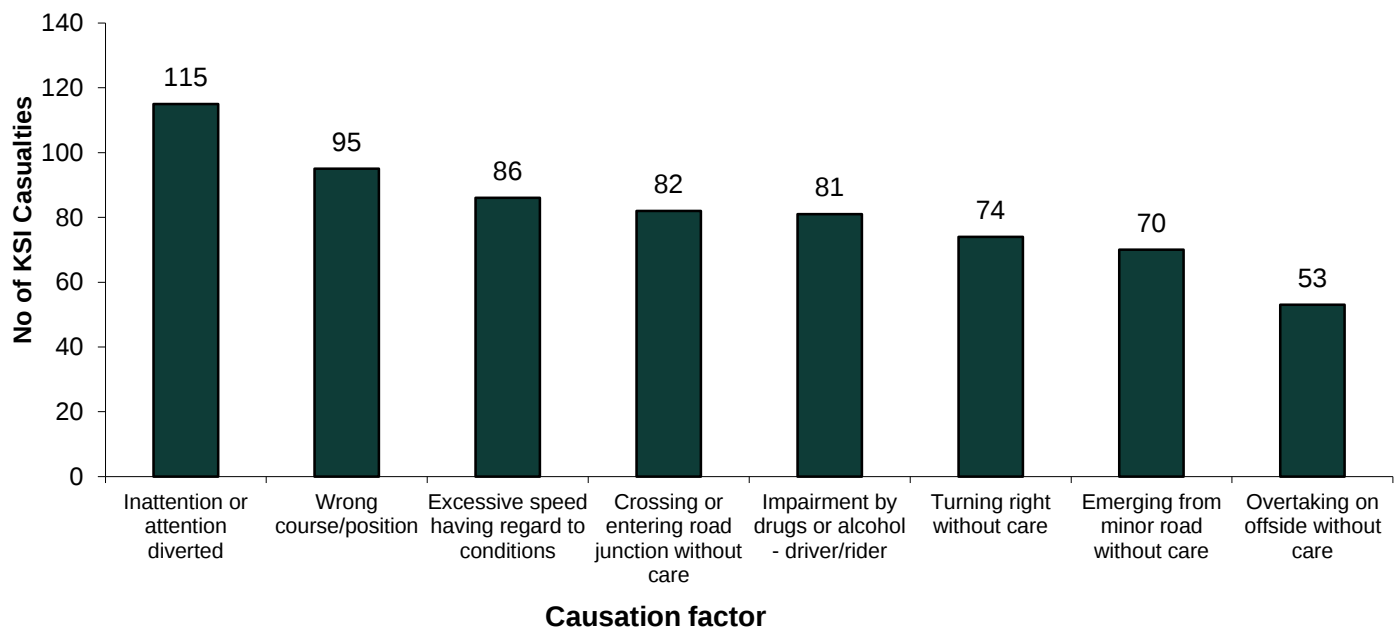
Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2025 were ‘inattention or attention diverted’ (115 KSI casualties) and ‘wrong course/position’ (95 KSI casualties). Despite accounting for only 160 injury collisions in 2025, ‘excessive speed having regard to conditions’ resulted in the third highest number of KSI casualties with 86. These 3 causations were responsible for 26.4% of all KSI casualties in 2025.
- The most common principal causation factors for all casualties were ‘inattention or attention diverted’ (1,258 casualties) followed by ‘driving too close’ (900 casualties) and ‘emerging from minor road without care’ (691 casualties). These three causations alone were responsible for over one-third (36.2%) of all casualties in 2025.

Table 2.1 Most common principal causation factors in road traffic collisions 2025

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	826	115	1,143	1,258
Driving too close	548	23	877	900
Emerging from minor road without care	409	70	621	691
Crossing or entering road junction without care	307	82	456	538
Impairment by drugs or alcohol - driver/rider	289	81	392	473
Wrong course/position	252	95	329	424
Turning right without care	241	74	324	398
Changing lane without care	168	15	266	281
Overtaking on offside without care	162	53	209	262
Emerging from private road/entrance without care	162	24	229	253

Figure 2.1 Most common principal causation factors for KSI casualties 2025



- The top three principal causation factors for all casualties remain unchanged between 2012 and 2025. Appendix 5 provides a longer-term overview of the causation factors for casualties.

Table 2.2 Selected causation factors for KSI casualties 2016 – 2025

	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
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
2025	3	78	81	25	638	663	8	78	86

- There were 25 deaths attributed to careless driving¹ in 2025, which was 9 fewer than in 2024. It was 17 higher than deaths attributed to excessive speed and 22 higher than deaths due to impairment of the driver/rider.
- The 3 deaths due to impairment by alcohol / drugs in 2025 was the lowest recorded for this causation in the last ten years. The 8 deaths due to excessive speed was 2 fewer than the 10 recorded in 2024 but twice that seen in both 2021 and 2022 (4).
- There were 663 KSI casualties in 2025 which were attributed to careless driving¹ compared to 81 for impairment by alcohol or drugs – driver/rider and 86 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 principal cause of a collision.

Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2025

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	67	222	289	81	392	473
Excessive speed having regard to conditions	63	97	160	86	181	267
Careless driving ¹	550	3,105	3,655	663	5,232	5,895
Other driver rider fault	71	165	236	83	299	382
Total	751	3,589	4,340	913	6,104	7,017
Passenger Fault	7	19	26	8	20	28
Pedestrian Fault	113	148	261	115	164	279
Vehicle Factors	15	70	85	15	100	115
Obstructions	8	23	31	9	30	39
Physical/Road	17	77	94	21	114	135
Weather	25	122	147	29	186	215
Miscellaneous	11	20	31	12	39	51
Total	947	4,068	5,015	1,122	6,757	7,879

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

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

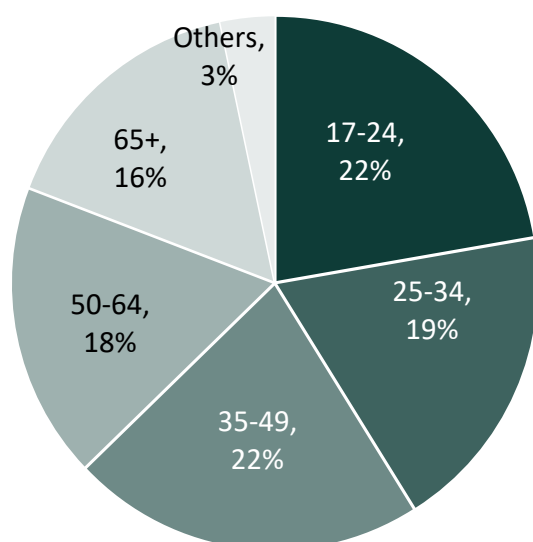
Table 2.4 Driver/rider responsibility¹ by age and gender 2025

Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	21	3	0	24	51	9	0	60
17 - 24	120	40	0	160	639	290	0	929
25 - 34	100	35	0	135	551	275	0	826
35 - 49	111	44	1	156	625	330	1	956
50 - 64	88	41	0	129	438	219	0	657
65+	77	37	0	114	423	190	0	613
Unknown	0	0	33	33	4	3	292	299
Total	517	200	34	751	2,731	1,316	293	4,340

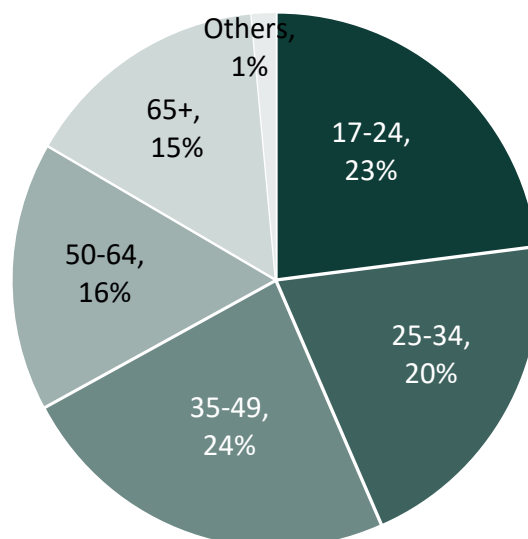
- Of the 751 fatal and serious collisions in 2025 where the causation was driver/rider responsibility¹, 517 were the responsibility of a male driver, 200 were caused by a female driver and 34 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 72.1% of fatal and serious collisions and 67.5% of collisions overall with driver/rider responsibility, where a gender is known.
- Drivers aged 17-24 and 35-49 were most likely to be responsible for fatal and serious collisions (22%), where age is known. See Figure 2.2 below.
- More males than females were responsible for all collisions and KSI collisions occurring in 2025 in each of the different age groups.

