



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2022

1st January 2022 to 31st December 2022

Date of Publication:

23rd June 2023


Frequency of Publication:

Annually

Issued by:

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Between 1st January 2022 and 31st December 2022:

- The 5,116 injury road traffic collisions reported to the police in 2022 remained below pre-covid levels but was 412 higher than in 2021. Similarly, the overall number of casualties (7,846) was also below pre-covid levels but was 654 higher than in 2021.
- 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. Overall, collision and casualty figures remain lower than before the pandemic however they have continued to increase over the last two years as traffic and travel patterns return to more typical levels.
- However, when broken down by severity of injury, serious casualties were higher in 2022 than before the pandemic and the highest number recorded in the last decade (910).
- There were 55 road traffic fatalities which was 5 more than the 50 recorded in 2021.
- There were 26 vulnerable road users killed comprising the deaths of 16 pedestrians, 9 motorcyclists and 1 pedal cyclist. This was four more deaths amongst vulnerable road users than in 2021 and 8 fewer than the 34 fatalities of vulnerable road users in 2014.
- Derry City & Strabane has from 2018 recorded low numbers of fatalities, with 2 or fewer recorded for each year to 2022.
- The greatest number of KSI collisions occurred between 4pm and 5pm (75 collisions, 9.4%). The period between 3pm and 6pm accounted for 25.9% of all KSI collisions.
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (116) and 'wrong course/position' (85).

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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 the most recent recorded injury collision and casualty statistics for the period 1st January 2022 to 31st December 2022. At the time of publication, CRFs had been processed for 99.6% of reported injury collisions for the 2022 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](#).

The statistics presented in this publication include the period following the announcement of measures to limit the impact of the coronavirus (COVID-19) pandemic. Coronavirus has had a wide impact on NI society and economic activity since March 2020. Restrictions were eased during the summer months of 2020, before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, with enhanced restrictions and introduction of a vaccine pass in November 2021. As of 15th February 2022, all Covid-19 legal restrictions have been replaced by guidance. As some figures presented are affected by the coronavirus (COVID-19) pandemic in Northern Ireland, this should be considered when comparing them across time periods.

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.

National Statistics

National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and as producers, it is our responsibility to maintain compliance with these standards.

These statistics were designated as National Statistics in June 2012 following a full [assessment](#) against the [Code of Practice](#). Road accident and safety statistics for England, produced by the Department for Transport, underwent a compliance check by the Office for Statistics Regulation and the report can be accessed at the following link: <https://www.statisticsauthority.gov.uk/correspondence/compliance-check-of-road-accidents-and-safety-statistics/> A compliance check of the Northern Ireland statistics was subsequently undertaken in 2020, which resulted in these statistics retaining the National Statistics designation. Further information can be found at: <https://www.statisticsauthority.gov.uk/correspondence/police-recorded-injury-road-traffic-collisions-and-casualties-northern-ireland-statistics/>

Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- Enhanced the amount of information available to users, for example inclusion of longer trend information, regular updates on causation factors.
- Improved accessibility by introducing user friendly methods of data presentation, for example tables, maps and charts, in addition to using additional distribution channels including [Open Data NI](#).
- Improved timeliness of the statistics, bringing forward publication of the calendar year reports in 2013.
- Pre-release access was discontinued in 2014, which may enhance trustworthiness.
- Continued to conduct regular consultation with internal and external users, for example via a customer satisfaction survey to obtain feedback and suggestions for improvements, with [results](#) published on the PSNI statistics website.

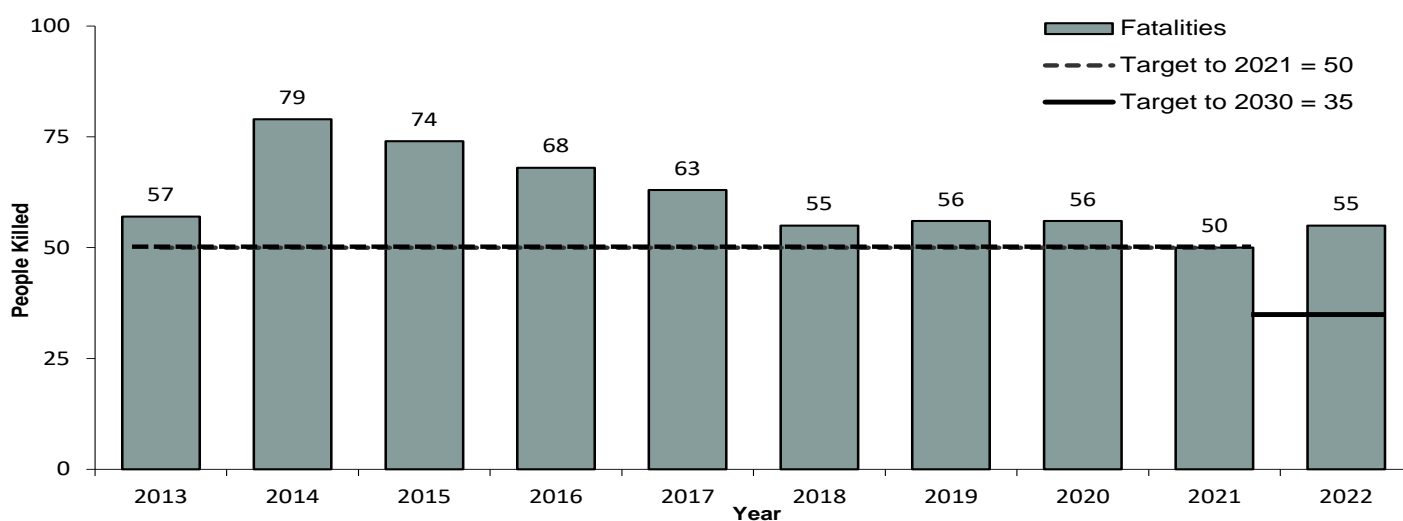
The Casualty Reduction Target for 2030

The [Draft Road Safety Strategy for Northern Ireland to 2030](#) was published by the Department for Infrastructure in October 2022 and 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 2020 strategy targets and performance indicators was published by DfI in September 2022: [Northern Ireland Road Safety Strategy to 2020 Annual Statistical Report 2022 | 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.

Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. Restrictions were eased during the summer months of 2020, before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, with enhanced restrictions and introduction of a vaccine pass in November 2021. As of 15th February 2022, all Covid-19 legal restrictions have been replaced by guidance. The reduction in collisions and casualties seen through 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. Department for Infrastructure (DfI) traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

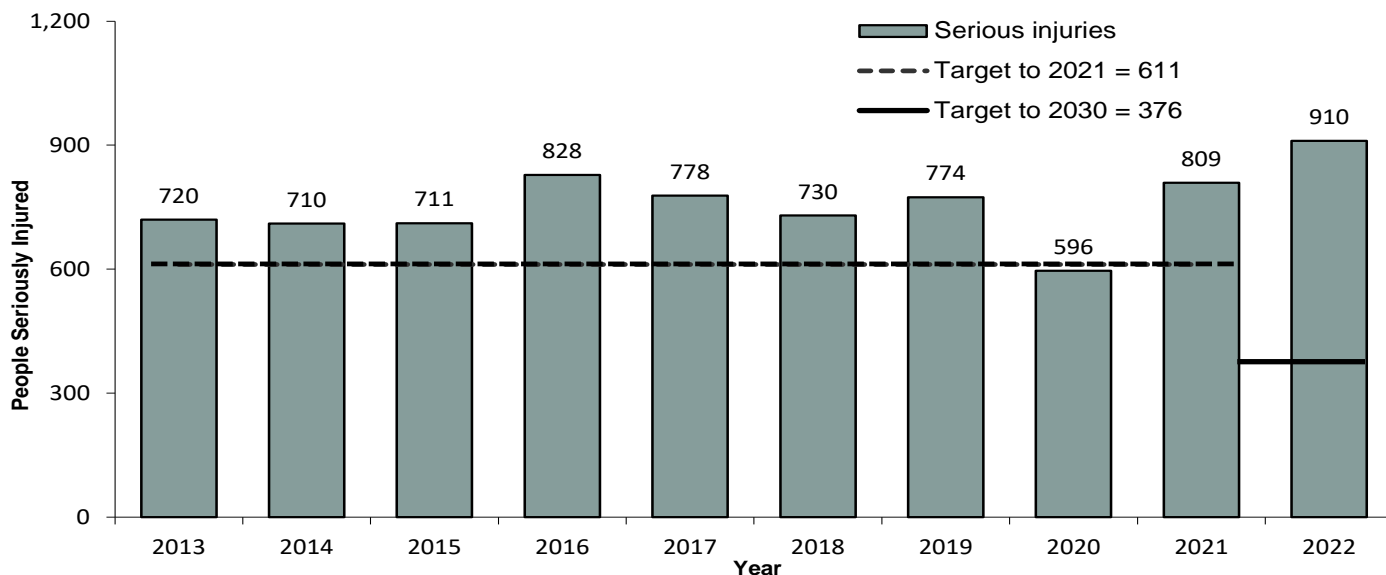
Target A: To reduce the number of people killed by at least 50%. The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 35 by 2030. The figure for 2022 shows the number of fatalities was 20 above the 2030 target.

Fatality reduction target for 2030



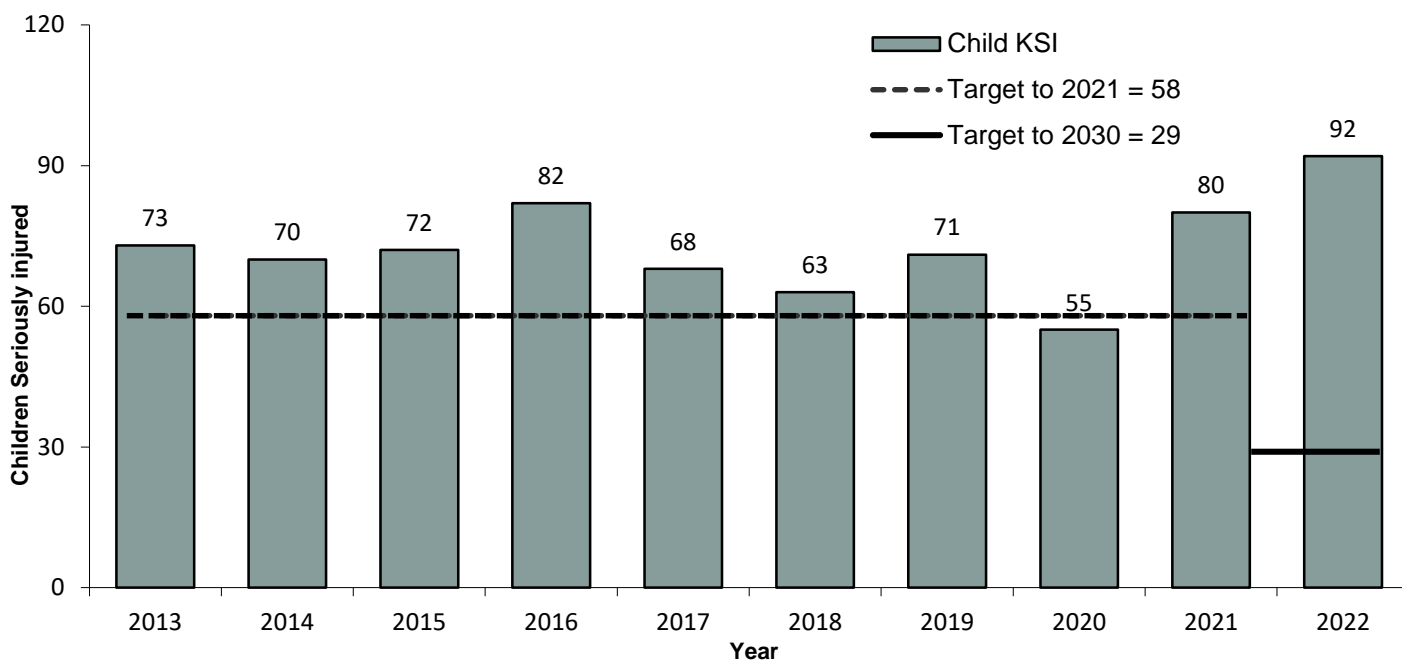
Target B: To reduce the number of people seriously injured by at least 50%. The Department for Infrastructure Northern Ireland Road Safety Strategy aims at a 50% reduction in the number of persons seriously injured on Northern Ireland’s roads, from the 2014 – 2018 baseline, to fewer than 376 by 2030. There were 910 people seriously injured in 2022 which was 534 more than the target.

Seriously injured reduction target for 2030



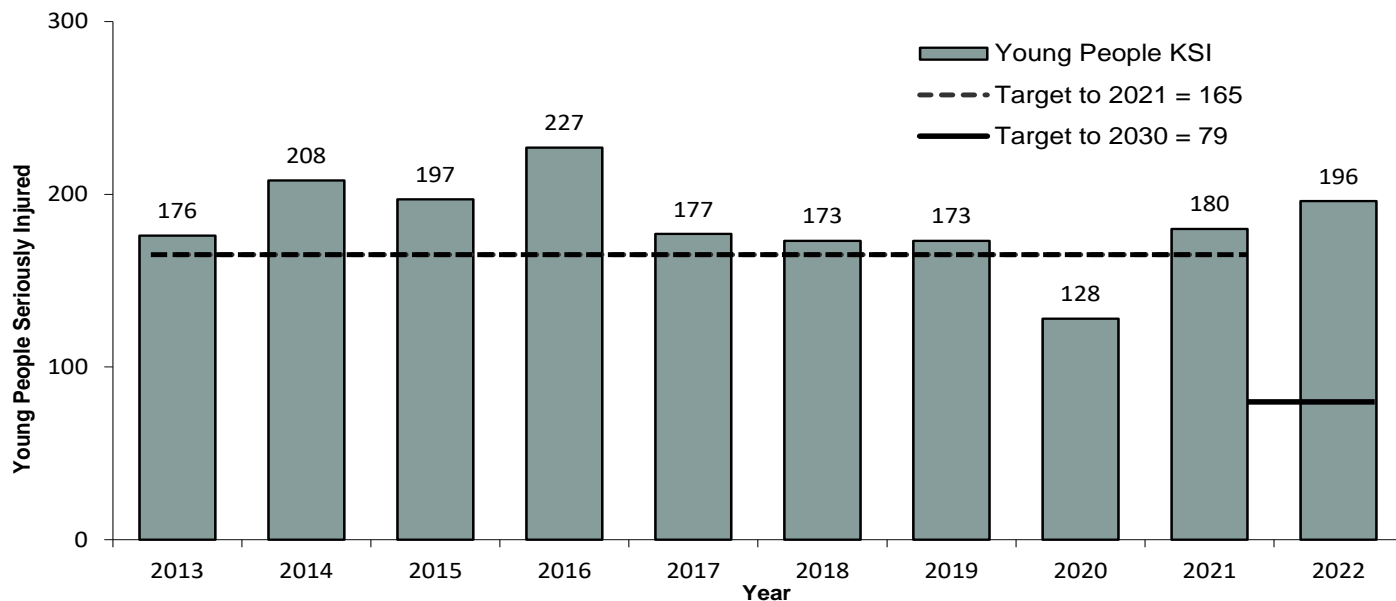
Target C: To reduce the number of children KSI by 60%. The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland’s roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The 2022 figure was 63 child KSI above the 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 196 KSI in 2022 was 117 above the target.

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



Section 1 – Casualty Information

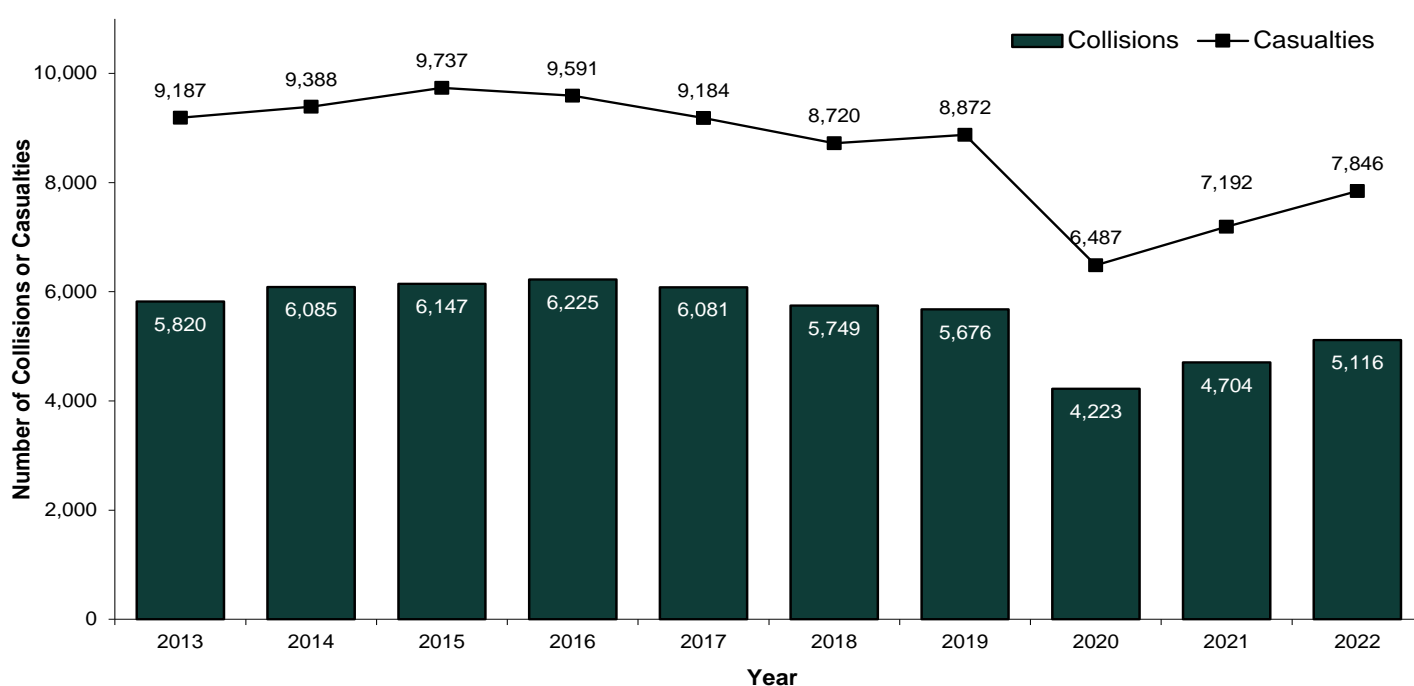
Ten year trends – all collisions and casualties

Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2013-2022

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2013	55	615	5,150	5,820	57	720	8,410	9,187
2014	74	577	5,434	6,085	79	710	8,599	9,388
2015	69	570	5,508	6,147	74	711	8,952	9,737
2016	65	689	5,471	6,225	68	828	8,695	9,591
2017	62	643	5,376	6,081	63	778	8,343	9,184
2018	53	625	5,071	5,749	55	730	7,935	8,720
2019	53	639	4,984	5,676	56	774	8,042	8,872
2020	51	518	3,654	4,223	56	596	5,835	6,487
2021	47	651	4,006	4,704	50	809	6,333	7,192
2022	52	748	4,316	5,116	55	910	6,881	7,846

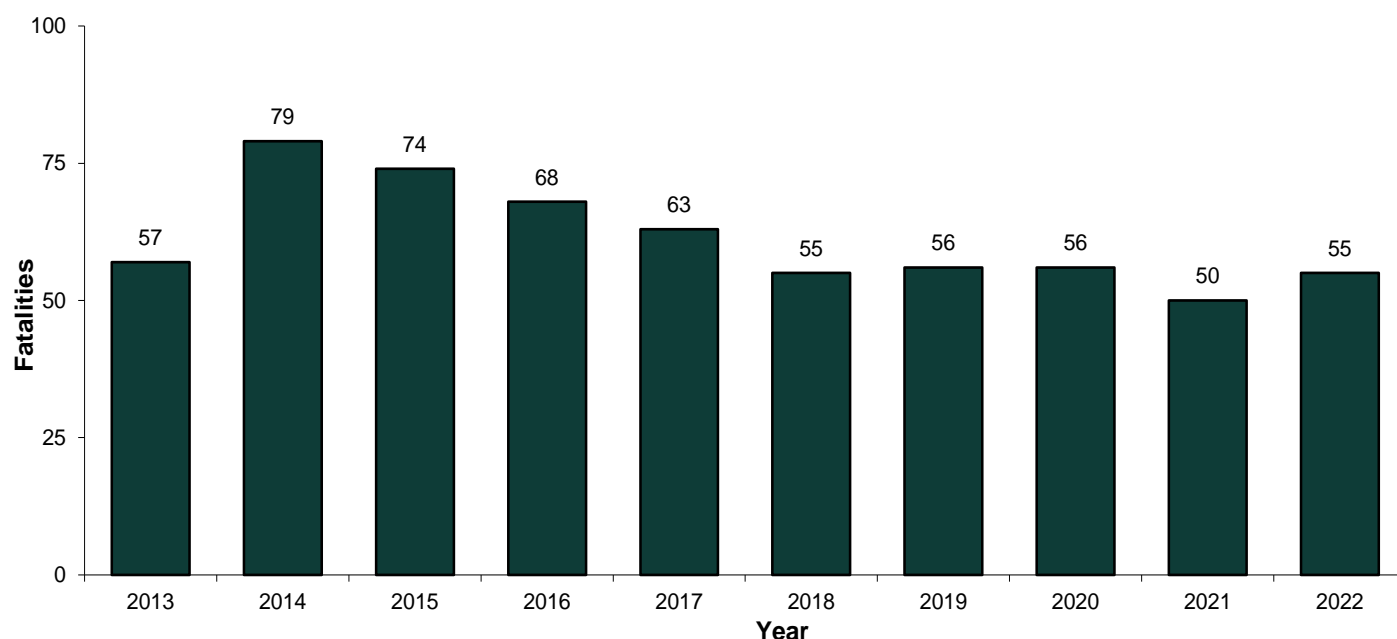
- The 5,116 injury road traffic collisions reported to the police in 2022 remains below pre-covid levels but was 412 more collisions than recorded in 2021. The reduction in collisions and casualties evident throughout the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021.
- This was similar in terms of casualties which, at 7,846, was also below pre-covid levels but was 654 casualties more than recorded in 2021.

Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2013 to 2022



Fatalities – Trends over the last 10 years

Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2013 to 2022



- The number of people killed decreased from 79 in 2014 to 50 in 2021 but has shown an increase of 5 fatalities to the 55 recorded for 2022. 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 317 more than in 2022. (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 2013–2022

Road user type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Pedestrians	7	18	19	15	15	16	17	6	8	16
Drivers of motor vehicles	22	30	31	31	25	23	26	25	20	23
Motorcyclists	10	13	4	4	9	7	3	8	14	9
Pedal Cyclists	4	3	0	3	2	1	2	4	0	1
Passengers	13	12	17	12	11	7	8	8	8	6
Pillion Passengers	0	1	0	1	0	0	0	1	0	0
Other road users	1	2	3	2	1	1	0	4	0	0
Total	57	79	74	68	63	55	56	56	50	55

- Drivers of motor vehicles were the largest casualty class for fatalities in 2022, accounting for 23 people killed, which was three more than in 2021.
- There were 26 vulnerable road users killed comprising the deaths of 16 pedestrians, 9 motorcyclists and 1 pedal cyclist. This was four more deaths amongst vulnerable road users than in 2021 and 8 fewer than the 34 fatalities of vulnerable road users in 2014.
- The number of motorcyclists killed in 2022 (9) decreased by five from the 14 recorded in 2021. The number of pedestrians fatally injured was 16 in 2022, which was twice the recorded number in 2021 (8). There was a single recorded pedal cyclist fatality in 2022.

Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2013–2022

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
2013	1	1	2	14	1	15	9	4	13	7	1	8	4	0	4	8	7	15	43	14	57
2014	4	0	4	18	3	21	9	0	9	13	1	14	6	3	9	13	9	22	63	16	79
2015	3	2	5	15	3	18	5	2	7	8	0	8	11	5	16	11	9	20	53	21	74
2016	3	1	4	13	3	16	8	2	10	13	1	14	10	2	12	7	5	12	54	14	68
2017	3	1	4	10	2	12	9	3	12	7	3	10	9	3	12	7	6	13	45	18	63
2018	3	0	3	8	3	11	8	2	10	10	1	11	8	2	10	7	3	10	44	11	55
2019	0	1	1	9	2	11	8	0	8	5	3	8	6	2	8	9	11	20	37	19	56
2020	2	1	3	9	3	12	6	0	6	9	5	14	6	4	10	8	3	11	40	16	56
2021	2	1	3	8	2	10	8	1	9	11	0	11	9	1	10	5	2	7	43	7	50
2022	2	1	3	11	0	11	5	0	5	9	3	12	9	5	14	8	2	10	44	11	55

M=Male F=Female T=Total

- Of the 55 people killed on Northern Ireland’s roads in 2022, 44 were male and 11 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 2022. This was equal to the number of child fatalities recorded in both of the previous years, 2020 and 2021.
- The number of road deaths for the 65+ age group was 10, which was half that recorded in 2019 (20). The proportion of total deaths this age group accounts for has reduced from 35.7% in 2019 to 18.2% in 2022.
- Compared with ten years ago, the largest increase in fatalities was in the 50-64 age group which increased from 4 deaths in 2013 to 14 deaths in 2022. See chart comparing 2022 with 2013 below.

Figure 1.3 Road fatalities by age group 2013 compared with 2022

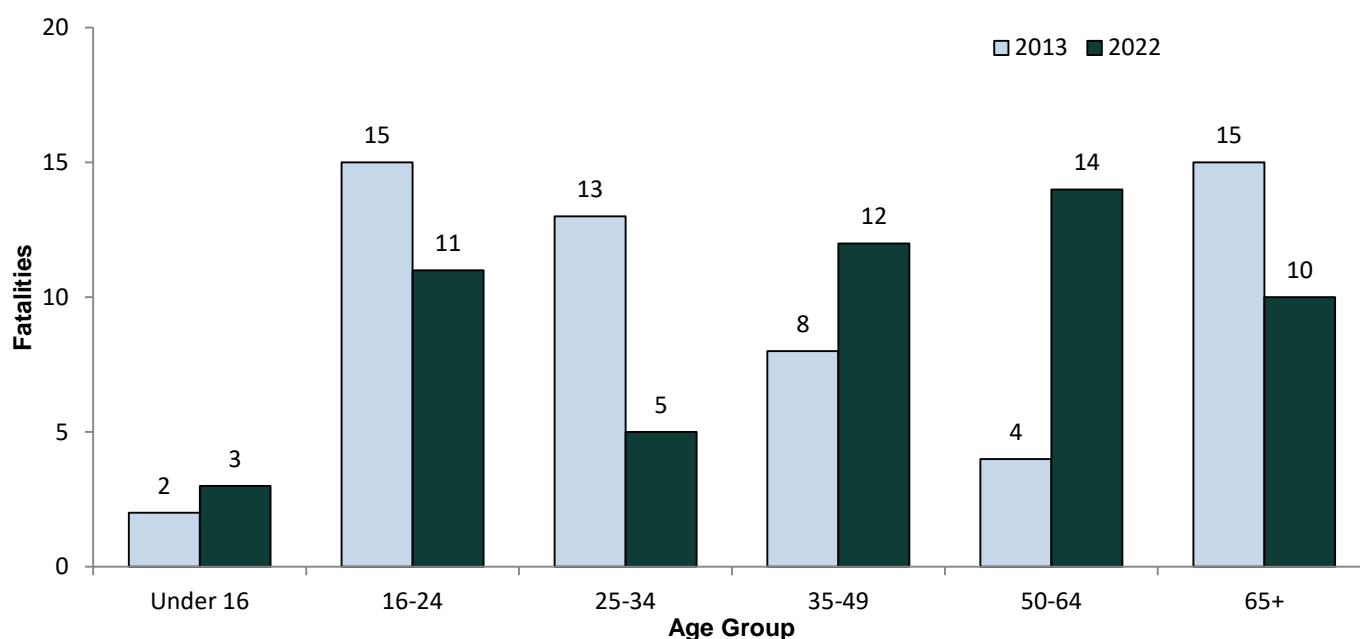
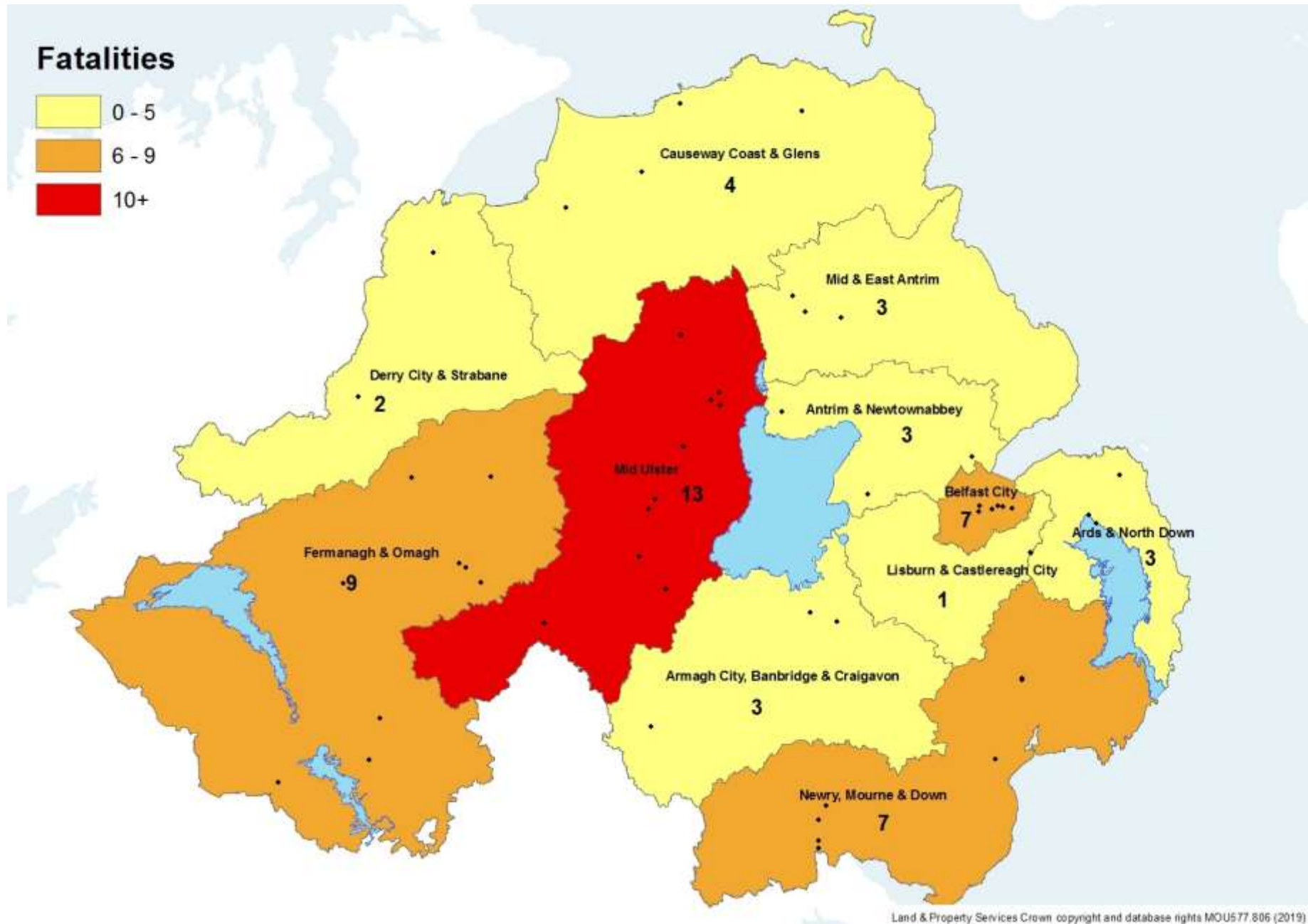


Table 1.4 Fatalities by Police Area and District 2013–2022

District	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Belfast City	2	7	6	3	3	4	4	3	3	7
Derry City & Strabane	4	5	4	7	5	2	1	2	2	2
Antrim & Newtownabbey	5	2	6	8	2	3	8	3	6	3
Ards & North Down	4	4	5	7	4	6	4	5	7	3
Causeway Coast & Glens	5	9	8	8	6	6	9	7	9	4
Lisburn & Castlereagh City	2	8	5	3	7	5	3	4	2	1
Mid & East Antrim	9	4	6	3	6	2	2	7	4	3
Armagh City, Banbridge & Craigavon	6	7	9	10	6	10	7	7	4	3
Fermanagh & Omagh	11	11	8	10	6	8	3	3	5	9
Mid Ulster	6	7	9	3	5	4	8	6	4	13
Newry, Mourne and Down	3	15	8	6	13	5	7	9	4	7
Northern Ireland Total	57	79	74	68	63	55	56	56	50	55

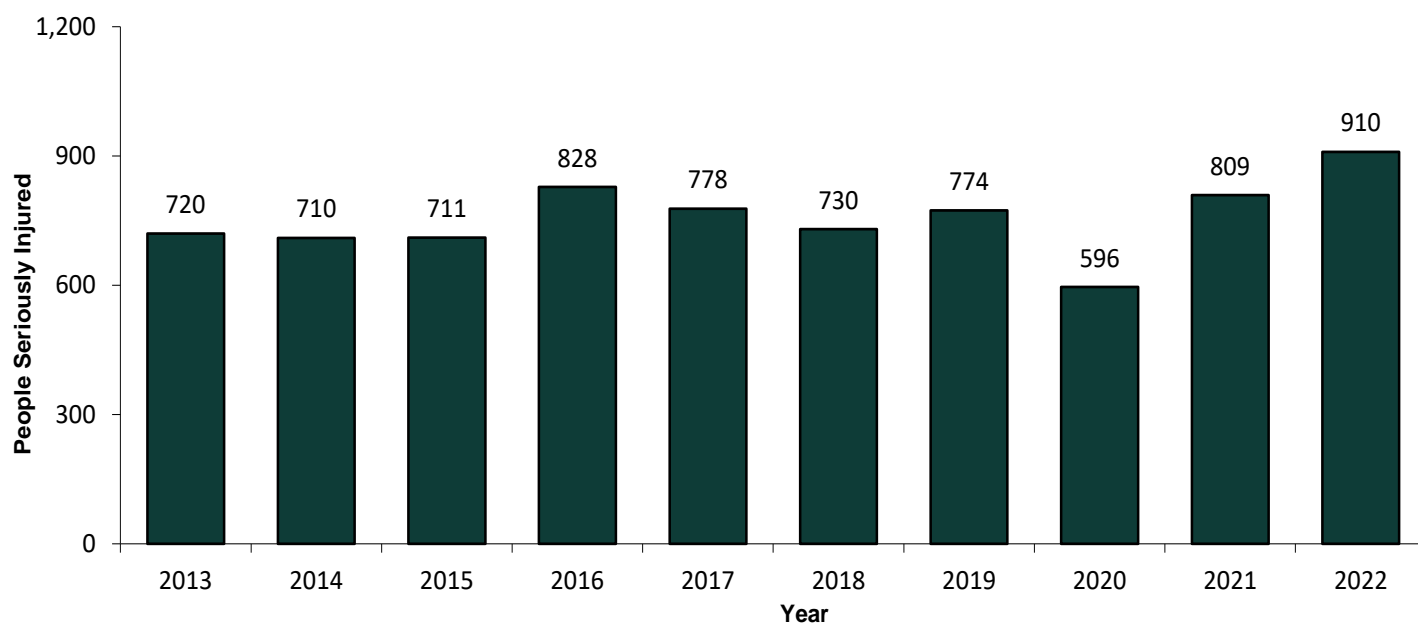
- Mid Ulster had the highest number of road traffic fatalities in 2022 with 13 deaths.
- Derry City & Strabane has from 2018 recorded low numbers of fatalities, with 2 or fewer recorded for each year to 2022.
- Mid Ulster reported the largest increase over the year, increasing from 4 in 2021 to 13 in 2022. Conversely, Causeway Coast and Glens recorded fatalities decreased by 5, to 4 deaths in 2022.
- Looking further back to 10 years ago, eight of the eleven districts had fewer deaths recorded in 2022 than in 2013.