Figure 2.2 Drivers responsibility by age group¹, 2025

Drivers Responsible for fatal and serious collisions by age group



Drivers Responsible for overall collisions by age group



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

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

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

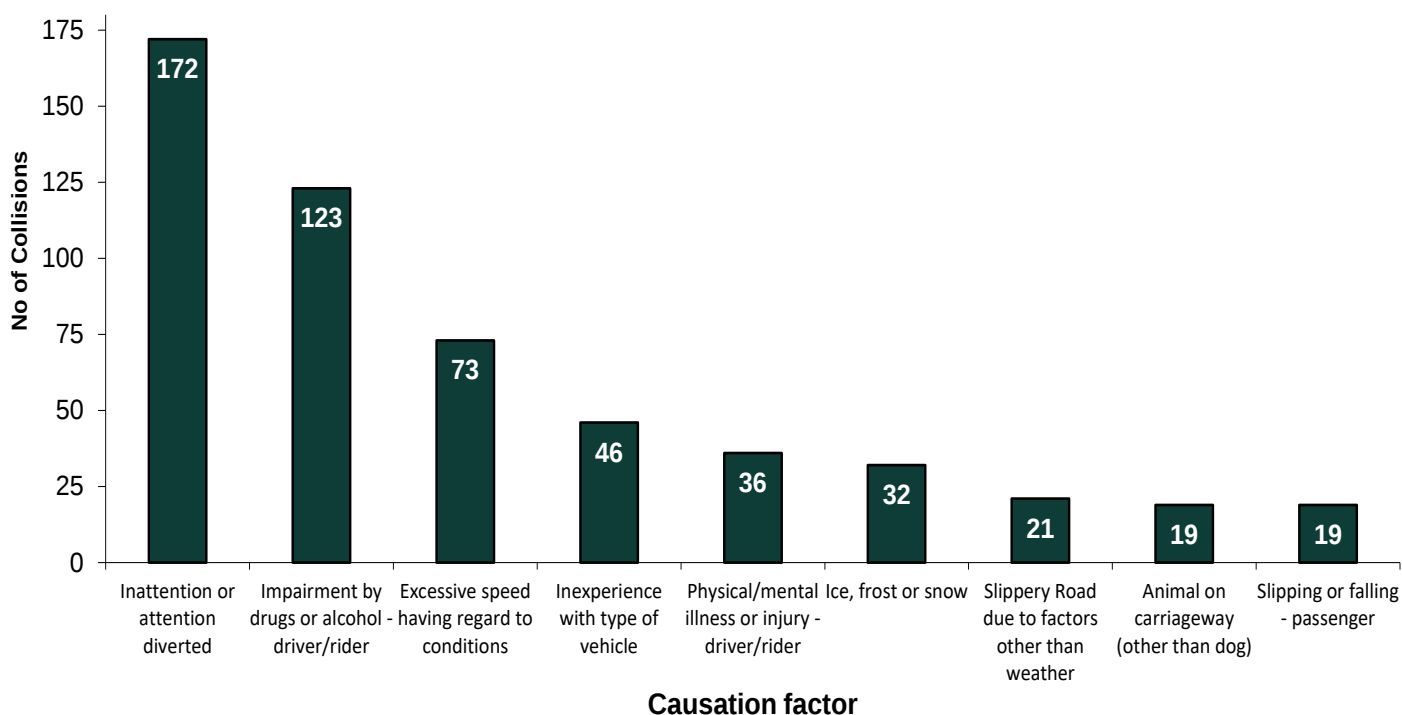
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2016 - 2025

Year	Number of single vehicle injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
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
2025	14	176	544	734	14	212	727	953

- There were 734 single vehicle collisions recorded in 2025, representing 14.6% of all collisions.
- In terms of severity of injury, single vehicle collisions comprised over one-quarter (26.4%) of fatal collisions, approximately one-fifth of serious collisions (19.7%), 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 2025 was 'inattention or attention diverted' (172, 23.4%), followed by 'impairment by alcohol or drugs by drivers or riders' (123, 16.8%), and then 'excessive speed having regard to conditions' with 73 (9.9%). 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 45 KSIs, accounting for approximately one fifth (19.9%) of the 226 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2025



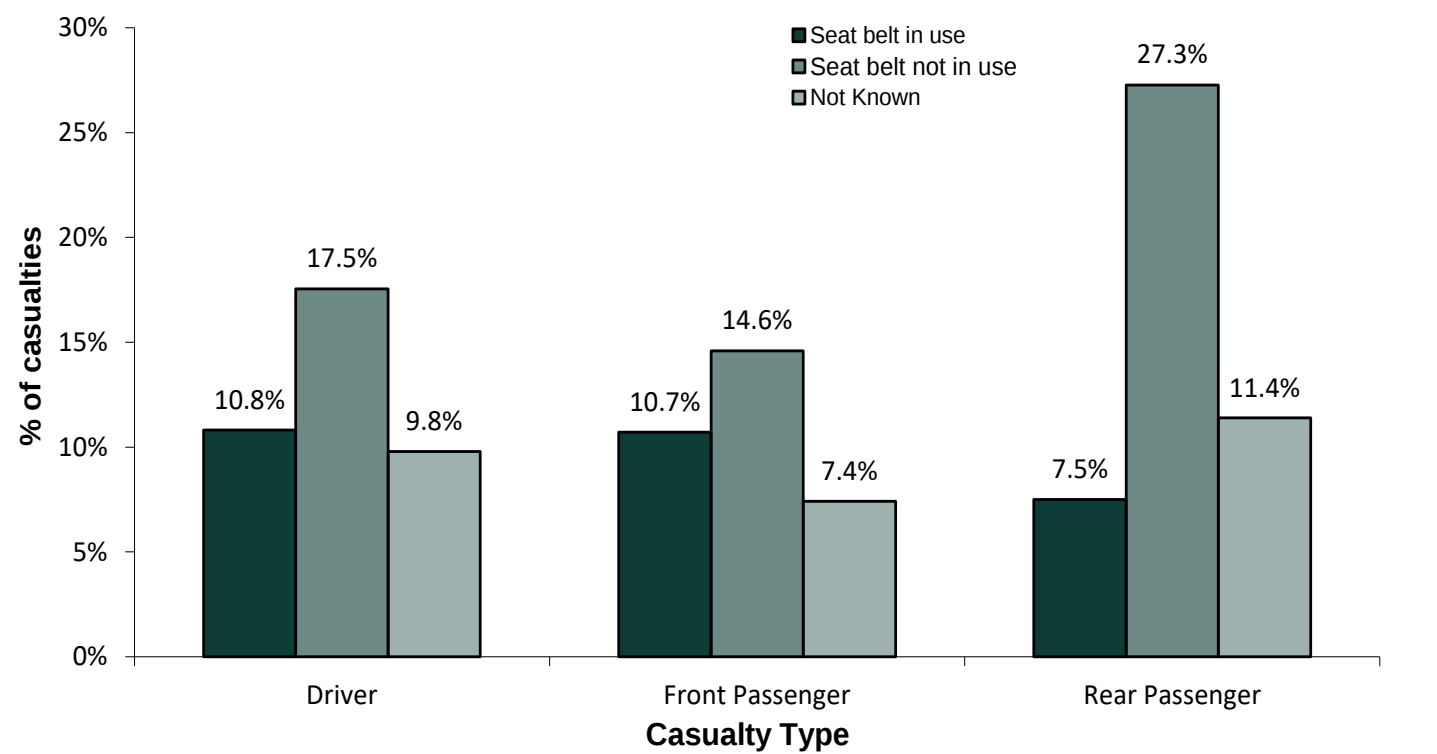
Seat belt wearing rates of those casualties involved in road traffic collisions

There were 4,364 drivers injured in vehicles in which a seat belt is normally worn. Of these 75.3% were wearing a seat belt at the time of the collision, 1.3% were not wearing a seat belt and for the remaining 23.4% 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 2025, 0.4% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 8.8% of driver casualties who were not wearing a seat belt. Conversely, 10.4% of driver casualties were seriously injured when wearing a seat belt compared to 8.8% of those not wearing a seat belt.
- Seatbelt status was known for 1,029 out of the 1,366 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 48 (4.7%) were not wearing a seat belt.
- Of the 757 rear seat passengers injured in 2025, seatbelt status was known for 555. Of these, 22 (4.0%) were not wearing a seat belt.
- Figure 2.4 shows that 10.8% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 17.5% of drivers who were not wearing a seatbelt. The difference was more pronounced for rear seat passengers, with 7.5% who were wearing a seatbelt killed or seriously injured compared with 27.3% 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 (10.7%) compared to where a seatbelt was not in use (14.6%).