Figure 1.4 Fatalities by Police District 2022



People seriously injured – Trends over the last 10 years

Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2013 to 2022



- The number of serious injuries declined markedly in 2020 in response to Covid-19 restrictions and the associated reduction in traffic but has returned to and exceeded pre-lockdown levels during 2021 and 2022.
- There were 910 people seriously injured on Northern Ireland's roads in 2022 which was 101 more than the 809 recorded in 2021 (an increase of 12.5%), 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 2013–2022

Road user type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Pedestrians	162	140	164	164	175	135	159	118	148	168
Drivers of motor vehicles	271	263	254	353	309	297	318	243	297	343
Motorcyclists	91	84	78	88	80	101	84	84	92	110
Pedal Cyclists	42	59	40	61	50	46	57	45	64	73
Passengers	136	155	163	156	149	134	144	92	185	196
Pillion Passengers	5	4	6	3	8	5	6	3	6	4
Other road users	13	5	6	3	7	12	6	11	17	16
Total	720	710	711	828	778	730	774	596	809	910

- Drivers of motor vehicles accounted for 37.7% of all seriously injured casualties in 2022. Passengers were next highest with 21.5%, followed by pedestrians (18.5%), motorcyclists (12.1%) and pedal cyclists (8.0%).
- All major categories of key road users in 2022 had more people seriously injured than in 2021. None of the five key road user groups showed a reduction in serious casualties compared to ten years ago, drivers and passengers showed increases of 72 and 60 serious casualties respectively.

Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2013–2022^{1, 2}

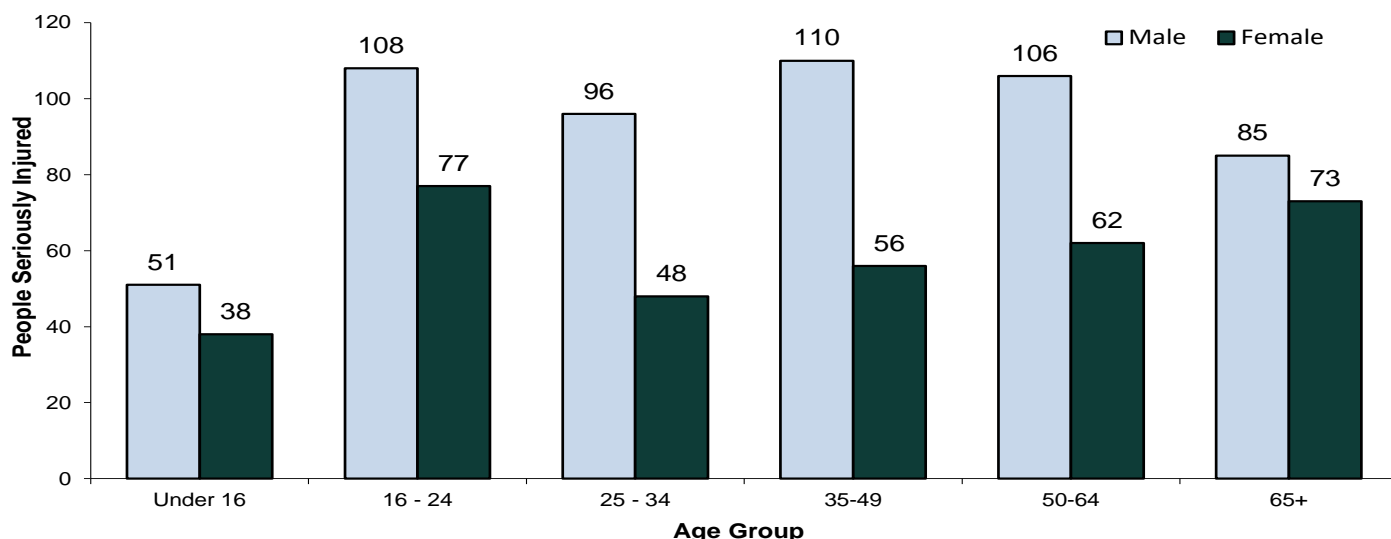
Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2013	41	30	71	117	44	161	87	47	134	100	39	139	71	43	114	50	50	100	466	254	720
2014	40	26	66	127	60	187	89	33	122	105	34	139	73	37	110	35	46	81	472	238	710
2015	44	23	67	115	64	179	93	41	134	90	44	134	68	51	119	27	51	78	437	274	711
2016	47	31	78	146	65	211	75	40	115	110	56	166	88	49	137	63	58	121	529	299	828
2017	38	26	64	105	60	165	82	37	119	108	46	154	96	56	152	68	56	124	497	281	778
2018	40	20	60	103	59	162	99	34	133	96	37	133	84	48	132	62	48	110	484	246	730
2019	48	22	70	96	66	162	98	31	129	86	53	139	94	57	151	62	61	123	484	290	774
2020	35	17	52	71	45	116	78	33	111	70	37	107	83	43	126	47	37	84	384	212	596
2021	48	29	77	104	66	170	98	45	143	107	64	171	81	56	137	61	50	111	499	310	809
2022	51	38	89	108	77	185	96	48	144	110	56	166	106	62	168	85	73	158	556	354	910

Notes:

1. The table above excludes unknown ages

2. M=Male F=Female T=Total

Figure 1.6 Number of people seriously injured by age and gender - 2022



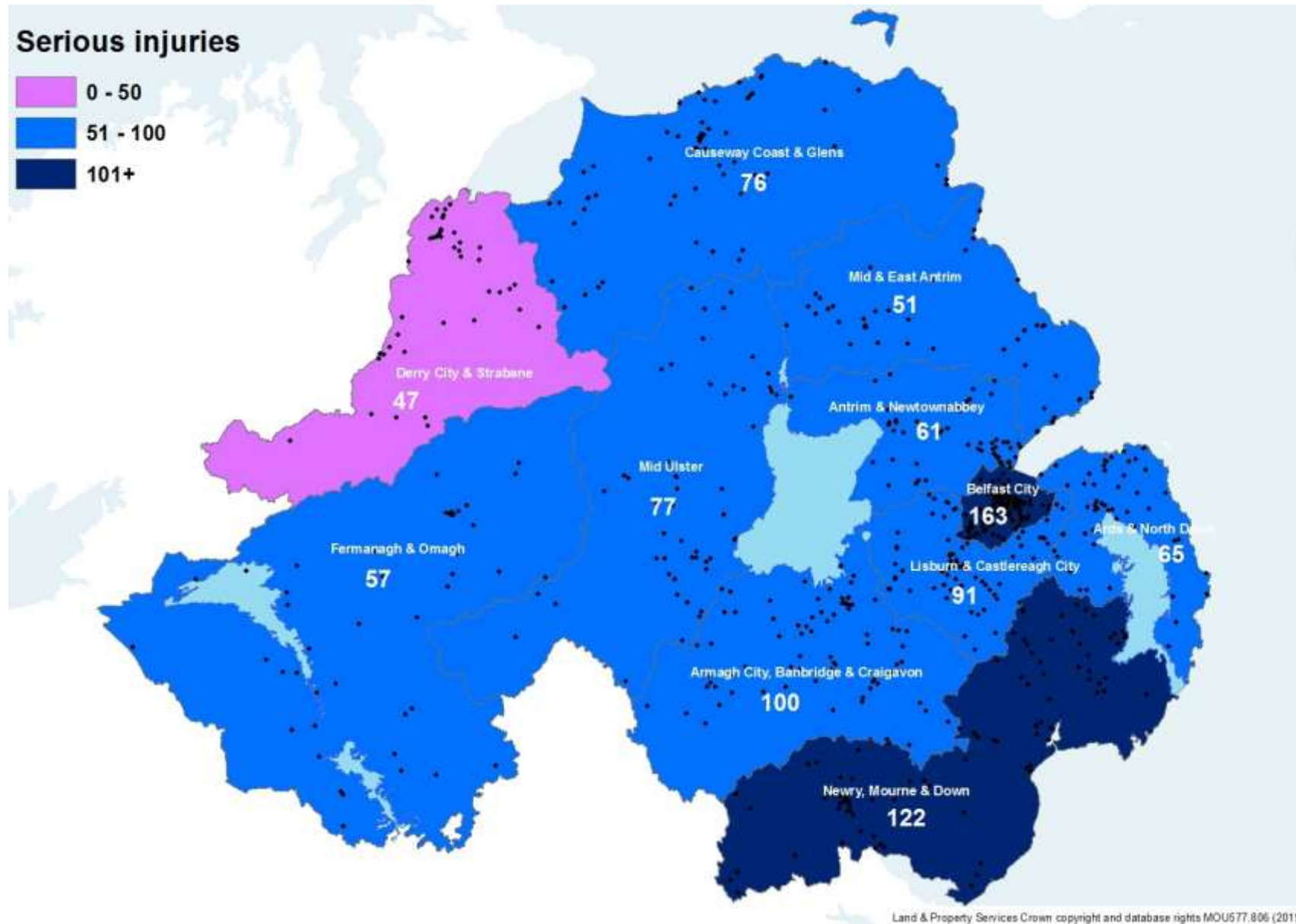
- Males accounted for more than three-fifths of people seriously injured (61.1%) in 2022.
- More males were seriously injured than females for all age groups in 2022. The proportion of males to females ranged from 66.7% for the 25 to 34 age group to 53.8% for the 65+ age group.
- The highest proportion of those seriously injured in 2022 was among those aged 16 to 24 with 185, representing 20.3% of those who were seriously injured during the year.
- Comparing 2022 to 2021, the number of people seriously injured increased across all age groups with the exception of those aged 35-49 which decreased by 5 serious casualties.
- 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 2013–2022

District	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Belfast City	136	106	115	125	128	93	130	77	102	163
Derry City & Strabane	46	64	35	43	43	51	56	35	59	47
Antrim & Newtownabbey	36	43	45	55	56	60	63	42	47	61
Ards & North Down	46	52	45	51	61	51	57	37	57	65
Causeway Coast & Glens	67	73	58	78	63	58	80	44	55	76
Lisburn & Castlereagh City	62	57	63	73	55	65	48	54	74	91
Mid & East Antrim	64	46	62	64	63	46	46	46	61	51
Armagh City, Banbridge & Craigavon	80	76	95	98	77	99	81	74	106	100
Fermanagh & Omagh	66	46	44	85	61	50	60	56	67	57
Mid Ulster	49	53	69	59	66	67	77	51	78	77
Newry, Mourne and Down	68	94	80	97	105	90	76	80	103	122
Northern Ireland Total	720	710	711	828	778	730	774	596	809	910

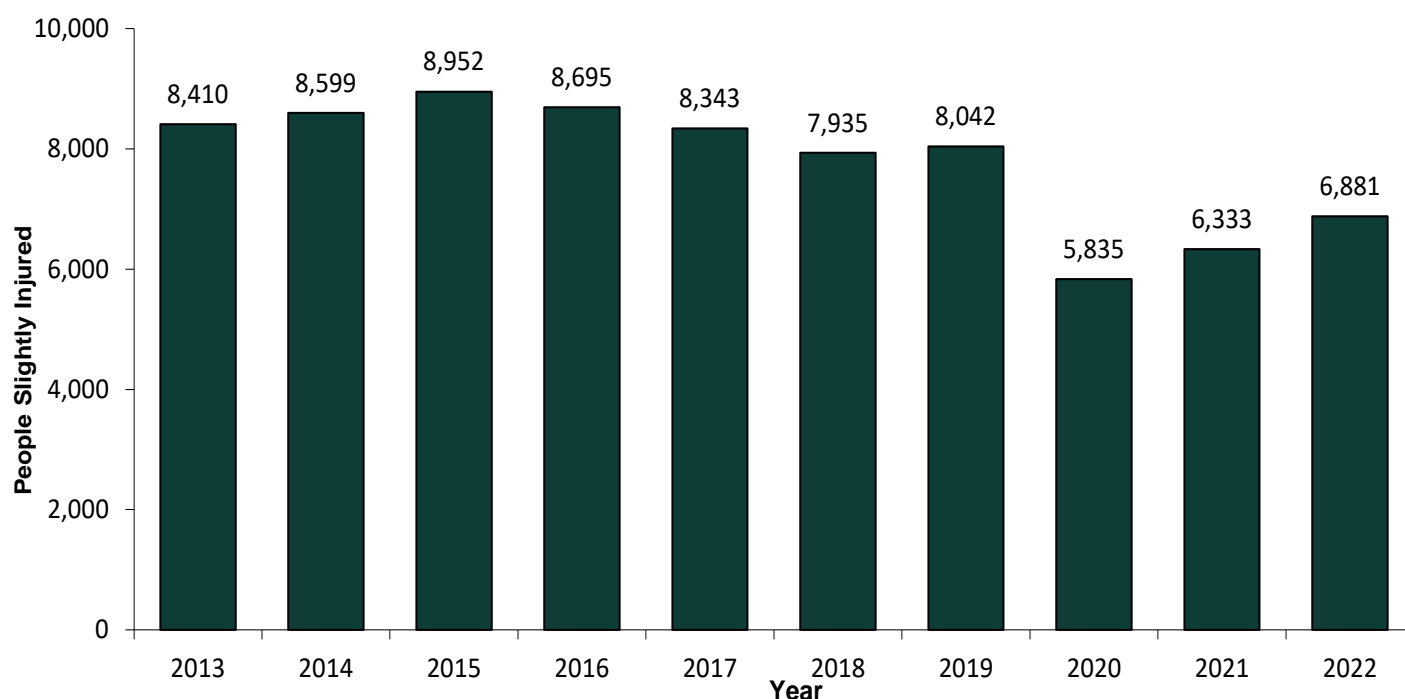
- Belfast City district had the largest number of people seriously injured in 2022 with 163 serious injuries recorded, while the district with the fewest was Derry City & Strabane with 47.
- In the context of the overall increase in serious injuries, six of the eleven districts had more people seriously injured in 2022 compared with 2021, and only two districts had fewer serious casualties in 2022 when compared to 2013.

Figure 1.7 People seriously injured by Police District 2022



People Slightly Injured – Trends over the last 10 years

Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2013 to 2022



- The number of people slightly injured also increased in 2022, to 6,881 slight casualties. However, this was the third lowest number of slight casualties since 1984, when there were 6,096 recorded.

Table 1.8 Number of people slightly injured by road user type in Northern Ireland 2013 – 2022

Road user type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Pedestrians	610	611	604	552	539	536	462	359	379	406
Drivers of motor vehicles	4,577	4,786	5,071	5,003	4,851	4,563	4,585	3,367	3,664	4,026
Motorcyclists	210	192	202	193	185	185	185	118	185	181
Pedal Cyclists	210	271	239	266	267	240	231	207	218	230
Passengers	2,750	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974
Pillion Passengers	11	7	4	6	7	9	6	4	9	10
Other road users	42	47	51	50	41	51	53	46	39	54
Total	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881

- When comparing 2022 to 2013, slight injuries decreased across all key road user groups, with the exception of pedal cyclists which increased by 20. There was an overall decrease of 18.2% in slight injuries from 2013 to 2022.
- Drivers showed the largest increase in slight injuries since 2021, with an increase of 362 slight injuries in 2022 compared to the previous year.