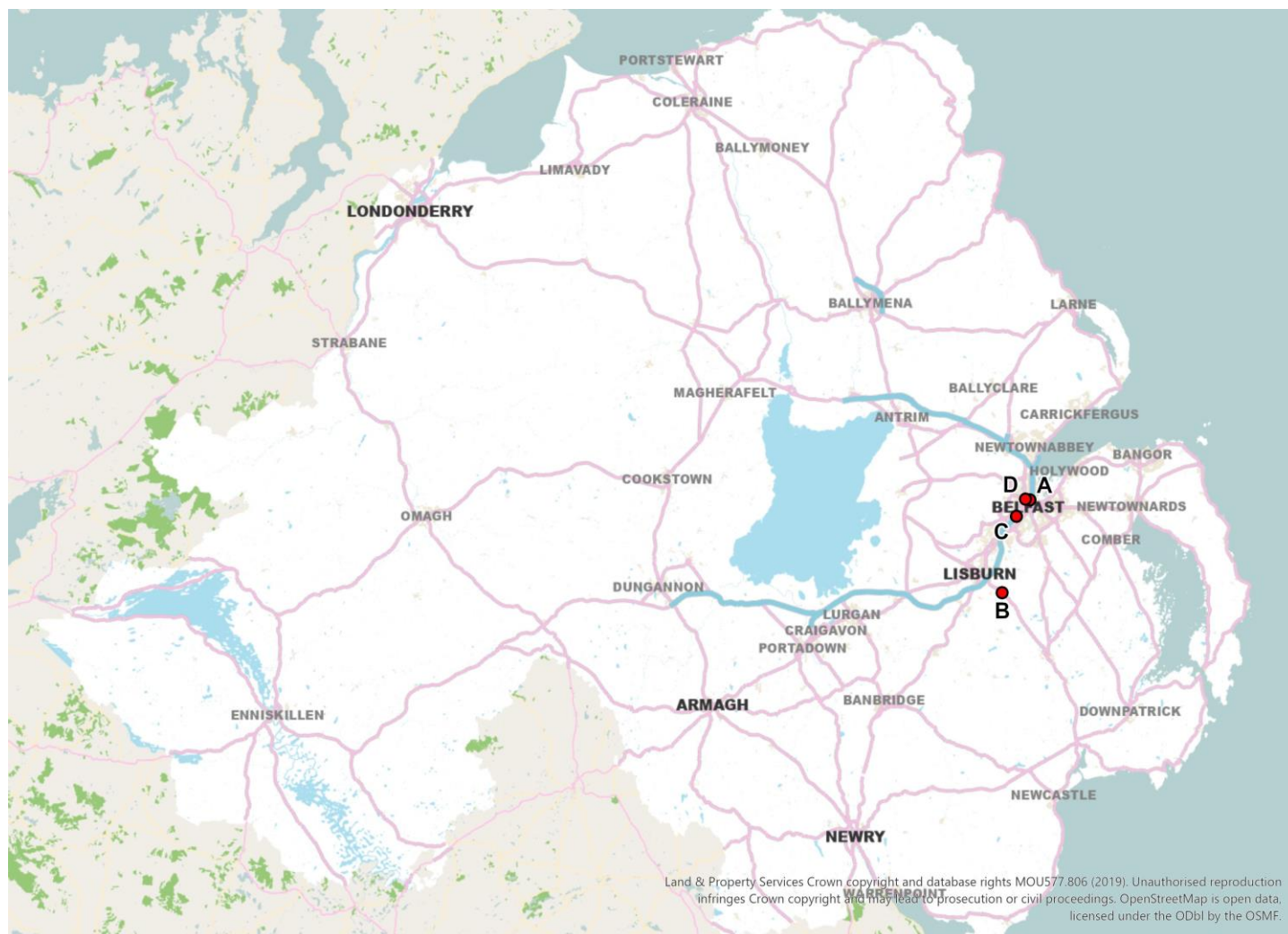
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2025



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

Where did collisions occur in 2025?

Figure 3.1: The top four collision sites in Northern Ireland within a 50 metre radius – 2025



Using mapping software it is possible to identify sites that have a high number of collisions within a specified distance. Using a radius of 50 metres the top 4 sites for all collisions identified occurring in 2025 were the following:

- **A – York Street / Westlink, Belfast City District.** There were 12 collisions within 50 metres of this junction.
- **B – Old Ballynahinch Road / Saintfield Road, Lisburn & Castlereagh City District.** There were 8 collisions within 50 metres of this junction.
- **C – Boucher Road / Tates Avenue, Belfast City District.** There were 8 collisions within 50 metres of this junction.
- **D – Carlisle Circus / Denmark Street, Belfast City District.** There were 8 collisions within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2025

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

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

There were 17 KSI collisions in 2025 in the one kilometre radius surrounding where Queen Street meets College Street.

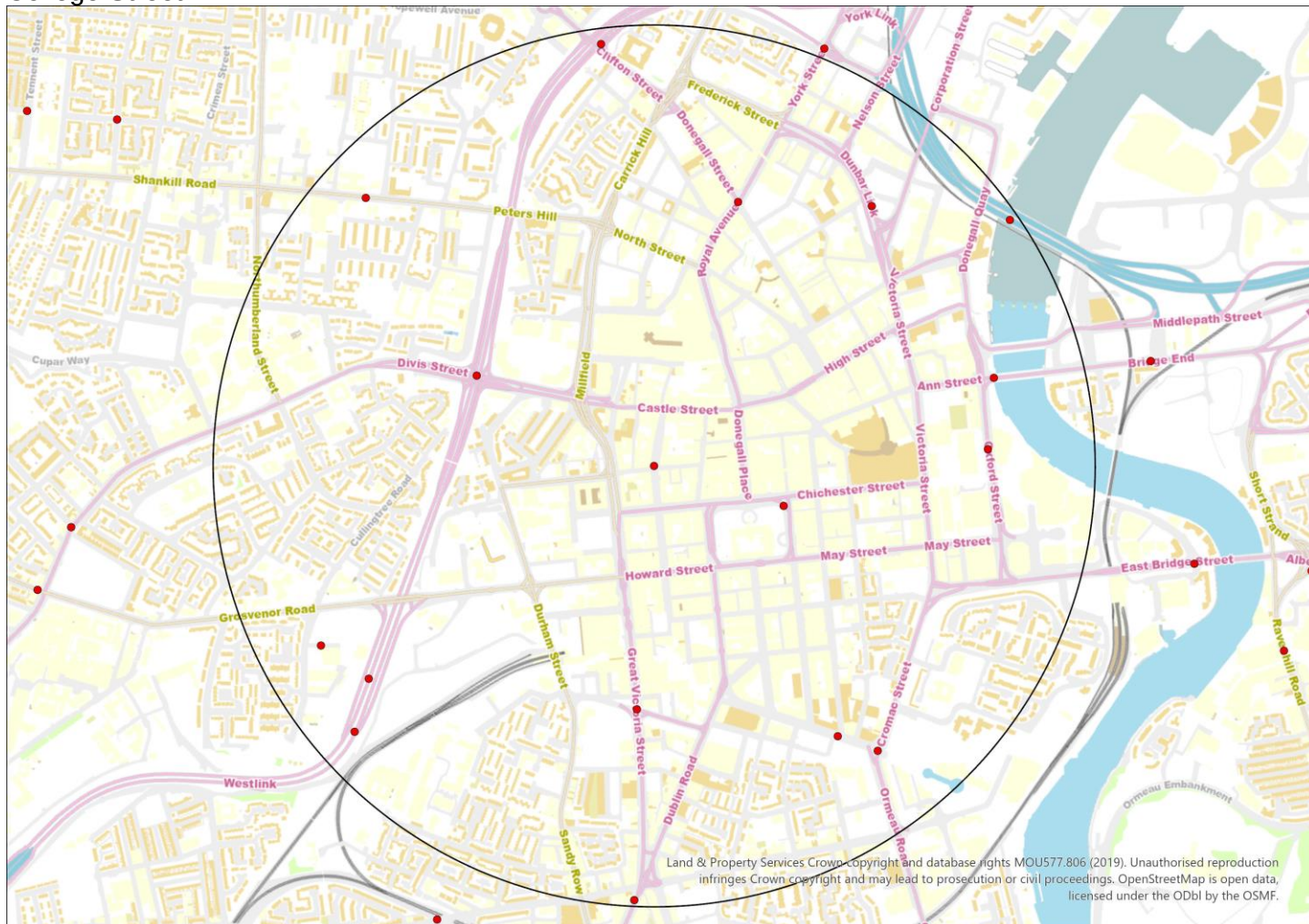


Figure 3.3: Belfast City District fatal and serious collisions (Connswater Link and Albertbridge Road)

There were 15 KSI collisions in 2025 in the one kilometre radius surrounding where Connswater Link meets Albertbridge Road.

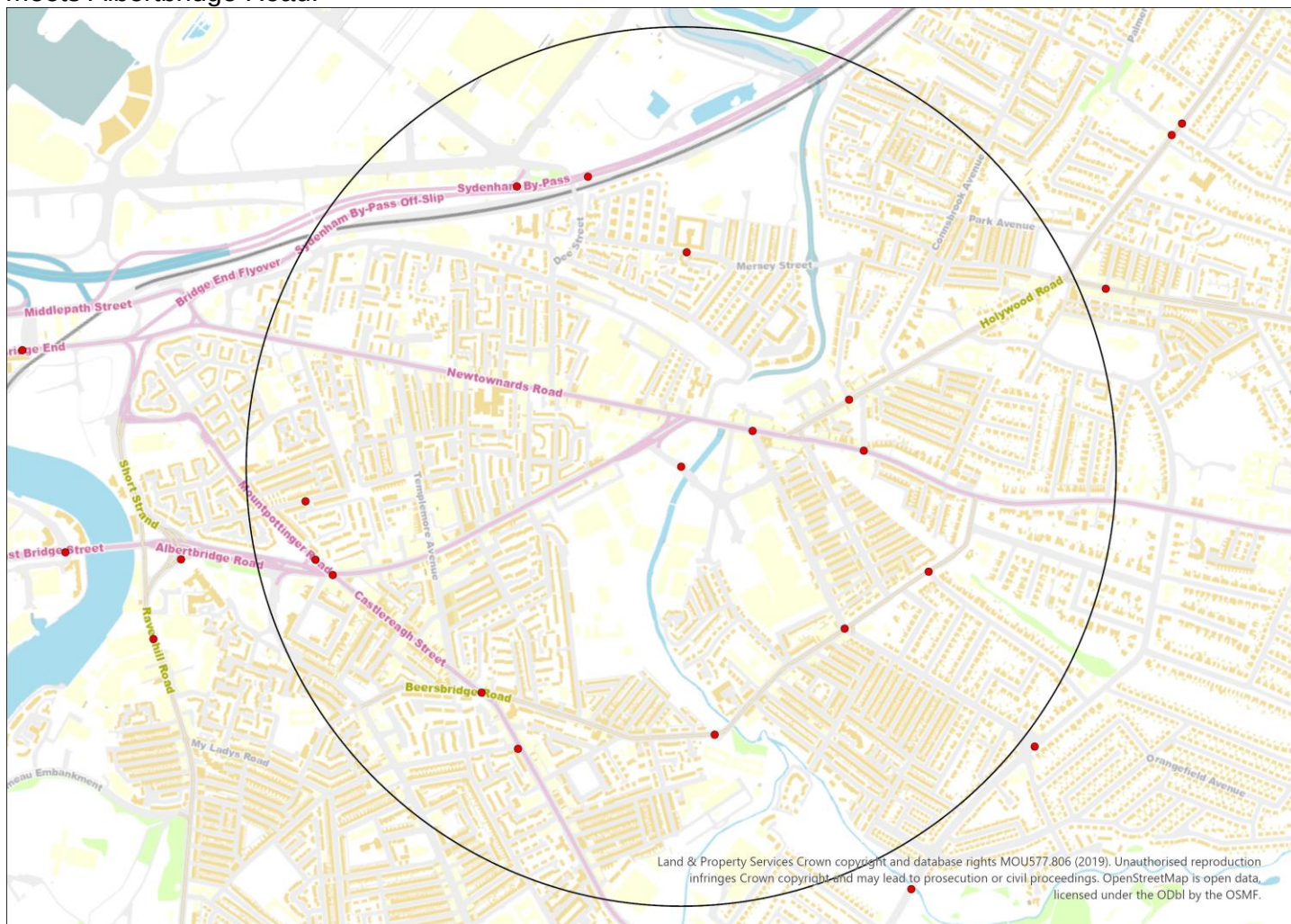
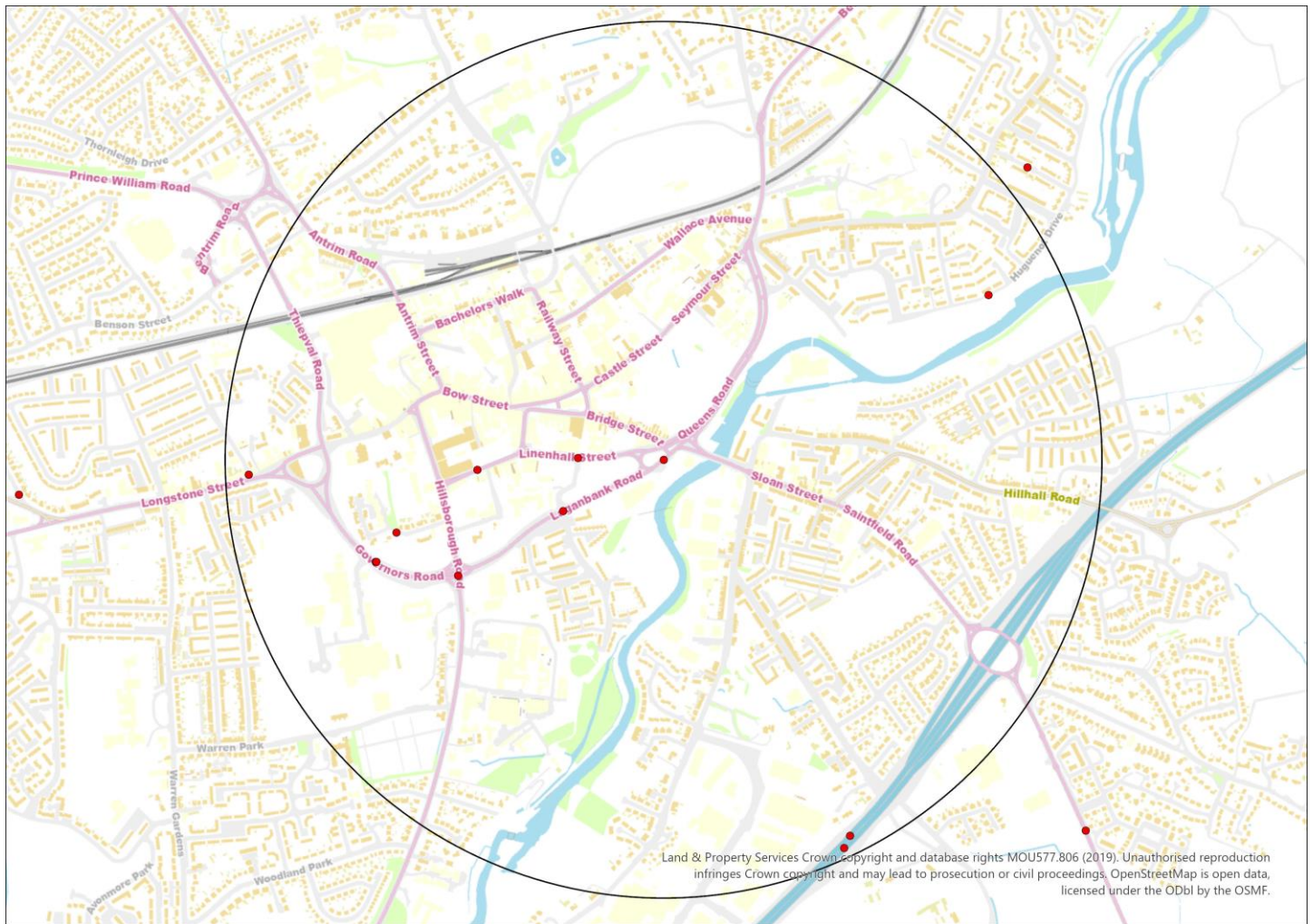


Figure 3.4: Lisburn & Castlereagh City District fatal and serious collisions (Laganbank Road and Sloan Street).