Analysis of vulnerable road users

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

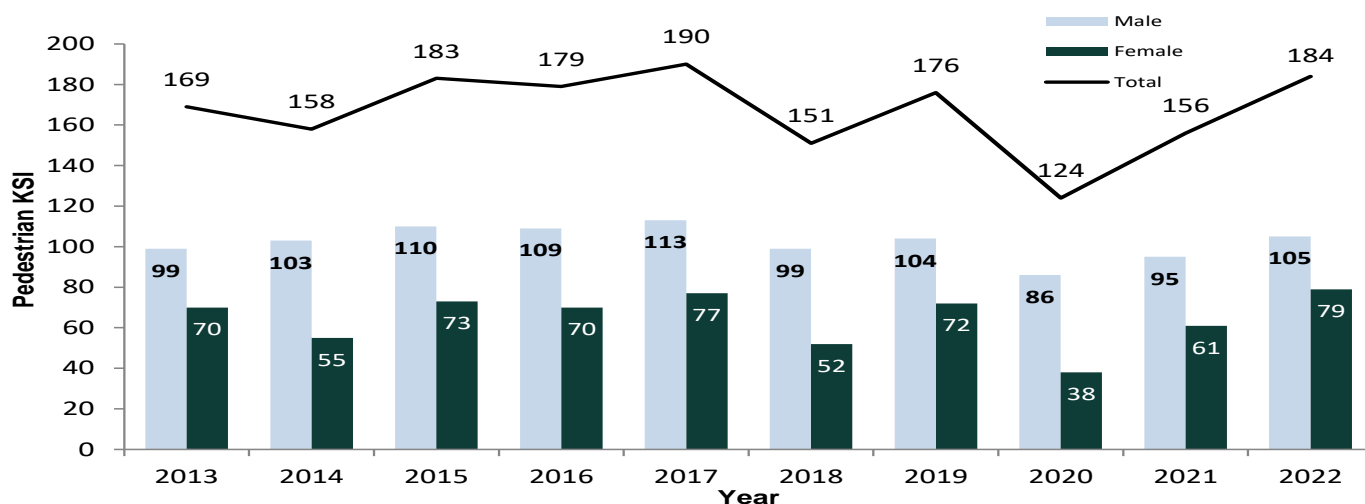
Pedestrians

Table 1.9 Number of pedestrian casualties by severity of injury 2013 – 2022

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2013	5	2	7	94	68	162	353	256	610	452	326	779
2014	15	3	18	88	52	140	352	259	611	455	314	769
2015	9	10	19	101	63	164	346	258	604	456	331	787
2016	13	2	15	96	68	164	303	249	552	412	319	731
2017	11	4	15	102	73	175	289	250	539	402	327	729
2018	13	3	16	86	49	135	295	241	536	394	293	687
2019	10	7	17	94	65	159	249	211	462	353	283	638
2020	4	2	6	82	36	118	202	157	359	288	195	483
2021	6	2	8	89	59	148	211	168	379	306	229	535
2022	11	5	16	94	74	168	222	184	406	327	263	590

- There were 590 pedestrian casualties recorded in 2022, which was 55 more than 2021. However, this was still an overall reduction of 24.3% from the 779 recorded in 2013. This compares with a 14.6% reduction in casualties overall during the last ten years.
- The 16 pedestrians killed in 2022 was the twice the number recorded for 2021 and returns to the level seen prior to the covid period. As with previous years, the majority of pedestrian casualties recorded in 2022 were male, accounting for over half (55.4%) of pedestrian casualties overall.
- The under 16 age group accounted for the highest number of pedestrians killed or seriously injured with 49 (26.6%) out of the 184 pedestrian KSI casualties recorded in 2022 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2013.
- In June 2019, DfI published more detailed analysis of [pedestrian KSI casualties 2013-2017](#).

Figure 1.9 Pedestrians killed or seriously injured by gender 2013 – 2022



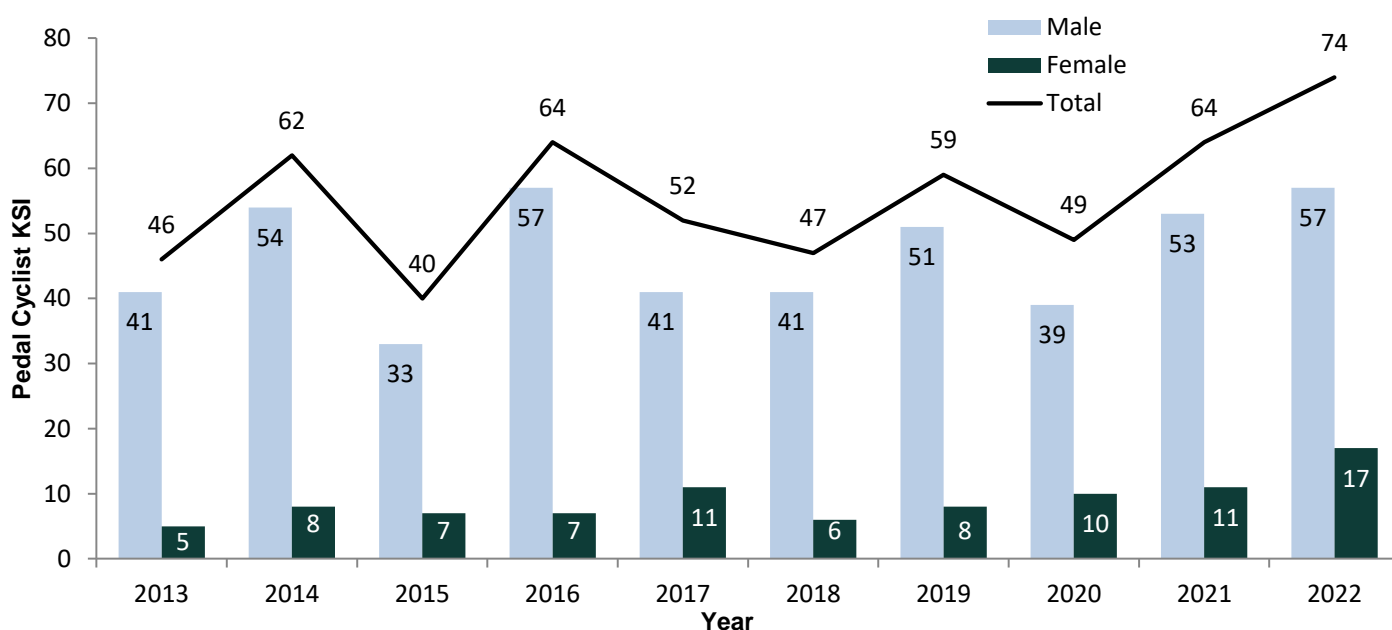
Pedal cyclists

Table 1.10 Number of pedal cyclist casualties by severity of injury 2013 – 2022

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2013	4	0	4	37	5	42	177	33	210	218	38	256
2014	3	0	3	51	8	59	231	40	271	285	48	333
2015	0	0	0	33	7	40	203	36	239	236	43	279
2016	3	0	3	54	7	61	220	46	266	277	53	330
2017	2	0	2	39	11	50	222	45	267	263	56	319
2018	1	0	1	40	6	46	207	33	240	248	39	287
2019	2	0	2	49	8	57	201	30	231	252	38	290
2020	4	0	4	35	10	45	179	28	207	218	38	256
2021	0	0	0	53	11	64	178	39	218	231	50	282
2022	1	0	1	56	17	73	193	37	230	250	54	304

- There were 304 pedal cyclist casualties in 2022, 22 more than in 2021 and 48 more than the 256 recorded in 2013.
- The 74 pedal cyclists killed or seriously injured in 2022 was 10 more than recorded in 2021. There was one pedal cyclist fatality in 2022.
- The majority of pedal cycle casualties in 2022 were males, accounting for 82.2% of the total.
- Those aged 50-64 represented the largest proportion of pedal cyclist KSI casualties, at 33.8%. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2013.
- In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

Figure 1.10 Pedal cyclists killed or seriously injured by gender 2013 - 2022



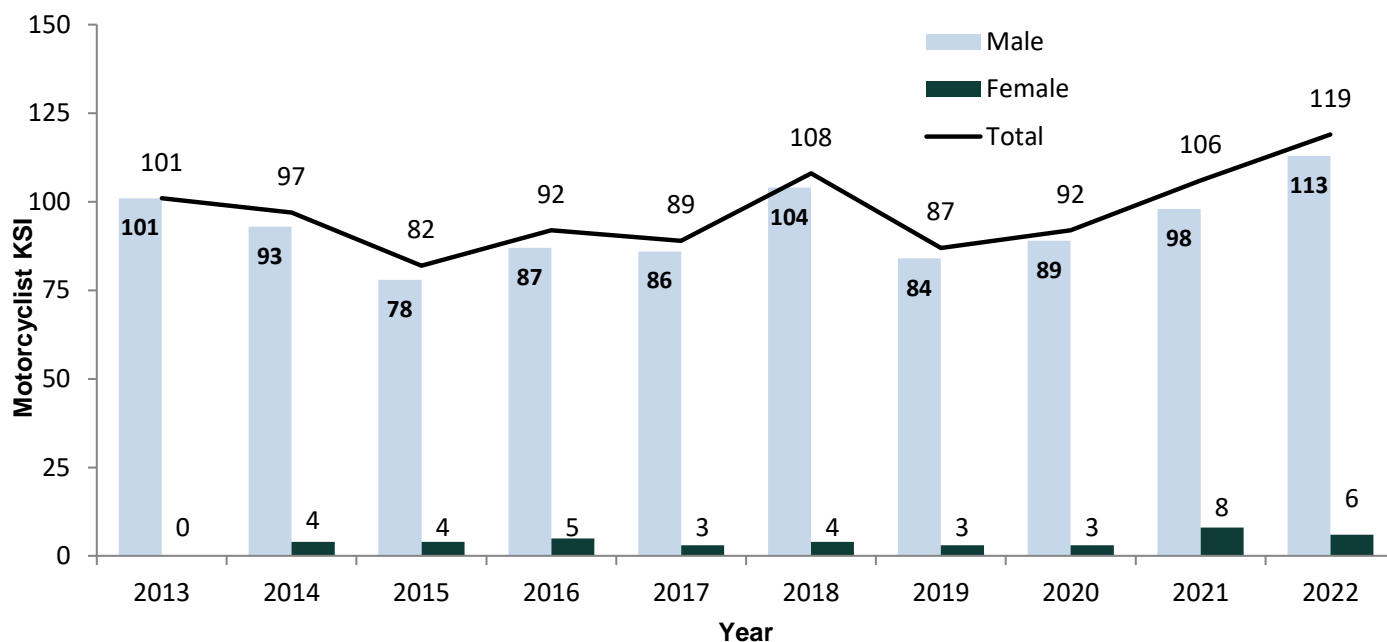
Motorcyclists

Table 1.11 Number of motorcycle casualties by severity of injury 2013 – 2022

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2013	10	0	10	91	0	91	194	16	210	295	16	311
2014	13	0	13	80	4	84	184	8	192	277	12	289
2015	4	0	4	74	4	78	189	13	202	267	17	284
2016	4	0	4	83	5	88	178	15	193	265	20	285
2017	9	0	9	77	3	80	175	10	185	261	13	274
2018	7	0	7	97	4	101	176	9	185	280	13	293
2019	3	0	3	81	3	84	172	13	185	256	16	272
2020	8	0	8	81	3	84	111	7	118	200	10	210
2021	14	0	14	84	8	92	176	8	185	274	16	291
2022	9	0	9	104	6	110	170	11	181	283	17	300

- There were 300 motorcyclists injured in 2022, which was nine more than 2021. Over the ten years between 2013 and 2022, the number of motorcyclist casualties has remained relatively static, except for in 2020 which was the initial covid period.
- There were 5 fewer motorcyclist fatalities in 2022 than in 2021.
- Most motorcyclist KSI casualties in 2022 were in the 35-49 and 50-64 age groups which accounted for 62 (52.1%) of the 119 recorded. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2013.
- Male motorcyclists accounted for 94.5% of all killed or seriously injured motorcyclists in 2022.
- In June 2021, DfI published more detailed analysis of [motorcyclist KSIs 2015-2019](#).

Figure 1.11 Motorcyclists killed or seriously injured by gender 2013 - 2022

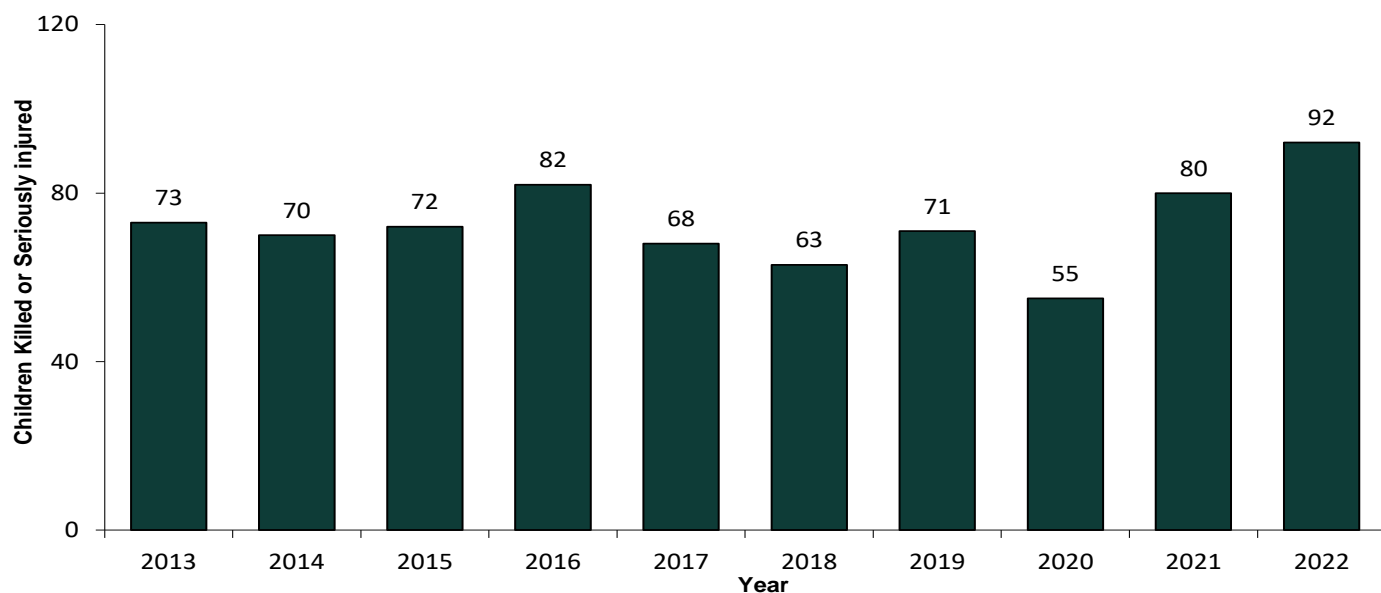


Casualties by selected age group

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 – 2013 to 2022



- In the context of the overall increases, the 92 children (under 16) killed or seriously injured in 2022 was up by 12 on 2021, and up by 19 when compared with 2013.

Table 1.12 Number of child casualties by gender and severity of injury 2013 – 2022

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2013	1	1	2	41	30	71	445	413	858	487	444	931
2014	4	0	4	40	26	66	438	388	827	482	414	897
2015	3	2	5	44	23	67	443	408	853	490	433	925
2016	3	1	4	47	31	78	438	434	872	488	466	954
2017	3	1	4	38	26	64	410	384	796	451	411	864
2018	3	0	3	40	20	60	377	364	741	420	384	804
2019	0	1	1	48	22	70	412	405	818	460	428	889
2020	2	1	3	35	17	52	292	296	589	329	314	644
2021	2	1	3	48	29	77	291	285	576	341	315	656
2022	2	1	3	51	38	89	334	343	677	387	382	769

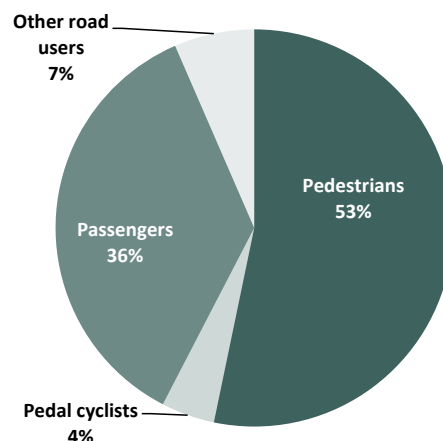
- The total number of child casualties increased by 113 over the year, to 769 in 2022, which is 17.4% lower than the 931 child casualties recorded in 2013.
- Nearly three-fifths (57.6%) of child KSI casualties in 2022 were male, while for all child casualties the proportion by gender was much more even with slightly over half (50.3%) being male.

Table 1.13 Child casualties by road user type & severity of injury in Northern Ireland 2013 – 2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Killed										
Pedestrians	0	3	2	3	2	2	0	1	3	1
Pedal cyclists	0	1	0	0	0	0	0	1	0	1
Passengers	2	0	3	1	0	1	1	0	0	1
Other road users	0	0	0	0	2	0	0	1	0	0
Total	2	4	5	4	4	3	1	3	3	3
Seriously Injured										
Pedestrians	54	34	37	50	50	38	34	29	42	48
Pedal cyclists	4	10	4	6	4	5	11	7	6	3
Passengers	12	21	22	19	8	16	24	15	22	32
Other road users	1	1	4	3	2	1	1	1	7	6
Total	71	66	67	78	64	60	70	52	77	89
KSI										
<i>Pedestrians</i>	54	37	39	53	52	40	34	30	45	49
<i>Pedal cyclists</i>	4	11	4	6	4	5	11	8	6	4
<i>Passengers</i>	14	21	25	20	8	17	25	15	22	33
<i>Other road users</i>	1	1	4	3	4	1	1	2	7	6
Total	73	70	72	82	68	63	71	55	80	92
Slightly Injured										
Pedestrians	162	169	161	145	137	126	113	89	90	109
Pedal cyclists	38	32	43	46	44	33	50	53	44	30
Passengers	653	623	643	676	611	576	650	443	427	525
Other road users	5	3	6	5	4	6	5	4	15	13
Total	858	827	853	872	796	741	818	589	576	677
All Casualties										
Pedestrians	216	206	200	198	189	166	147	119	135	158
Pedal cyclists	42	43	47	52	48	38	61	61	50	34
Passengers	667	644	668	696	619	593	675	458	449	558
Other road users	6	4	10	8	8	7	6	6	22	19
Total	931	897	925	954	864	804	889	644	656	769

- Over seven-tenths of all child casualties (72.6%) were passengers in motor vehicles in 2022, over half (53.3%) of children killed or seriously injured during the year were pedestrians.

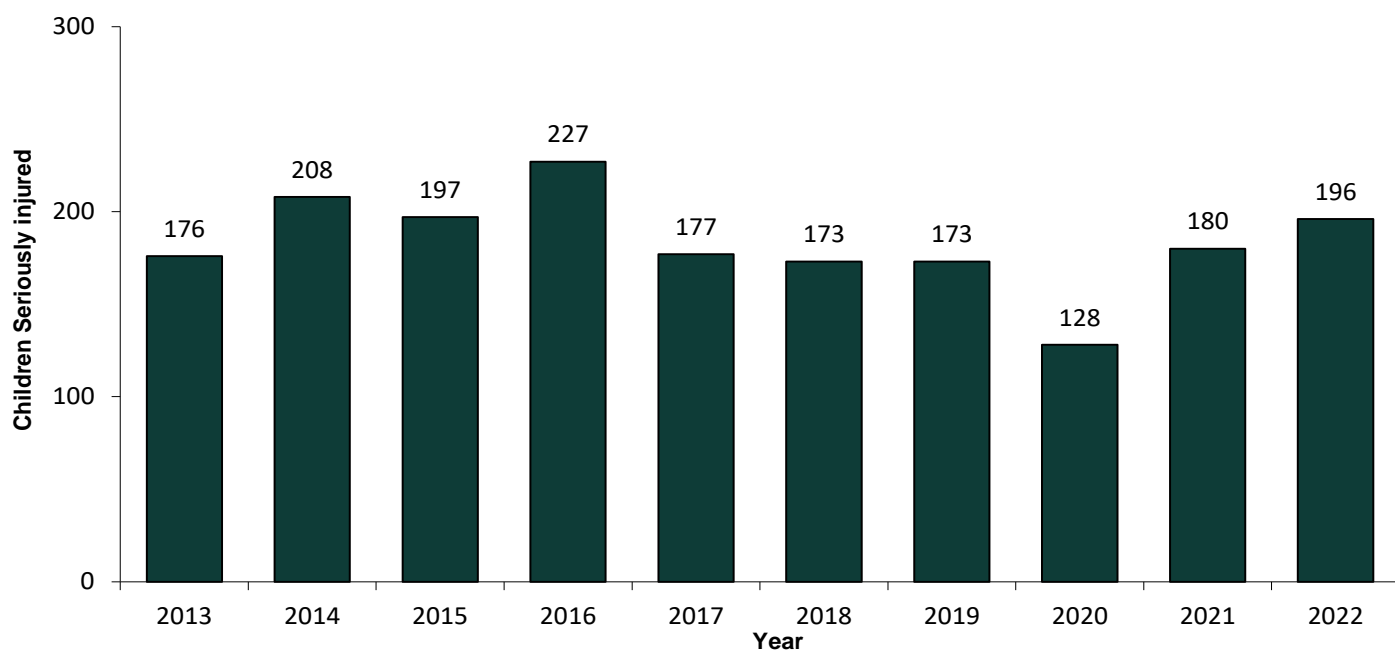
Figure 1.13 Child casualties killed or seriously injured by road user type 2022¹



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 – 2013 to 2022



- The 196 KSI casualties of young people (those aged between 16 and 24) was 8.9% higher than the 180 recorded in 2021. These changes should be viewed in the context of the wider casualty increases in 2022.

Table 1.14 Number of casualties of young people by gender and severity of injury 2013 – 2022

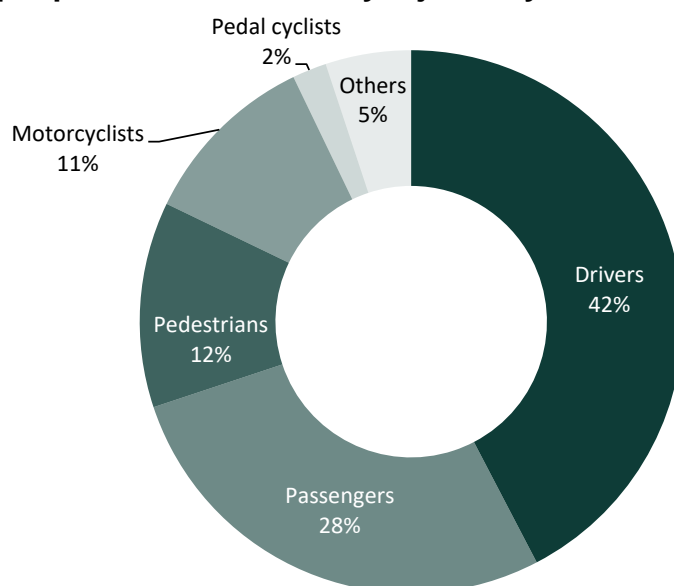
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2013	14	1	15	117	44	161	990	906	1,896	1,121	951	2,072
2014	18	3	21	127	60	187	1,009	947	1,956	1,154	1010	2,164
2015	15	3	18	115	64	179	1,066	939	2,005	1,196	1006	2,202
2016	13	3	16	146	65	211	893	891	1,784	1,052	959	2,011
2017	10	2	12	105	60	165	859	803	1,662	974	865	1,839
2018	8	3	11	103	59	162	797	767	1,564	908	829	1,737
2019	9	2	11	96	66	162	879	788	1,667	984	856	1,840
2020	9	3	12	71	45	116	684	548	1,232	764	596	1,360
2021	8	2	10	104	66	170	770	626	1,398	882	694	1,578
2022	11	0	11	108	77	185	761	711	1,472	880	788	1,668

- In 2022 there were 11 fatalities of young people, which was one more than in the previous year and 10 fewer than the number recorded in 2014 (21 fatalities).
- Just over half of all young casualties were males (52.8%), while over three-fifths of young KSI casualties were male (60.7%).
- In 2022, there were 404 fewer young people who were casualties in a road traffic collision than in 2013. Fatalities and those slightly injured reduced by 4 and 424 respectively, those seriously injured however increased by 24.

Table 1.15 Number of young people killed or seriously injured by road user type 2013 – 2022

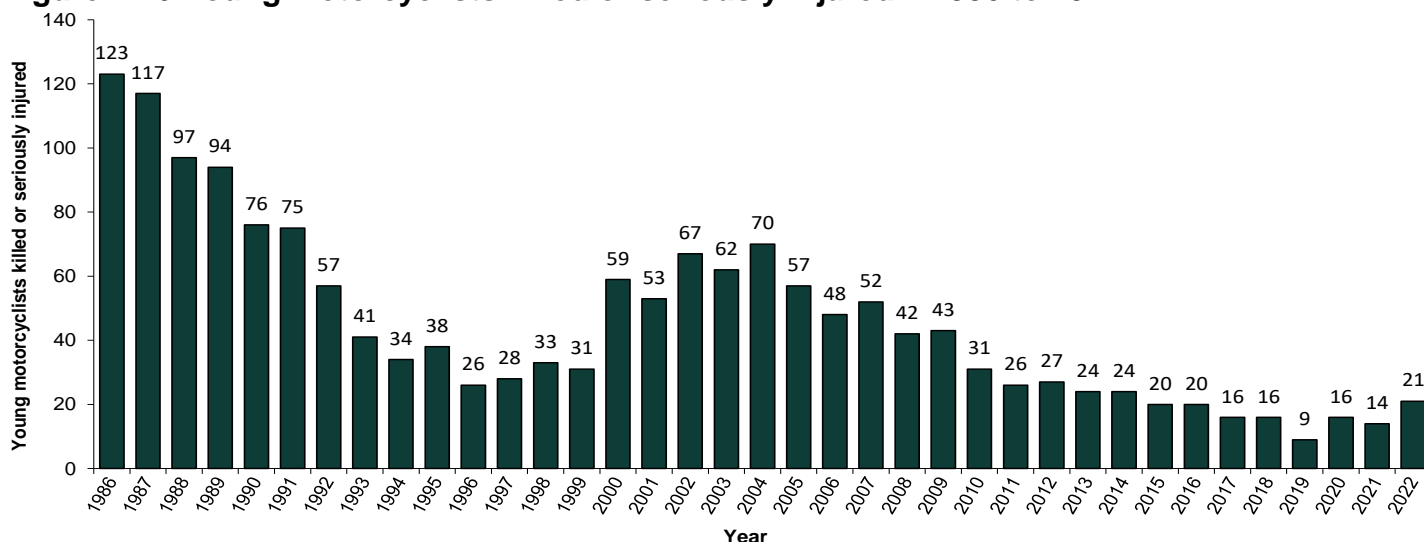
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
KSI										
Pedestrians	17	19	33	23	26	22	24	16	23	24
Drivers of motor vehicles	67	96	72	105	80	79	75	62	64	83
Motorcyclists	24	24	20	20	16	16	9	16	14	21
Pedal cyclists	2	5	4	8	2	4	4	4	6	4
Passengers	60	62	66	66	49	49	58	26	69	54
Pillion Passengers	2	2	1	4	2	1	2	2	2	0
Other road users	4	0	1	1	2	2	1	2	2	10
Total	176	208	197	227	177	173	173	128	180	196

Figure 1.15 Young people killed or seriously injured by road user type - 2022



- The most common casualty class for young people killed or seriously injured in 2022 were drivers, with 83 out of the 196 KSI casualties being from this category (42.3%).
- The number of young motorcyclists killed or seriously injured in 2022 was 21. This was a 50% increase on the number recorded in 2021. The chart below shows the historical trend since records on severity of injury by age group were first collated in 1986.

Figure 1.16 Young motorcyclists killed or seriously injured – 1986 to 2022



Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2013 – 2022

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2013	8	7	15	50	50	100	281	326	607	339	383	722
2014	13	9	22	35	46	81	284	327	611	332	382	714
2015	11	9	20	27	51	78	346	370	716	384	430	814
2016	7	5	12	63	58	121	360	357	717	430	420	850
2017	7	6	13	68	56	124	377	345	722	452	407	859
2018	7	3	10	62	48	110	324	354	678	393	405	798
2019	9	11	20	62	61	123	355	386	741	426	458	884
2020	8	3	11	47	37	84	240	208	448	295	248	543
2021	5	2	7	61	50	111	277	252	529	343	304	647
2022	8	2	10	85	73	158	297	285	582	390	360	750

- There were 750 older people (those aged 65 plus) injured in 2022, including 10 fatalities and 158 seriously injured.
- The annual increase in casualty levels during the current reporting period is reflected among this older age group. However, the total casualties in 2022 was 134 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 2022

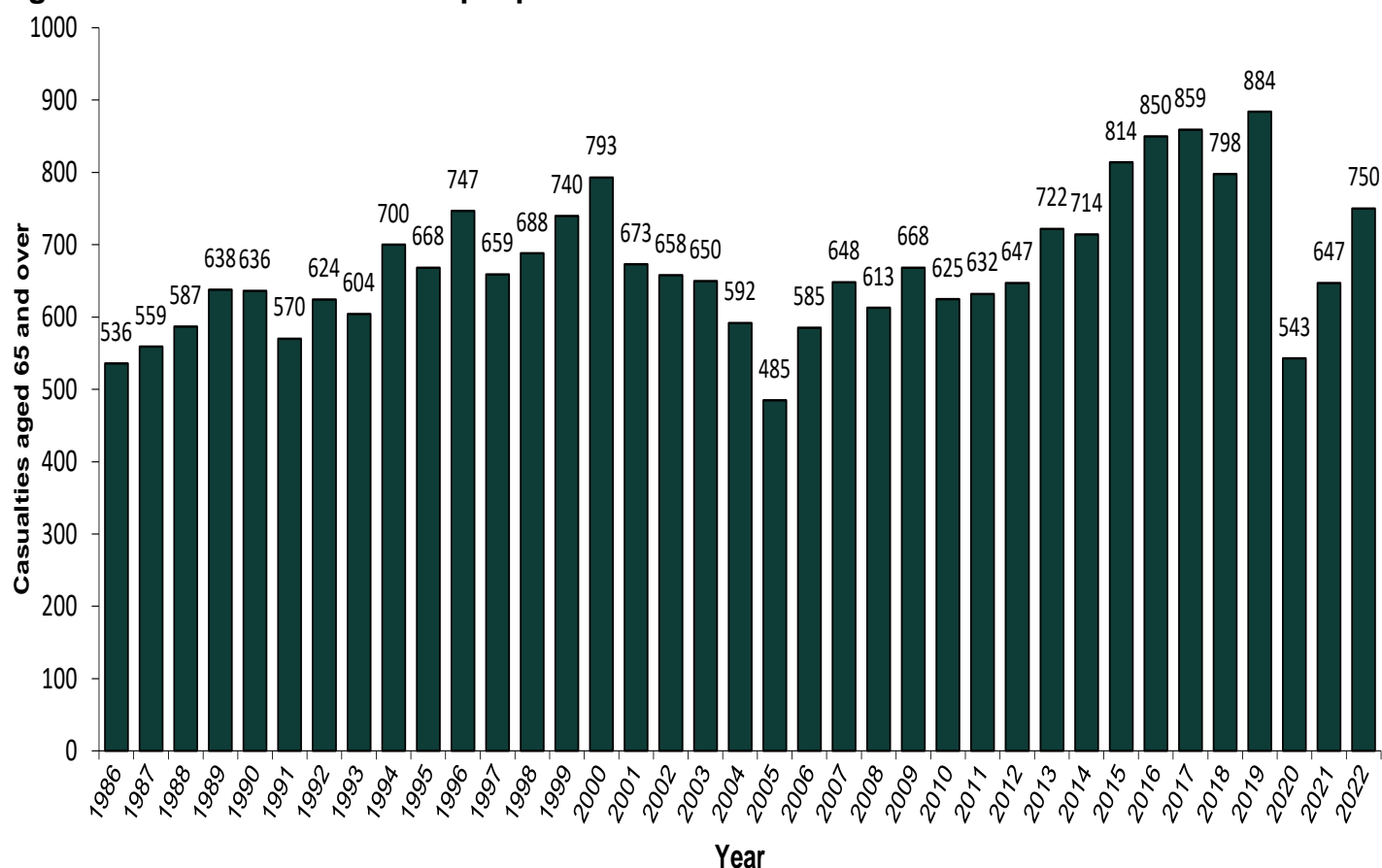


Table 1.17 Number of older people killed or seriously injured by road user type 2013 – 2022

Road User Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
KSI										
Pedestrians	38	38	29	39	42	30	47	22	29	39
Drivers of motor vehicles	45	38	36	64	57	53	63	45	48	72
Motorcyclists	3	2	3	6	5	8	2	5	5	11
Pedal cyclists	5	2	2	5	3	4	5	3	9	9
Passengers	22	21	25	19	29	23	25	18	22	36
Pillion Passengers	0	0	0	0	0	0	0	0	0	0
Other road users	2	2	3	0	1	2	1	2	5	1
Total	115	103	98	133	137	120	143	95	118	168

- In terms of road user category, drivers accounted for the highest number of KSI casualties of older people in 2022 with 72 recorded (42.9%).
- In July 2021, DfI published more detailed analysis of [older driver KSIs 2010-2019](#).