There were 12 KSI collisions in 2025 in the one kilometre radius surrounding where Laganbank Road meets Sloan Street.



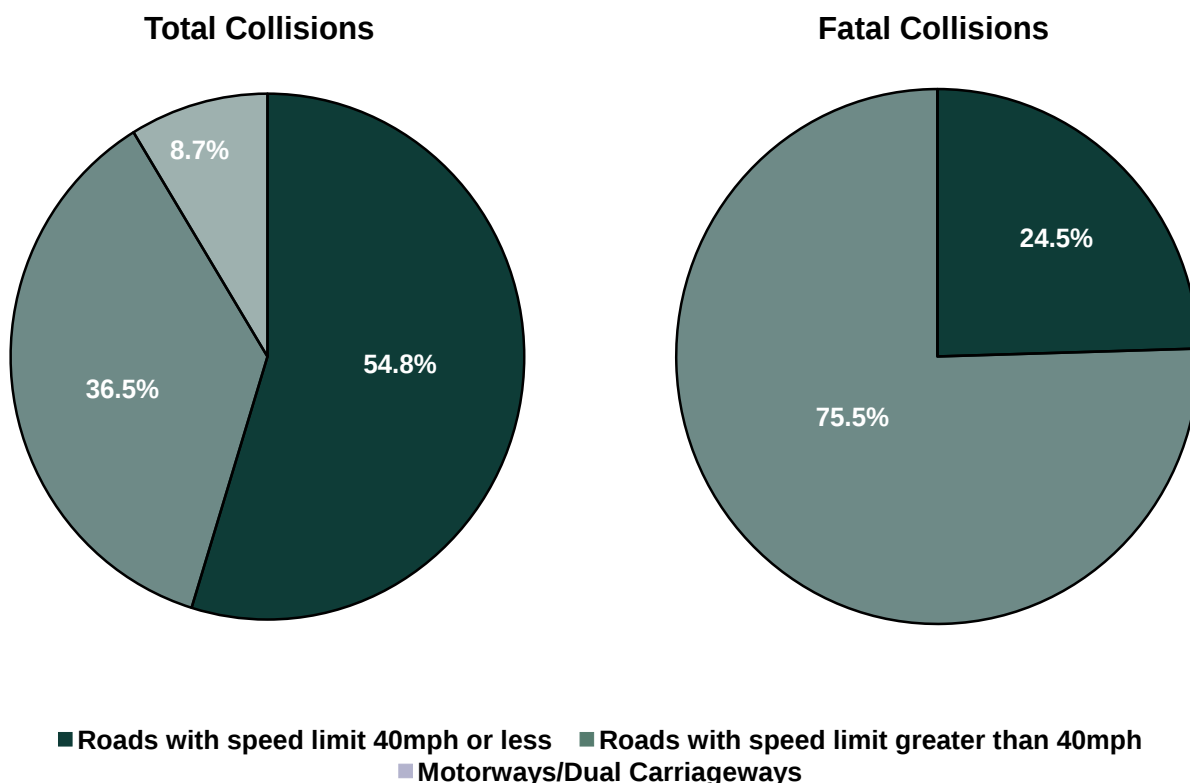
¹ This is using the ranking criteria that each circle must be comprised of different collisions.

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

Speed limit of road

- In 2025 fatal collisions were most likely to occur on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways).
- Of the 5,015 injury collisions recorded by the police in 2025, 2,747 (54.8%) occurred on urban roads with a speed limit of 40 mph or less while 1,830 (36.5%) took place on rural roads and the remaining 438 (8.7%) occurred on a motorway or dual carriageway. Despite comprising around 36.5% of collisions in 2025, rural roads accounted for 51.8% of the KSI casualties (581 out of 1,122).

Figure 3.5 Road traffic collisions and fatal collisions by speed limit of road 2025



- In terms of casualties, there were 43 people killed on rural roads in 2025 which accounted for over three-quarters of all fatalities (76.8%).
- Two of the three child fatalities on Northern Ireland roads in 2025 were on rural roads.
- There were 140 young people (aged between 16 and 24) killed or seriously injured in 2025 on rural roads, equating to 61.7% of the total of 227 for this age group.

When did 2025 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of KSI collisions occurred between 4pm and 5pm (84 collisions, 8.9%). 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 six (17.3%) of all fatal and serious collisions.
- One in ten (10.2%) of KSI collisions on weekends happened between midnight and 4am, in comparison with 4.7% for the same hours between Monday and Friday.
- Nearly seventeen percent (16.7%) of KSI collisions from Monday to Friday happened between 7am and 10am. This contrasts with less than four percent (3.8%) of KSI collisions at weekends happening during the same three-hour period.
- Saturdays had the most fatalities recorded in 2025 with 15 recorded on that day of the week. Tuesdays had the least fatalities recorded in 2025 with 4 recorded on those days.