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

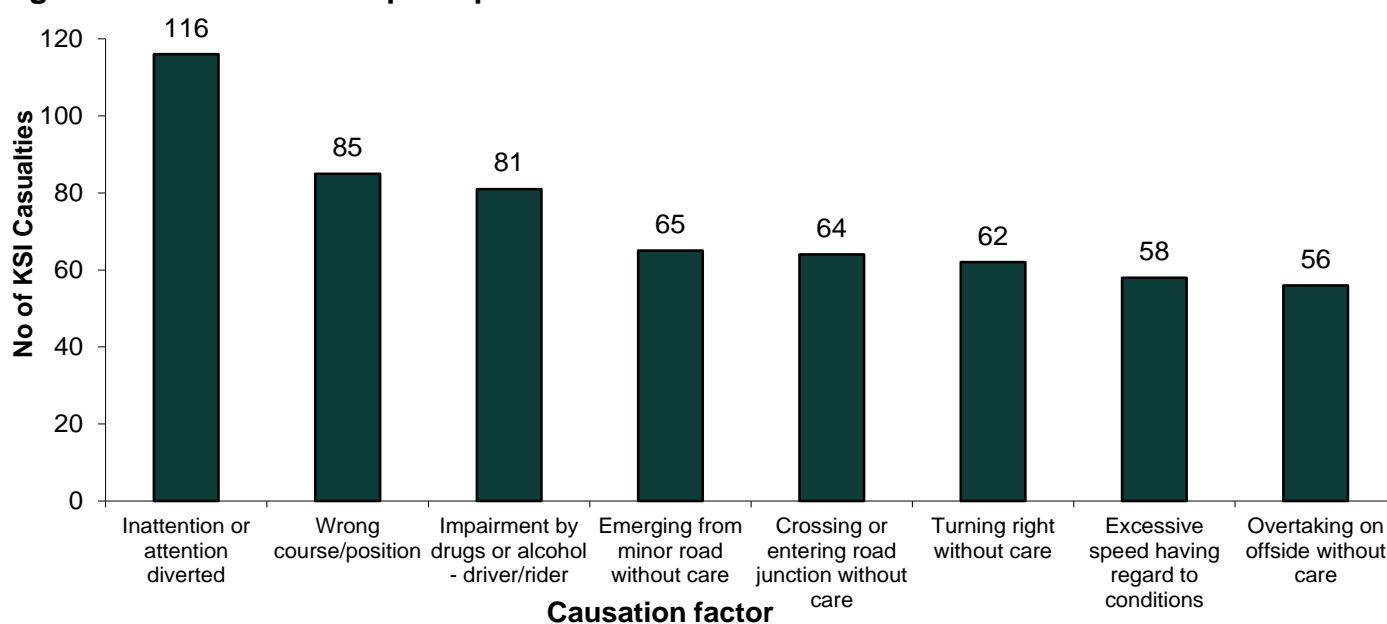
Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2022 were ‘inattention or attention diverted’ (116 KSI casualties), followed by ‘wrong course/position’ (85 KSI casualties) and ‘impairment by drugs or alcohol - driver/rider’ (81 KSI casualties). These 3 causations were responsible for 29.2% of all KSI casualties in 2022.
- The most common principal causation factors for all casualties were ‘inattention or attention diverted’ (1,318 casualties) followed by ‘driving too close’ (963 casualties) and ‘emerging from minor road without care’ (617 casualties). These three causations alone were responsible for over one-third (36.9%) of all casualties in 2022.

Table 2.1 Most common principal causation factors in road traffic collisions 2022

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	924	116	1,202	1,318
Driving too close	562	22	941	963
Emerging from minor road without care	397	65	552	617
Crossing or entering road junction without care	300	64	460	524
Turning right without care	295	62	417	479
Impairment by drugs or alcohol - driver/rider	262	81	322	403
Wrong course/position	224	85	317	402
Overtaking on offside without care	183	56	273	329
Changing lane without care	168	16	239	255
Emerging from private road/entrance without care	155	22	210	232

Figure 2.1 Most common principal causation factors for KSI casualties 2022



- The top three principal causation factors for all casualties remain unchanged between 2012 and 2022. Appendix 5 provides a longer-term overview of the causation factors for casualties.

Table 2.2 Selected causation factors for KSI casualties 2013 – 2022

Year	Impaired by alcohol or drugs - driver/rider			Careless Driving ¹			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2013	10	40	50	25	375	400	11	79	90
2014	16	62	78	35	350	385	14	74	88
2015	8	64	72	32	373	405	14	67	81
2016	17	64	81	32	449	481	8	85	93
2017	8	76	84	29	424	453	13	72	85
2018	9	69	78	25	427	452	10	61	71
2019	6	64	70	21	465	486	11	60	71
2020	6	40	46	34	349	383	6	53	59
2021	5	97	102	27	459	486	4	47	51
2022	5	76	81	28	576	604	4	54	58

- There were 28 deaths attributed to careless driving¹ in 2022, which was 6 fewer than in 2020. It was 24 higher than deaths attributed to excessive speed and 23 higher than deaths due to impairment by driver/rider.
- The 4 deaths due to excessive speed in 2022 was equal to that recorded in 2021 and the joint lowest recorded for this causation in the last ten years; serious injuries showed an increase from 47 to 54 between 2021 and 2022.
- There were 604 KSI casualties in 2022 which were attributed to careless driving¹ compared to 81 for impairment by alcohol or drugs – driver/rider and 58 for excessive speed.
- Not all collisions are assessed to be the fault of the driver as evidenced by the table below. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2022

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	62	200	262	81	322	403
Excessive speed having regard to conditions	42	95	137	58	200	258
Careless driving ¹	489	3,275	3,764	604	5,334	5,938
Other driver rider fault	31	158	189	38	238	276
Total	624	3,728	4,352	781	6,094	6,875
Passenger Fault	0	24	24	0	27	27
Pedestrian Fault	101	182	283	102	196	298
Vehicle Defects	16	53	69	21	75	96
Obstructions	8	29	37	8	46	54
Physical/Road	19	89	108	19	138	157
Weather	27	167	194	28	247	275
Miscellaneous	5	44	49	6	58	64
Total	800	4,316	5,116	965	6,881	7,846

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?

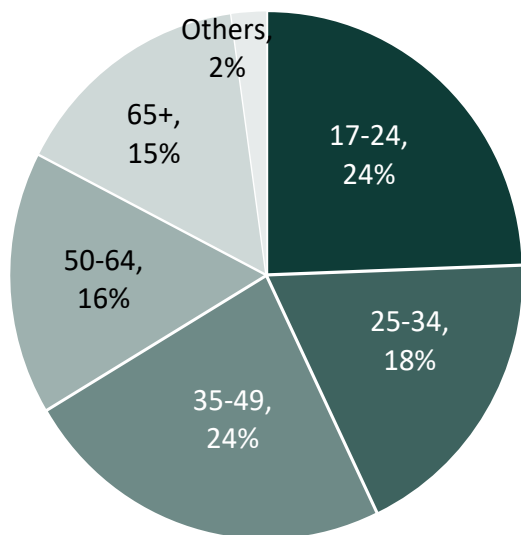
Table 2.4 Driver/rider responsibility¹ by age and gender 2022

Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	11	2	0	13	36	10	0	46
17 - 24	108	36	0	144	615	328	0	943
25 - 34	81	28	0	109	573	305	0	878
35 - 49	101	38	0	139	669	330	0	999
50 - 64	73	22	0	95	468	223	0	691
65+	62	28	0	90	315	163	0	478
Unknown	0	0	34	34	7	0	310	317
Total	436	154	34	624	2,683	1,359	310	4,352

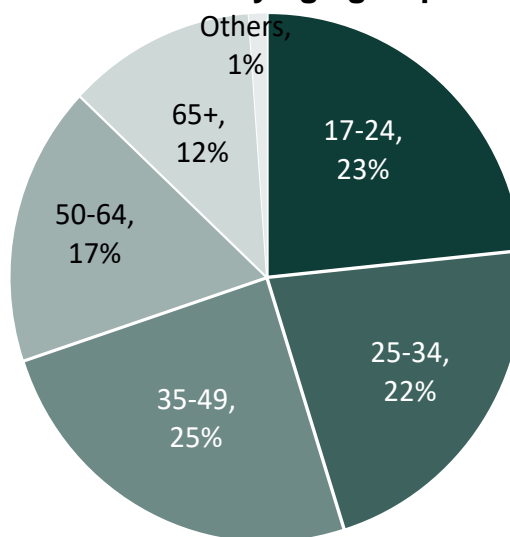
- Of the 624 fatal and serious collisions in 2022 where the causation was driver/rider responsibility¹, 436 were the responsibility of a male driver, 154 were caused by a female and 34 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 73.9% of fatal and serious collisions and 66.4% of collisions overall with driver/rider responsibility, where a gender is known.
- Drivers aged 17-24 were most likely to be responsible for fatal and serious collisions (24.4%), where age is known. See Figure 2.2 below.
- More males than females were responsible for all collisions and KSI collisions occurring in 2022 in each of the different age groups.

Figure 2.2 Drivers responsibility by age group¹

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.

Dfl 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 2013-2017](#)
- [Road safety issues in Northern Ireland](#)
- [KSI casualties caused by excessive speed in Northern Ireland, 2014-2018.](#)

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

<https://www.psni.police.uk/about-us/our-publications-and-reports/official-statistics/motoring-offence-statistics>

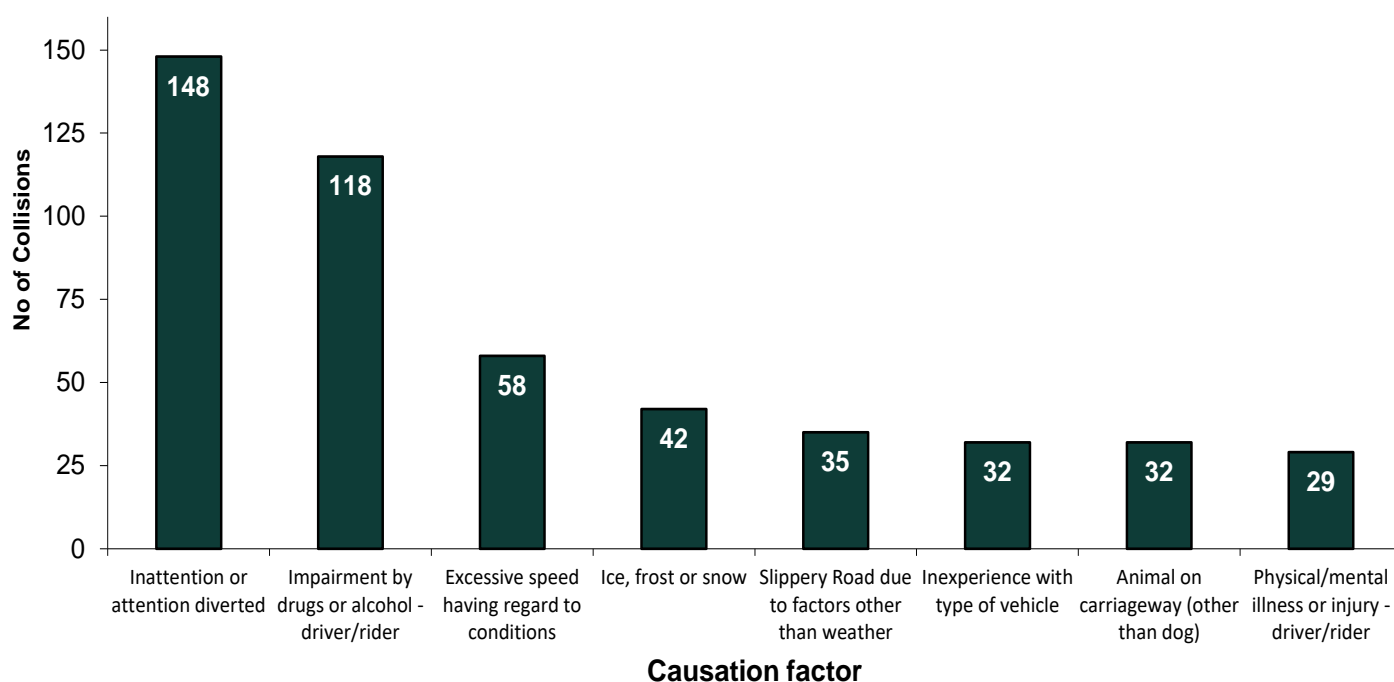
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2013 - 2022

Year	Number of single vehicle injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2013	21	146	778	945	23	175	1053	1,251
2014	19	140	815	974	20	173	1,093	1,286
2015	16	127	790	933	18	150	1,087	1,255
2016	21	162	737	920	22	186	952	1,160
2017	16	150	698	864	17	174	903	1,094
2018	15	127	638	780	15	149	820	984
2019	16	140	705	861	16	166	941	1,123
2020	14	115	504	633	14	121	640	775
2021	11	124	563	698	11	143	734	888
2022	11	154	544	709	11	183	738	932

- There were 709 single vehicle collisions recorded in 2022, representing 13.9% of all collisions which was the second lowest proportion over the last 10 years.
- The proportions show a sliding scale in terms of severity of injury with single vehicle collisions comprising over one-fifth (21.2%) of fatal collisions, slightly over a fifth (20.6%) of serious collisions and approximately one in eight slight collisions (12.6%).
- The most common causation factor for all single vehicle collisions occurring in 2022 was 'inattention or attention diverted' (148, 20.9%), followed by 'impairment by alcohol or drugs by drivers or riders' (118, 16.6%), and then 'excessive speed having regard to conditions' with 58 (8.2%). See Figure 2.3 below.
- In terms of causation, 'impairment by alcohol or drugs by drivers or riders' accounted for the highest number of those killed or seriously injured in single vehicle collisions with 38 KSIs, accounting for nearly a fifth (19.6%) of the 194 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2022



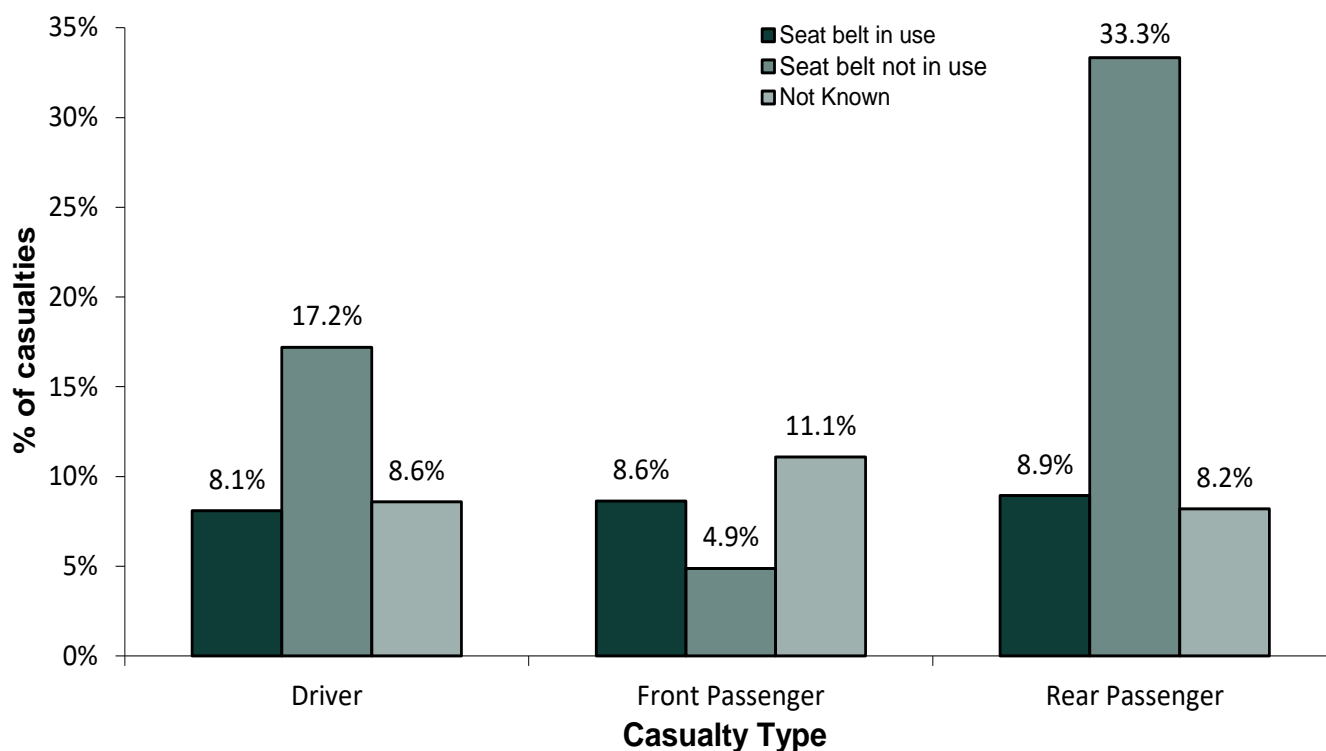
Seat belt wearing rates of those casualties involved in road traffic collisions

There were 4,317 drivers injured in vehicles in which a seat belt is normally worn. Of these 66.4% were wearing a seat belt at the time of the collision, 1.5% were not wearing a seat belt and for the remaining 32.1% 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 2022, 0.6% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 4.7% of driver casualties who were not wearing a seat belt. Similarly, 7.5% of driver casualties were seriously injured when wearing a seat belt compared to 12.5% of those not wearing a seat belt.
- Seatbelt status was known for 841 out of the 1,256 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 41 (4.9%) were not wearing a seat belt.
- Of the 792 rear seat passengers injured in 2022, seatbelt status was known for 536. Of these, 21 (3.9%) were not wearing a seat belt.
- Figure 2.4 shows that 8.1% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 17.2% of drivers who were not wearing a seatbelt. The difference was more pronounced for rear seat passengers, with 8.9% who were wearing a seatbelt killed or seriously injured compared with 33.3% who were not. The proportion of front seat passengers killed or seriously injured when comparing seatbelt usage shows an unusual higher proportion of KSI incidence when a seatbelt was in use (8.6%) compared to where a seatbelt was not in use (4.9%).