Figure 3.6 Weekday fatal and serious collisions by hour 2025

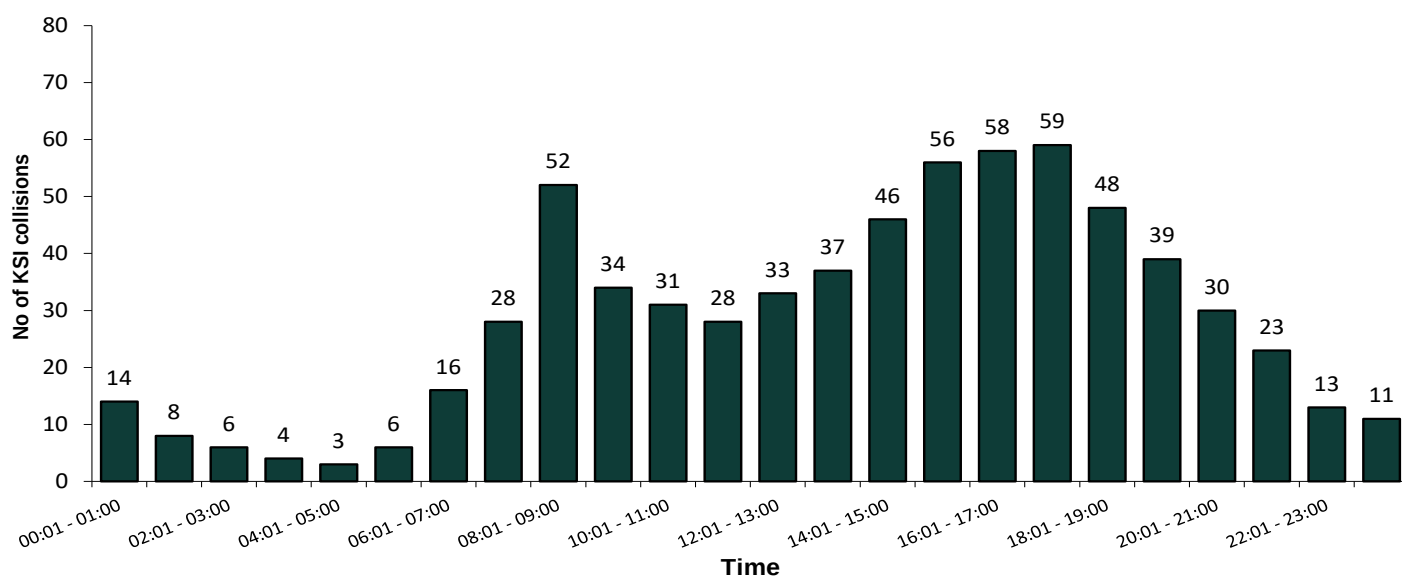


Figure 3.7 Weekend fatal and serious collisions by hour 2025

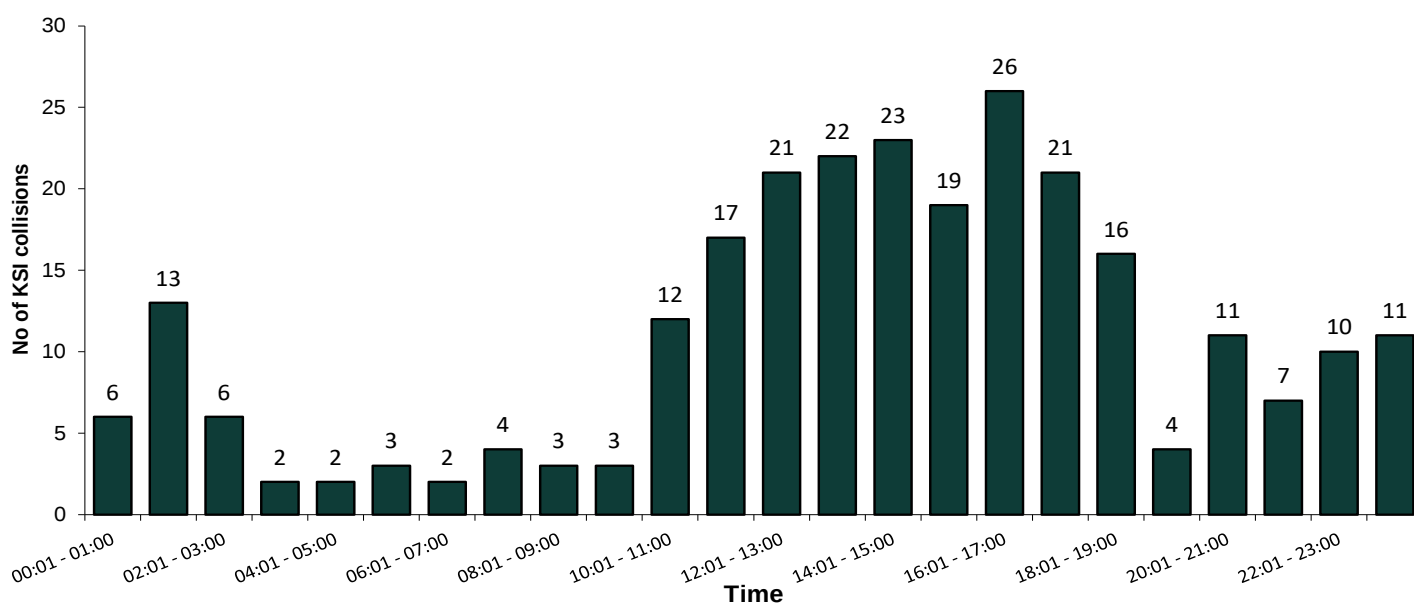


Figure 3.8 Fatal and serious collisions by time and day of week 2025

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total		
	0001 - 0100	1	1	3	2	7	2	4	20	0001 - 0100	
No of KSI	0101 - 0200	1	0	4	0	3	6	7	21	0101 - 0200	
	0201 - 0300	0	1	1	1	3	3	3	12	0201 - 0300	
	0301 - 0400	2	0	2	0	0	0	2	6	0301 - 0400	
	0401 - 0500	2	0	0	0	1	1	1	5	0401 - 0500	
	0501 - 0600	1	2	0	1	2	1	2	9	0501 - 0600	
	0601 - 0700	4	3	2	4	3	1	1	18	0601 - 0700	
	0701 - 0800	4	9	8	6	1	4	0	32	0701 - 0800	
	0801 - 0900	11	6	20	12	3	3	0	55	0801 - 0900	
	0901 - 1000	3	8	9	6	8	1	2	37	0901 - 1000	
	1001 - 1100	4	4	10	11	2	7	5	43	1001 - 1100	
	1101 - 1200	6	5	8	3	6	7	10	45	1101 - 1200	
	1201 - 1300	3	11	5	9	5	9	12	54	1201 - 1300	
	1301 - 1400	7	6	8	6	10	8	14	59	1301 - 1400	
	1401 - 1500	8	9	10	4	15	14	9	69	1401 - 1500	
	1501 - 1600	10	10	16	4	16	9	10	75	1501 - 1600	
	0-1	1601 - 1700	5	9	16	13	15	14	12	84	1601 - 1700
	2-3	1701 - 1800	11	14	12	13	9	14	7	80	1701 - 1800
	4-5	1801 - 1900	8	5	13	14	8	9	7	64	1801 - 1900
	6-7	1901 - 2000	7	6	7	10	9	3	1	43	1901 - 2000
	8-9	2001 - 2100	6	4	4	6	10	9	2	41	2001 - 2100
10+	2101 - 2200	5	5	6	2	5	5	2	30	2101 - 2200	
	2201 - 2300	2	6	0	0	5	7	3	23	2201 - 2300	
	2301 - 2400	2	4	1	1	3	7	4	22	2301 - 2400	
	All	113	128	165	128	149	144	120	947	All	

- The peak hours of collisions involving KSI casualties were between 2pm and 6pm when 32.5% of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Friday between 2pm and 5pm with 46 having occurred in 2025 during this time period. Wednesday had the most KSI collisions by day of the week with 165 of the 947 occurring on this day (17.4%).
- Table 3.1 shows that March had the lowest number of fatal and serious collisions in 2025 with 62 (6.5%). November had the most with 100 fatal and serious collisions (10.6%).

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2025

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	7	5	8	19	12	13	8	72
February	7	12	11	13	12	5	3	63
March	8	6	14	4	12	11	7	62
April	8	18	18	8	8	17	6	83
May	6	9	12	11	17	14	19	88
June	11	10	5	8	11	11	16	72
July	10	11	15	8	12	11	7	74
August	14	13	10	8	15	11	18	89
September	14	9	17	10	12	7	7	76
October	6	12	13	9	16	11	7	74
November	12	13	13	15	11	22	14	100
December	10	10	29	15	11	11	8	94
Total	113	128	165	128	149	144	120	947

Type of vehicles involved in injury road traffic collisions in 2025

- When looking at types of vehicles involved in road traffic collisions in 2025, cars formed the largest group with 7,742 (82.4%) involved in injury road traffic collisions. This was followed by 851 goods vehicles (9.1%) and 294 motorcycles including mopeds (3.1%).
- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (20 per 1,000). Motorcycles and cars had 11 and 7 injury involved collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2025

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	6	127	161	294	3.1	11
Car	57	1163	6,522	7,742	82.4	7
Goods Vehicles	12	136	703	851	9.1	5
Buses / coaches	1	13	89	103	1.1	20
Agricultural Vehicles	0	17	52	69	0.7	2
Other/Unknown Vehicles	7	96	232	335	3.6	--
Total	83	1,552	7,759	9,394	100	7

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

- Motorcycles had the highest KSI collision rate by category with 4.9 KSI collisions per 1,000 licensed vehicles in 2025.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2025

Weather	Total
Fine (without high wind)	654
Rain (without high wind)	102
Snow (without high wind)	7
Fine (with high wind)	11
Rain (with high wind)	11
Fog or mist - if hazard	4
Strong sun (glaring)	43
Other	60
Unknown	55
Total	947

Section 4 – Fatality rate in comparison with other countries

How does Northern Ireland compare?

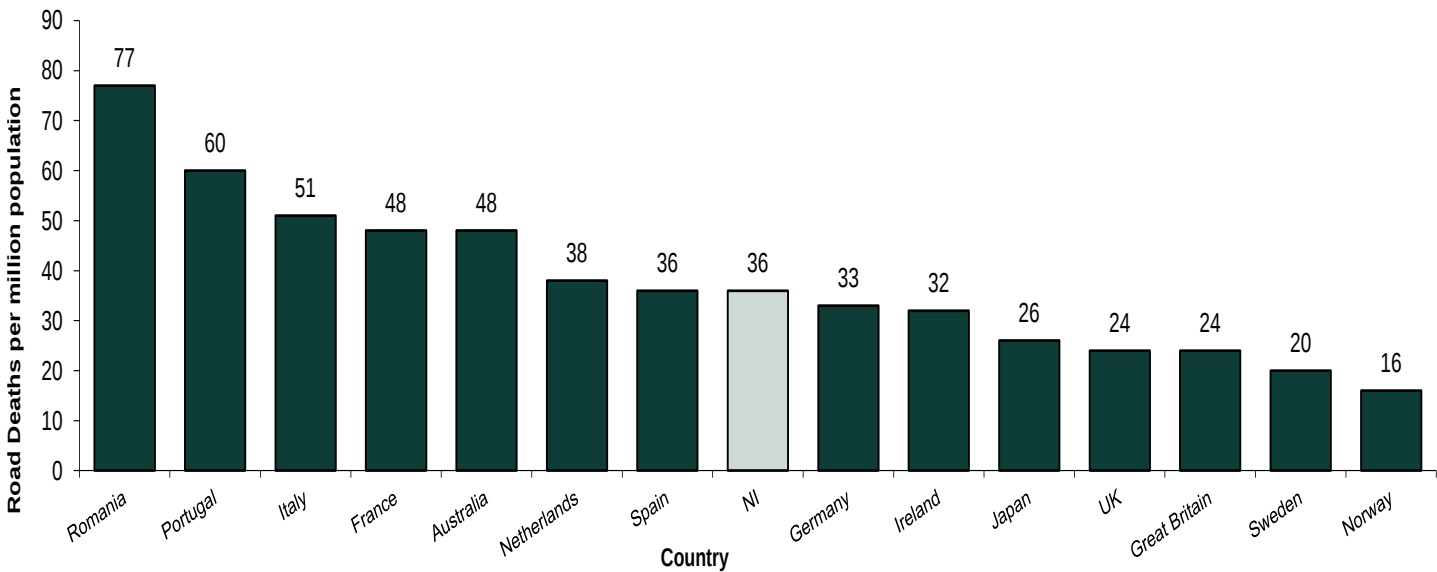
As the latest fatality information for a list of selected countries is only available for 2024, this report compares Northern Ireland’s road deaths with a selected list of countries for the 2024 calendar year.

Table 4.1 International comparisons of road deaths by selected country¹ 2024

Country	2024 ^{2,3}	
	Number of road deaths	Road deaths per million population
Great Britain	1,602	24
Northern Ireland	69	36
United Kingdom	1,671	24
France	3,193	48
Germany ³	2,759	33
Irish Republic ³	172	32
Italy ³	3,030	51
Romania ³	1,477	77
Netherlands ³	675	38
Portugal ³	634	60
Spain ³	1,751	36
Sweden	213	20
Norway ³	89	16
Australia	1,306	48
Japan	3,221	26
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 2024
 - 3. Provisional data
 - 4. No data available at time of publication

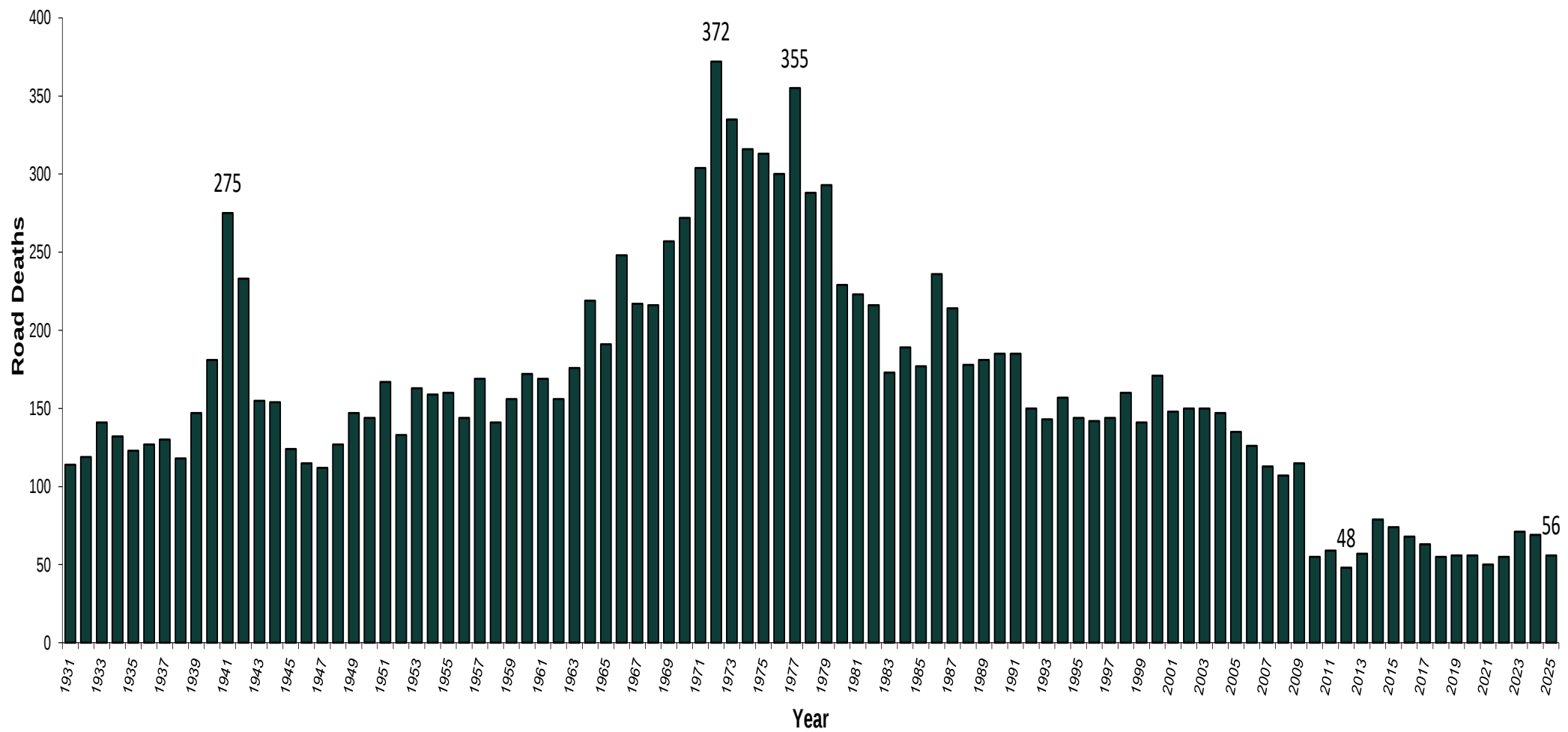
Figure 4.1 Road deaths per million population by selected country 2024



- The 69 deaths recorded in Northern Ireland for 2024 equates to a rate of 36 deaths per million population. The rate of deaths per million in NI was 12 more than Great Britain in 2024. The Irish Republic had 32 deaths per million population in 2024.

- At the top end of the scale in Europe, Romania had the highest death rate recorded in 2024 with 77 road deaths per million population. Norway had the fewest with 16 road deaths per million.
- In August 2018, 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 – 2025



Appendix 2: Recorded injury road traffic collision and casualties by severity¹- 1931–2025

Year	No of injury collisions	Casualties			Year	No of injury collisions	Casualties			
		Killed	Injured	Total casualties			Killed	Seriously Injured	Slightly Injured	Total casualties
1931	1,582	114	1,724	1,838	1971	5,158	304	2,135	5,523	7,962
1932	1,765	119	1,890	2,009	1972	5,261	372	2,430	5,595	8,397
1933	1,633	141	1,757	1,898	1973	5,000	335	2,358	5,304	7,997
1934	1,835	132	1,954	2,086	1974	4,795	316	2,268	4,920	7,504
1935	1,975	123	2,159	2,282	1975	4,882	313	2,231	5,109	7,653
1936	2,021	127	2,216	2,343	1976	4,943	300	2,570	4,749	7,619
1937	1,793	130	1,891	2,021	1977	5,352	355	2,905	4,944	8,204
1938	1,945	118	2,128	2,246	1978	5,473	288	2,749	5,331	8,368
1939	1,993	147	2,211	2,358	1979	5,388	293	2,546	5,082	7,921
1940	1,451	181	1,576	1,757	1980	4,982	229	2,387	4,648	7,264
1941	1,778	275	1,928	2,203	1981	5,245	223	2,418	5,139	7,780
1942	1,636	233	1,844	2,077	1982	5,551	216	2,503	5,420	8,139
1943	1,205	155	1,308	1,463	1983	5,425	173	2,300	5,240	7,713
1944	1,205	154	1,259	1,413	1984	5,978	189	2,465	6,096	8,750
1945	1,222	124	1,429	1,553	1985	5,779	177	1,148	7,312	8,637
1946	1,602	115	1,919	2,034	1986	6,171	236	1,825	7,381	9,442
1947	1,700	112	1,976	2,088	1987	6,344	214	1,885	7,837	9,936
1948	1,695	127	1,892	2,019	1988	6,943	178	1,969	8,820	10,967
1949	2,135	147	2,396	2,543	1989	7,199	181	2,014	9,416	11,611
1950	2,430	144	2,748	2,892	1990	7,159	185	1,993	9,583	11,761
1951	2,583	167	2,975	3,142	1991	6,171	185	1,648	8,481	10,314
1952	2,625	133	3,028	3,161	1992	6,650	150	1,841	9,273	11,264
1953	3,139	163	3,715	3,878	1993	6,517	143	1,725	9,232	11,100
1954	3,315	159	3,954	4,113	1994	6,783	157	1,648	10,289	12,094
1955	3,854	160	4,561	4,721	1995	6,792	144	1,532	10,049	11,725
1956	3,860	144	4,631	4,775	1996	7,093	142	1,599	10,834	12,575
1957	3,324	169	4,001	4,170	1997	7,192	144	1,548	11,006	12,698
1958	3,533	141	4,379	4,520	1998	7,487	160	1,538	11,704	13,402
1959	3,992	156	5,068	5,224	1999	7,562	141	1,509	11,799	13,449
1960	4,237	172	5,443	5,615	2000	8,388	171	1,786	12,763	14,720
1961	4,196	169	5,520	5,689	2001	7,447	148	1,682	11,312	13,142
1962	4,297	156	5,677	5,833	2002	6,784	150	1,526	10,238	11,914
1963	4,536	176	6,001	6,177	2003	6,049	150	1,288	8,887	10,325
1964	4,736	219	6,363	6,582	2004	5,633	147	1,183	8,177	9,507
1965	4,987	191	6,755	6,946	2005	4,947	135	1,073	6,951	8,159
1966	5,034	248	6,876	7,124	2006	5,628	126	1,211	7,845	9,182
1967	5,094	217	7,076	7,293	2007	5,990	113	1,097	8,226	9,436
1968	5,213	216	7,305	7,521	2008	6,223	107	990	8,454	9,551
1969	4,981	257	7,124	7,381	2009	6,251	115	1,035	8,617	9,767
1970	5,308	272	7,902	8,174	2010	5,666	55	892	8,010	8,957
					2011	5,594	59	825	7,876	8,760
					2012	5,775	48	795	8,167	9,010
					2013	5,820	57	720	8,410	9,187
					2014	6,085	79	710	8,599	9,388
					2015	6,147	74	711	8,952	9,737
					2016	6,225	68	828	8,695	9,591
					2017	6,081	63	778	8,343	9,184
					2018	5,749	55	730	7,935	8,720
					2019	5,676	56	774	8,042	8,872
					2020	4,223	56	596	5,835	6,487
					2021	4,704	50	809	6,333	7,192
					2022	5,116	55	910	6,881	7,846
					2023	5,058	71	880	7,034	7,985
					2024	4,753	69	939	6,486	7,494
					2025	5,015	56	1,066	6,757	7,879