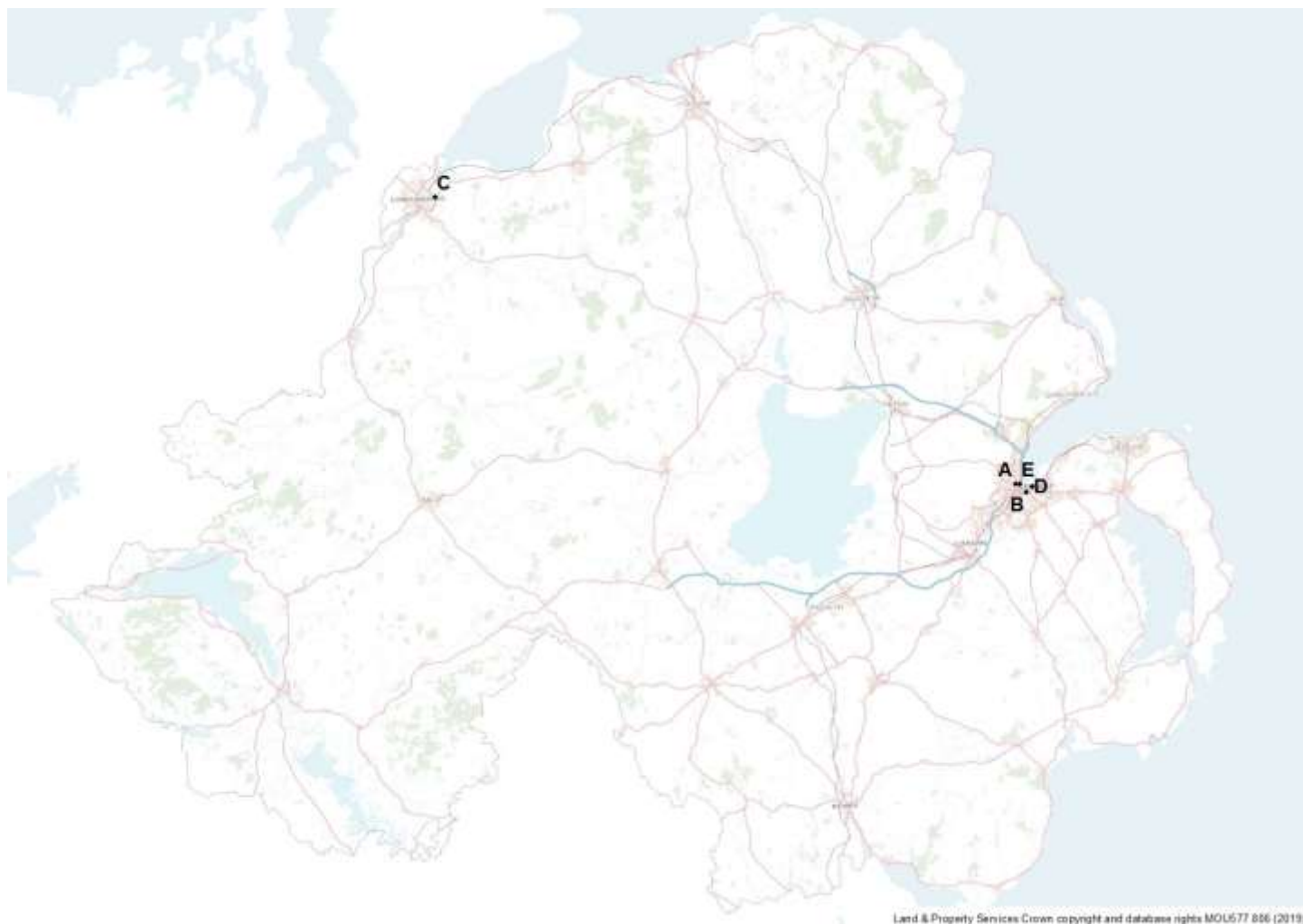
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2022



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

Where did collisions occur in 2022?

Figure 3.1: The top five collision sites in Northern Ireland within a 50 metre radius – 2022



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 5 sites for all collisions identified occurring in 2022 were the following:

- **A – Antrim Road / Carlisle Circus, Belfast City District.** There were 13 collisions within 50 metres of this junction.
- **B – Albertbridge Road / Short Strand, Belfast City District.** There were 10 collisions within 50 metres of this junction.
- **C – Madams Bank Road / Caw Roundabout, Derry City and Strabane District.** There were 10 collisions within 50 metres of this junction.
- **D – Dee Street / Sydenham By-Pass, Belfast City District.** There were 9 collisions within 50 metres of this junction.
- **E – Westlink / York Street, Belfast City District.** There were 9 collisions within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2022

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 (Grosvenor Road and Durham Street)

There were 25 KSI collisions in 2022 in the kilometre radius surrounding where Grosvenor Road meets Durham Street.

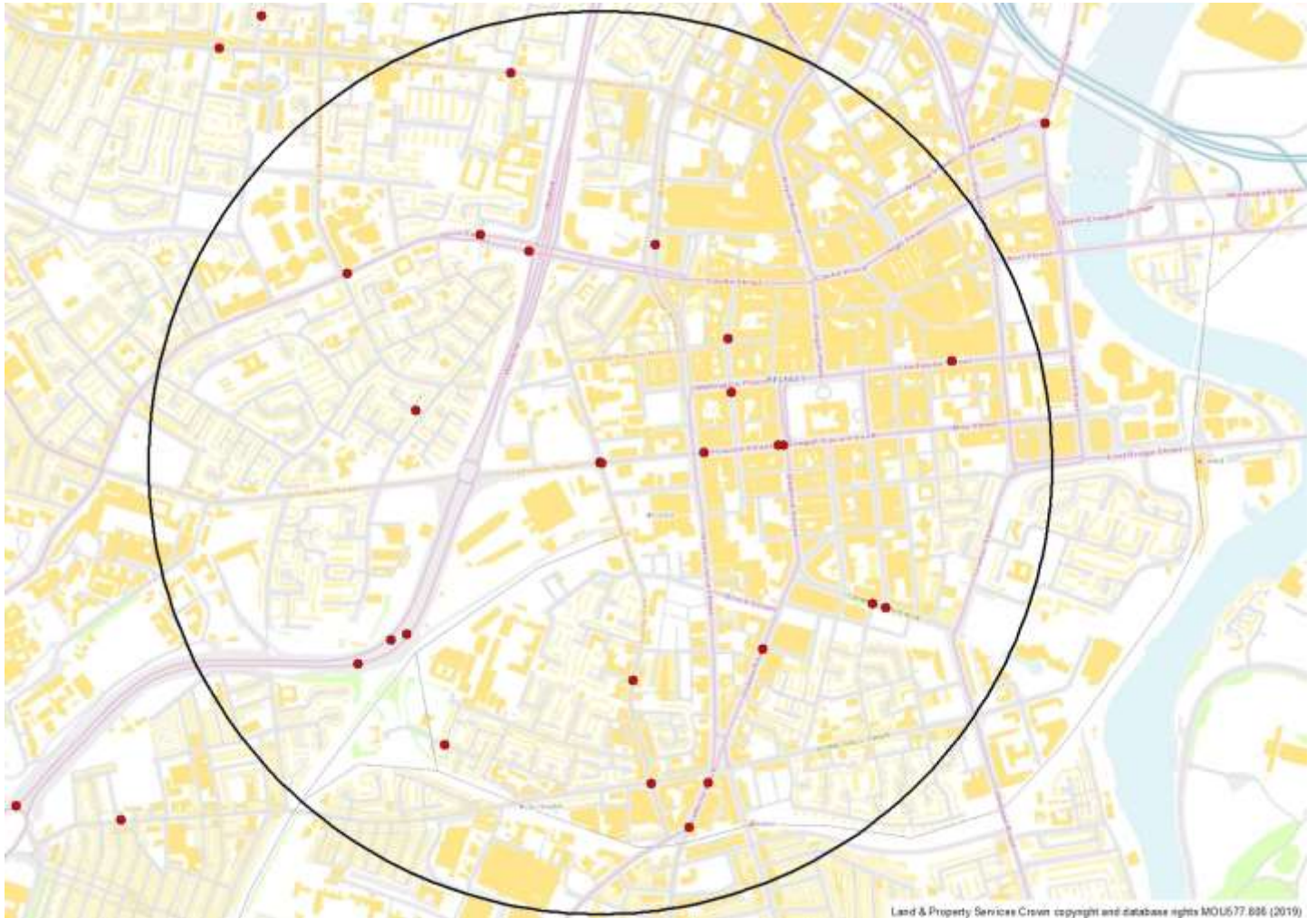


Figure 3.3: Belfast City District fatal and serious collisions (Newtownards Road and Templemore Avenue)

There were 22 KSI collisions in 2022 in the kilometre radius surrounding where the Newtownards Road meets Templemore Avenue.



Figure 3.4: Belfast City District fatal and serious collisions (Antrim Road and Baltic Avenue). There were 15 KSI collisions in 2022 in the kilometre radius surrounding where the Antrim Road meets Baltic Avenue.



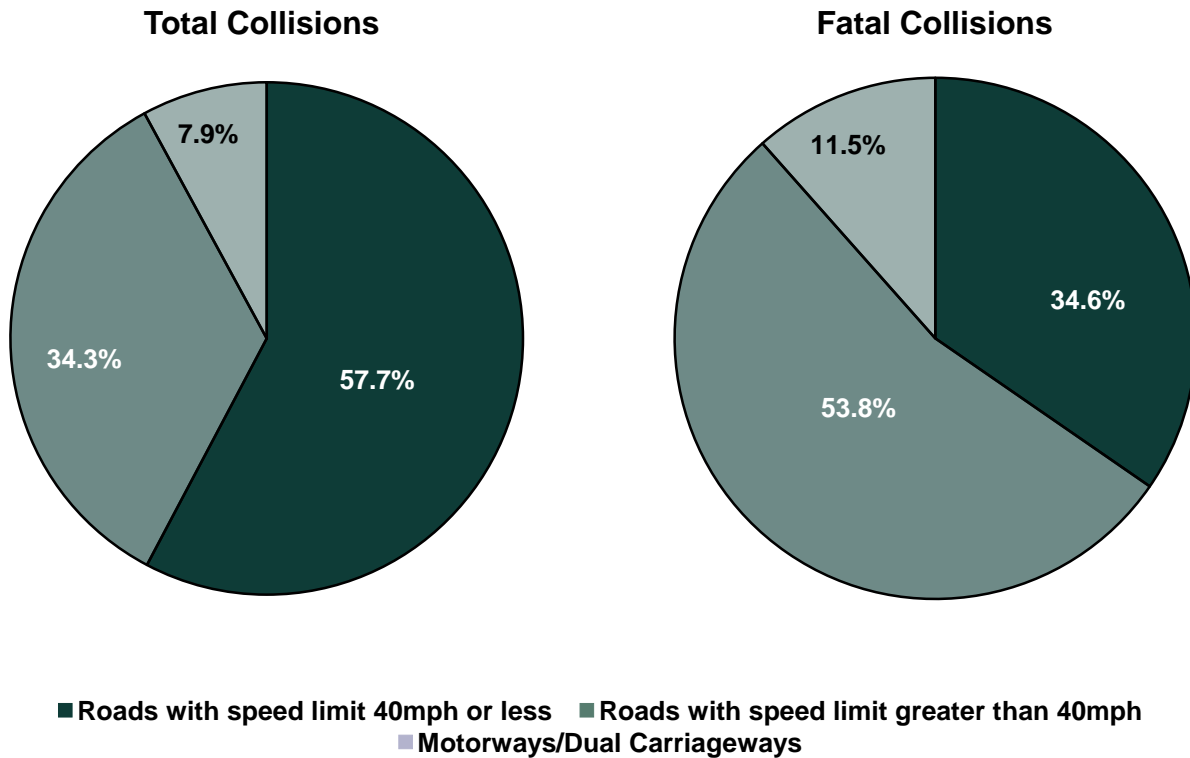
¹ This is using the ranking criteria that each circle must be comprised of different collisions.

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

Speed limit of road

- In 2022 fatal and serious 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 5,116 injury collisions recorded by the police in 2022, 2,954 (57.7%) occurred on urban roads with a speed limit of 40 mph or less while 1,757 (34.3%) took place on rural roads and the remaining 405 (7.9%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 2,901 of all casualties (37.0%) and 499 out of the 965 killed or seriously injured (51.7%).

Figure 3.5 Road traffic collisions and fatal collisions by speed limit of road 2022



- There were 30 people killed on rural roads in 2022 which accounted for over half of all fatalities (54.5%).
- Two of the three children killed on Northern Ireland roads in 2022 were on a rural road.
- There were 122 young people (aged between 16 and 24) killed or seriously injured in 2022 on rural roads, equating to 62.2% of the total of 196 for this age group.

When did 2022 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of KSI collisions occurred between 4pm and 5pm (75 collisions, 9.4%).
- There were similarities between the pattern of collisions at weekends and during the working week. The afternoon/evening time of 3pm to 6pm accounted for over a quarter (26.6%) of all fatal and serious collisions between Monday and Friday, compared with just less than a quarter (24.1%) for the same hours on Saturday and Sunday.
- However, nearly 13% of KSI collisions on weekends happened between midnight and 3am, in comparison with 3.3% for the same hours between Monday and Friday. Over sixteen percent (16.5%) of KSI collisions from Monday to Friday happened between 7am and 10am. This contrasts with nearly five percent (4.9%) of KSI collisions at weekends happening during the same three hour period.
- Wednesdays had the least fatalities recorded in 2022 with 3 recorded on that day. Tuesday had the most fatalities recorded in 2022 with 11. All other days recorded from 7 to 9 fatalities.