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: 2016 – 2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pedestrians										
Killed	15	15	16	17	6	8	16	20	8	16
Seriously injured	164	175	135	159	118	148	168	171	142	197
Slightly injured	552	539	536	462	359	379	406	453	378	394
Total	731	729	687	638	483	535	590	644	528	607
Drivers of motor vehicles										
Killed	31	25	23	26	25	20	23	21	39	17
Seriously injured	353	309	297	318	243	297	343	352	380	452
Slightly injured	5,003	4,851	4,563	4,585	3,367	3,664	4,026	3,975	3,762	3,943
Total	5,387	5,185	4,883	4,929	3,635	3,981	4,392	4,348	4,181	4,412
Motorcyclists										
Killed	4	9	7	3	8	14	9	13	7	6
Seriously injured	88	80	101	84	84	92	110	103	126	122
Slightly injured	193	185	185	185	118	185	181	158	160	152
Total	285	274	293	272	210	291	300	274	293	280
Pedal cyclists										
Killed	3	2	1	2	4	0	1	2	1	1
Seriously injured	61	50	46	57	45	64	73	73	63	65
Slightly injured	266	267	240	231	207	218	230	189	153	134
Total	330	319	287	290	256	282	304	264	217	200
Passengers										
Killed	12	11	7	8	8	8	6	11	12	13
Seriously injured	156	149	134	144	92	185	196	161	209	198
Slightly injured	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206	1,963	2,048
Total	2,793	2,613	2,492	2,672	1,834	2,032	2,176	2,378	2,184	2,259
Pillion Passengers										
Killed	1	0	0	0	1	0	0	0	1	0
Seriously injured	3	8	5	6	3	6	4	3	5	3
Slightly injured	6	7	9	6	4	9	10	4	8	6
Total	10	15	14	12	8	15	14	7	14	9
Other road users										
Killed	2	1	1	0	4	0	0	4	1	3
Seriously injured	3	7	12	6	11	17	16	17	14	29
Slightly injured	50	41	51	53	46	39	54	49	62	80
Total	55	49	64	59	61	56	70	70	77	112
All road users										
Killed	68	63	55	56	56	50	55	71	69	56
Seriously injured	828	778	730	774	596	809	910	880	939	1,066
Slightly injured	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034	6,486	6,757
Total	9,591	9,184	8,720	8,872	6,487	7,192	7,846	7,985	7,494	7,879

Appendix 4: Road traffic child (under 16) collision casualties by road user type and severity: 2016 – 2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pedestrians										
Killed	3	2	2	0	1	3	1	3	0	1
Seriously injured	50	50	38	34	29	42	48	41	28	50
Slightly injured	145	137	126	113	89	90	109	105	100	95
Total	198	189	166	147	119	135	158	149	128	146
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	1	0	0	0	0	0	0	0	0	0
Slightly injured	1	2	1	2	2	0	2	1	2	1
Total	2	2	1	2	2	0	2	1	2	1
Motorcyclists										
Killed	0	1	0	0	0	0	0	0	0	0
Seriously injured	1	0	0	0	0	4	3	1	3	0
Slightly injured	1	0	1	1	0	5	3	1	3	2
Total	2	1	1	1	0	9	6	2	6	2
Pedal cyclists										
Killed	0	0	0	0	1	0	1	0	0	0
Seriously injured	6	4	5	11	7	6	3	14	9	15
Slightly injured	46	44	33	50	53	44	30	35	28	28
Total	52	48	38	61	61	50	34	49	37	43
Passengers										
Killed	1	0	1	1	0	0	1	0	0	0
Seriously injured	19	8	16	24	15	22	32	21	48	36
Slightly injured	676	611	576	650	443	427	525	595	510	537
Total	696	619	593	675	458	449	558	616	558	573
Other road users (including pillion passengers)										
Killed	0	1	0	0	1	0	0	0	1	2
Seriously injured	1	2	1	1	1	3	3	3	4	11
Slightly injured	3	2	4	2	2	10	8	11	18	26
Total	4	5	5	3	4	13	11	14	23	39
All road users										
Killed	4	4	3	1	3	3	3	3	1	3
Seriously injured	78	64	60	70	52	77	89	80	92	112
Slightly injured	872	796	741	818	589	576	677	748	661	689
Total	954	864	804	889	644	656	769	831	754	804

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2016 - 2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Impairment by drugs or alcohol - driver/rider										
Killed	17	8	9	6	6	5	5	5	11	*
Seriously injured	64	76	69	64	40	97	76	79	70	#
Slightly injured	426	382	350	362	339	361	322	375	350	392
Total	507	466	428	432	385	463	403	459	431	473
Excessive Speed having regard to conditions										
Killed	8	13	10	11	6	4	#	5	10	8
Seriously injured	85	72	61	60	53	47	#	53	66	78
Slightly injured	426	288	244	301	263	243	200	250	252	181
Total	519	373	315	372	322	294	258	308	328	267
Careless Driving										
Killed	32	29	25	21	34	27	28	37	34	25
Seriously injured	449	424	427	465	349	459	576	539	599	638
Slightly injured	6,545	6,285	5,967	6,201	4,319	4,806	5,334	5,360	5,026	5,232
Total	7,026	6,738	6,419	6,687	4,702	5,292	5,938	5,936	5,659	5,895
Alcohol or Drugs – Pedestrian										
Killed	*	*	#	*	*	*	*	4	*	*
Seriously injured	#	#	#	#	#	#	#	15	#	#
Slightly injured	37	34	43	33	18	18	20	28	21	20
Total	53	48	63	50	27	34	33	47	31	34
Other Pedestrian Fault										
Killed	4	5	5	#	*	*	8	10	*	9
Seriously injured	78	97	55	#	#	#	81	70	#	92
Slightly injured	263	241	248	201	153	163	176	164	160	144
Total	345	343	308	278	209	235	265	244	226	245
Other factors										
Killed	#	#	*	9	7	10	9	10	9	9
Seriously injured	#	#	#	100	92	122	111	124	133	168
Slightly injured	998	1,113	1,083	944	743	742	829	857	677	788
Total	1,141	1,216	1,187	1,053	842	874	949	991	819	965
All factors										
Killed	68	63	55	56	56	50	55	71	69	56
Seriously injured	828	778	730	774	596	809	910	880	939	1066
Slightly injured	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034	6,486	6,757
Total	9,591	9,184	8,720	8,872	6,487	7,192	7,846	7,985	7,494	7,879

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

Notes

User Guide

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

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

Quality

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

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

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

E-Scooters

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

Daily Fatal Spreadsheet

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

Additional Data

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

Comparisons with other regions

The Department for Transport (DfT) published the most recent provisional statistics for Great Britain on 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 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.

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.