Figure 3.6 Weekday fatal and serious collisions by hour 2022

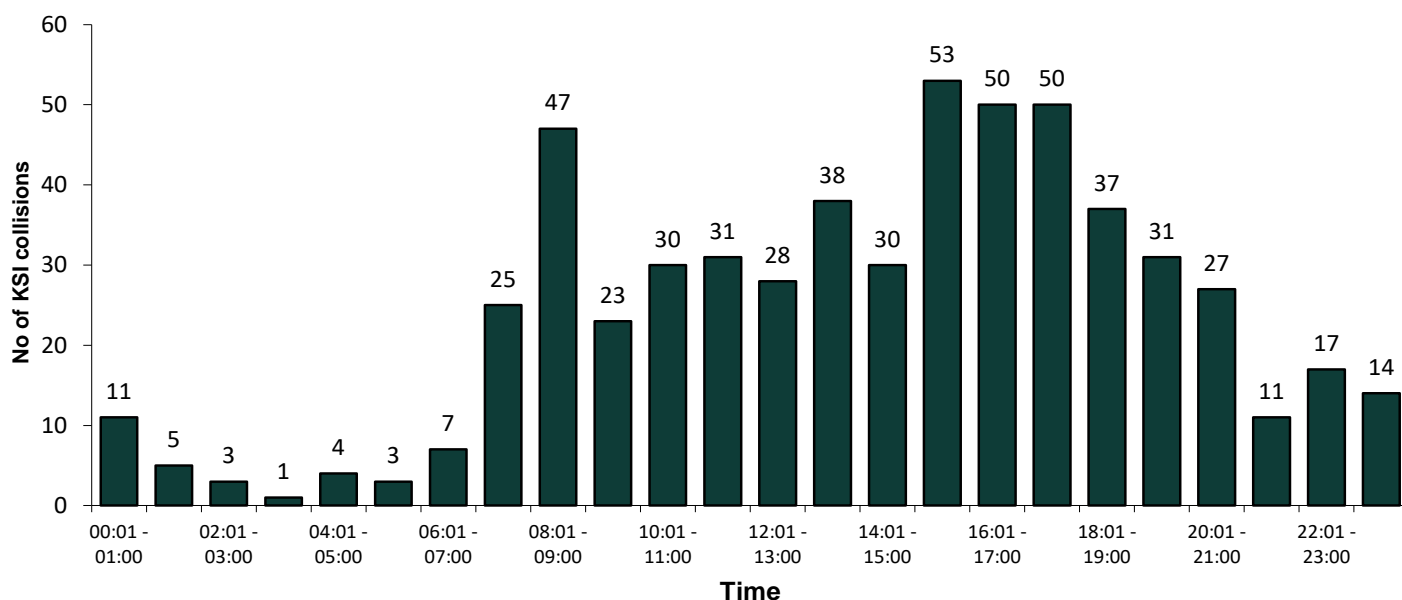


Figure 3.7 Weekend fatal and serious collisions by hour 2022

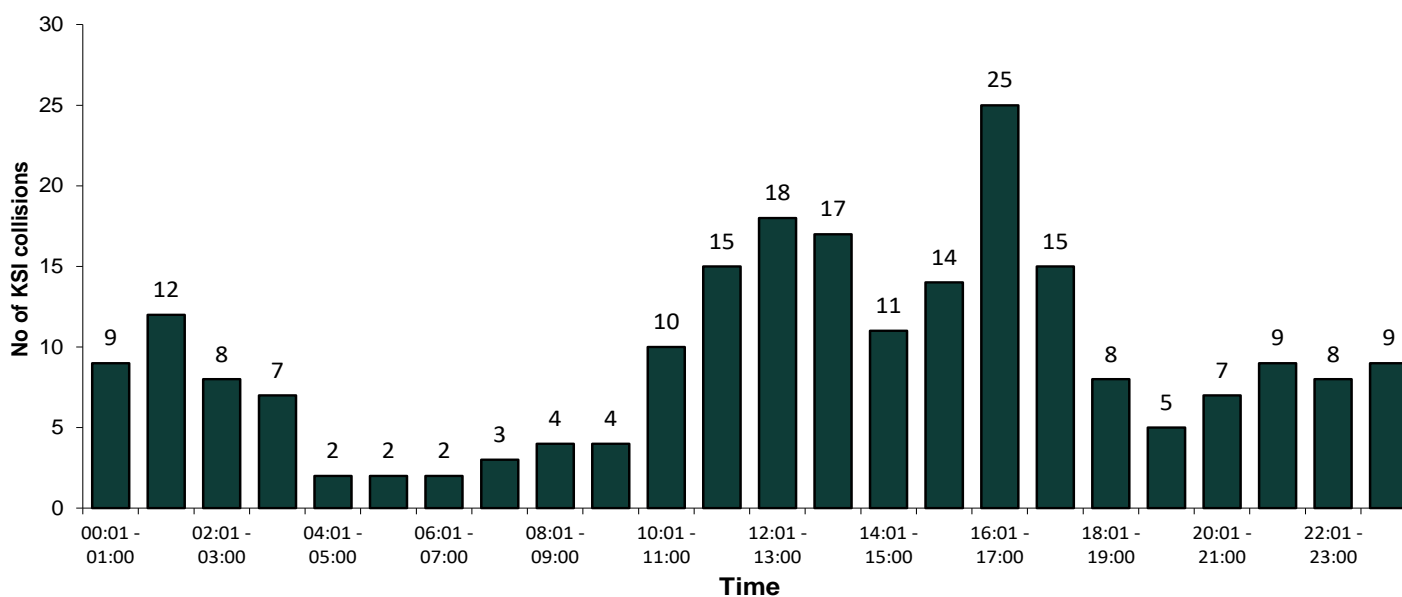


Figure 3.8 Fatal and serious collisions by time and day of week 2022

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
	0001 - 0100	2	4	1	3	1	2	7	20	0001 - 0100
	0101 - 0200	2	0	2	1	0	4	8	17	0101 - 0200
	0201 - 0300	1	0	1	1	0	2	6	11	0201 - 0300
	0301 - 0400	0	0	0	1	0	3	4	8	0301 - 0400
	0401 - 0500	1	2	0	1	0	2	0	6	0401 - 0500
	0501 - 0600	1	0	0	0	2	0	2	5	0501 - 0600
	0601 - 0700	0	2	2	2	1	1	1	9	0601 - 0700
	0701 - 0800	7	6	4	5	3	2	1	28	0701 - 0800
	0801 - 0900	8	5	7	12	15	2	2	51	0801 - 0900
	0901 - 1000	4	3	4	9	3	4	0	27	0901 - 1000
	1001 - 1100	6	9	6	3	6	6	4	40	1001 - 1100
	1101 - 1200	5	8	3	6	9	9	6	46	1101 - 1200
	1201 - 1300	5	6	8	3	6	11	7	46	1201 - 1300
	1301 - 1400	14	7	5	7	5	10	7	55	1301 - 1400
	1401 - 1500	8	8	6	3	5	7	4	41	1401 - 1500
No of KSI	1501 - 1600	17	14	8	5	9	5	9	67	1501 - 1600
0-1	1601 - 1700	5	12	10	14	9	17	8	75	1601 - 1700
2-3	1701 - 1800	11	9	9	10	11	11	4	65	1701 - 1800
4-5	1801 - 1900	9	9	7	6	6	5	3	45	1801 - 1900
6-7	1901 - 2000	4	7	7	8	5	2	3	36	1901 - 2000
8-9	2001 - 2100	4	5	6	6	6	4	3	34	2001 - 2100
10+	2101 - 2200	5	2	1	0	3	6	3	20	2101 - 2200
	2201 - 2300	4	2	3	4	4	6	2	25	2201 - 2300
	2301 - 2400	3	2	1	3	5	4	5	23	2301 - 2400
	All	126	122	101	113	114	125	99	800	All

- The peak hours of collisions involving KSI casualties were between 3pm and 6pm when over a quarter (25.9%) of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Monday between 1pm and 4pm with 39 having occurred in 2022 during this time period. Monday also had the most KSI collisions by day of the week with 126 of the 800 occurring on this day (15.8%).
- Table 3.1 shows that August had the highest number of fatal and serious collisions in 2022 with 87 (10.9%). February had the fewest with 53 fatal and serious collisions (6.6%).

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2022

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	11	11	5	5	11	11	11	65
February	9	4	9	10	9	3	9	53
March	9	15	7	9	12	9	10	71
April	13	3	8	6	6	13	9	58
May	7	7	8	10	9	6	9	56
June	12	17	9	10	9	12	5	74
July	4	9	6	12	8	14	7	60
August	15	18	10	7	14	15	8	87
September	15	8	8	11	5	7	10	64
October	9	12	11	9	13	15	9	78
November	12	10	14	7	10	9	3	65
December	10	8	6	17	8	11	9	69
Total	126	122	101	113	114	125	99	800

Type of vehicles involved in injury road traffic collisions in 2022

- When looking at types of vehicles involved in road traffic collisions in 2022, cars formed the largest group with 7,733 (80.8%) involved in injury road traffic collisions. This was followed by 847 goods vehicles (8.9%) and 323 motorcycles including mopeds (3.4%).
- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (31 per 1,000). Motorcycles and cars had 12 and 8 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2022

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	10	117	196	323	3.4	12
Car	54	909	6,770	7,733	80.8	8
Goods Vehicles	18	105	724	847	8.9	5
Buses / coaches	1	16	140	157	1.6	31
Agricultural Vehicles	5	16	48	69	0.7	2
Other/Unknown Vehicles	2	114	325	441	4.6	--
Total	90	1,277	8,203	9,570	100	8

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

- Motorcyclists had the highest combined fatal and serious collision rate by category with 5 KSI collisions per 1,000 licensed vehicles in 2022.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2022

Weather	Total
Fine (without high wind)	593
Rain (without high wind)	108
Snow (without high wind)	6
Fine (with high wind)	11
Rain (with high wind)	11
Snow (with high wind)	0
Fog or mist - if hazard	2
Strong sun (glaring)	22
Other	8
Unknown	39
Total	800

Section 4 – Death 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 2021, this report compares Northern Ireland's road deaths with a selected list of countries for the 2021 calendar year.

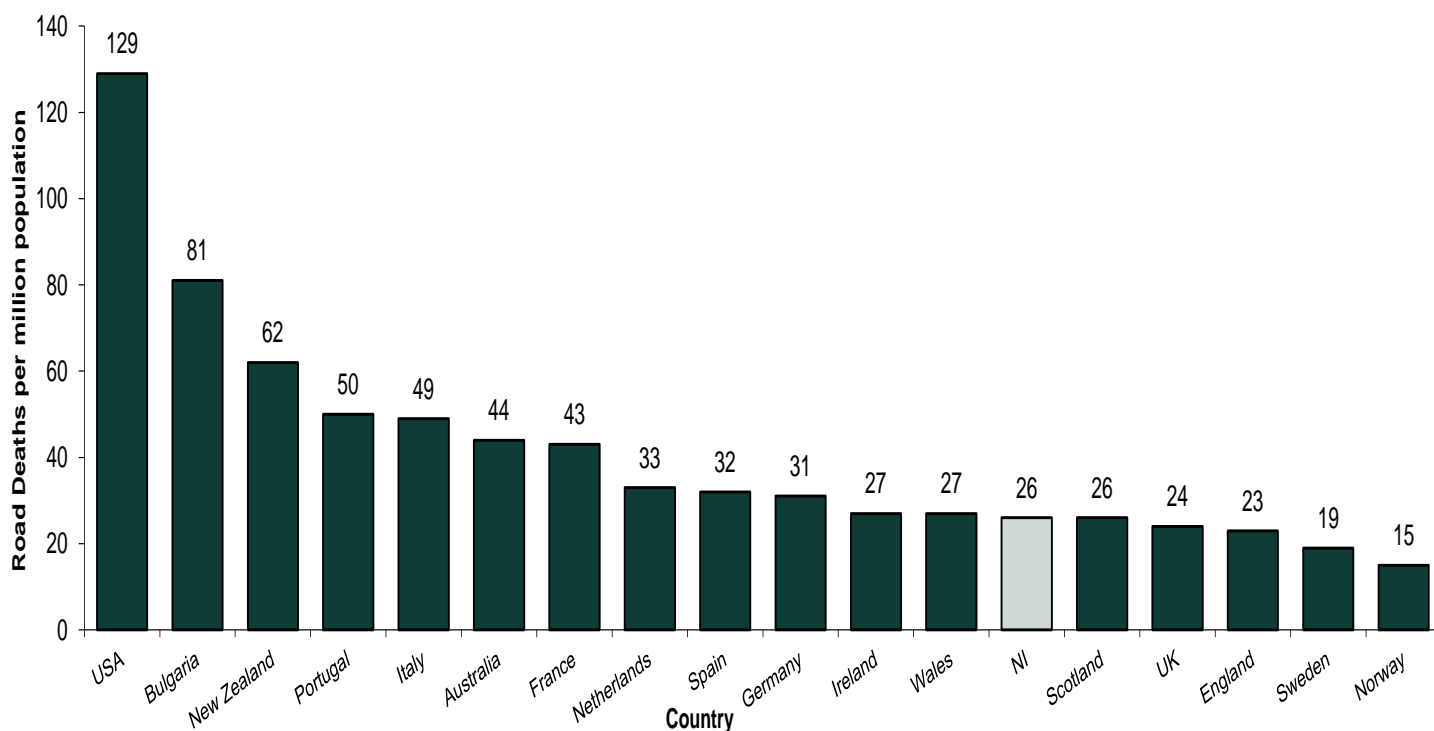
Table 4.1 International comparisons of road deaths by selected country¹ 2021:

Country	2021 ^{2,3}	
	Number of road deaths	Road deaths per million population
England	1,329	23
Wales	86	27
Scotland	143	26
Northern Ireland	50	26
United Kingdom	1,608	24
France	2,944	43
Germany	2,562	31
Irish Republic	137	27
Italy	2,875	49
Bulgaria	561	81
Netherlands	582	33
Portugal	514	50
Spain	1,508	32
Sweden	201	19
Norway	80	15
Australia	1,122	44
New Zealand	318	62
United States of America	42,915	129

Notes:

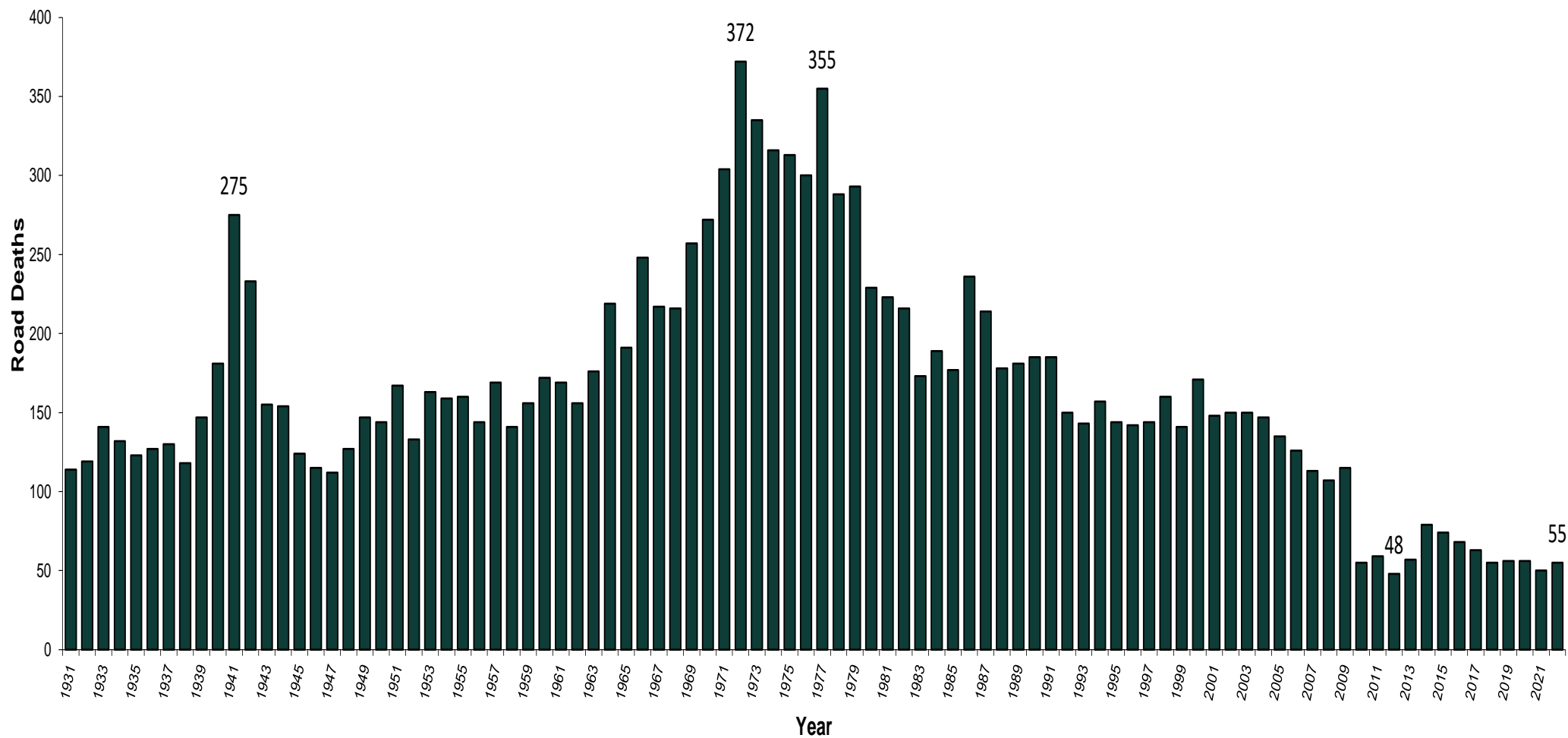
1. Source: International Road Traffic and Accident Database
2. The latest data available internationally for all these countries is for 2021
3. Provisional data

Figure 4.1 Road deaths per million population by selected country 2021



- The 50 deaths recorded in Northern Ireland for 2021 equates to a rate of 26 deaths per million population. The rate of deaths per million in NI was 3 more than England, equal to Scotland and one fewer than in Wales in 2021. The Irish Republic had 27 deaths per million population in 2021.
- At the top end of the scale, USA had the highest death rate recorded in 2021 with 129 road deaths per million population. Norway had the fewest with 15 road deaths per million.
- In August 2019, DfI produced a detailed International Comparison of Road Traffic Fatalities, explaining the longer-term trends and the context behind them - <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/international-comparison-of-road-traffic-fatalities.pdf>

Appendix 1: Road Deaths in Northern Ireland 1931 – 2022



Appendix 2: Recorded injury road traffic collision and casualties by severity¹- 1931–2022

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

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: 2013 – 2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Pedestrians										
Killed	7	18	19	15	15	16	17	6	8	16
Seriously injured	162	140	164	164	175	135	159	118	148	168
Slightly injured	610	611	604	552	539	536	462	359	379	406
Total	779	769	787	731	729	687	638	483	535	590
Drivers of motor vehicles										
Killed	22	30	31	31	25	23	26	25	20	23
Seriously injured	271	263	254	353	309	297	318	243	297	343
Slightly injured	4,577	4,786	5,071	5,003	4851	4,563	4,585	3,367	3,664	4,026
Total	4,870	5,079	5,356	5,387	5,185	4,883	4,929	3,635	3,981	4,392
Motorcyclists										
Killed	10	13	4	4	9	7	3	8	14	9
Seriously injured	91	84	78	88	80	101	84	84	92	110
Slightly injured	210	192	202	193	185	185	185	118	185	181
Total	311	289	284	285	274	293	272	210	291	300
Pedal cyclists										
Killed	4	3	0	3	2	1	2	4	0	1
Seriously injured	42	59	40	61	50	46	57	45	64	73
Slightly injured	210	271	239	266	267	240	231	207	218	230
Total	256	333	279	330	319	287	290	256	282	304
Passengers										
Killed	13	12	17	12	11	7	8	8	8	6
Seriously injured	136	155	163	156	149	134	144	92	185	196
Slightly injured	2,750	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974
Total	2,899	2,852	2,961	2,793	2,613	2,492	2,672	1,834	2,032	2,176
Pillion Passengers										
Killed	0	1	0	1	0	0	0	1	0	0
Seriously injured	5	4	6	3	8	5	6	3	6	4
Slightly injured	11	7	4	6	7	9	6	4	9	10
Total	16	12	10	10	15	14	12	8	15	14
Other road users										
Killed	1	2	3	2	1	1	0	4	0	0
Seriously injured	13	5	6	3	7	12	6	11	17	16
Slightly injured	42	47	51	50	41	51	53	46	39	54
Total	56	54	60	55	49	64	59	61	56	70
All road users										
Killed	57	79	74	68	63	55	56	56	50	55
Seriously injured	720	710	711	828	778	730	774	596	809	910
Slightly injured	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881
Total	9,187	9,388	9,737	9,591	9,184	8,720	8,872	6,487	7,192	7,846

Appendix 4: Road traffic child collision casualties by road user type and severity: 2013 – 2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Pedestrians										
Killed	0	3	2	3	2	2	0	1	3	1
Seriously injured	54	34	37	50	50	38	34	29	42	48
Slightly injured	162	169	161	145	137	126	113	89	90	109
Total	216	206	200	198	189	166	147	119	135	158
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	0	0	1	1	0	0	0	0	0	0
Slightly injured	0	1	3	1	2	1	2	2	0	2
Total	0	1	4	2	2	1	2	2	0	2
Motorcyclists										
Killed	0	0	0	0	1	0	0	0	0	0
Seriously injured	0	0	1	1	0	0	0	0	4	3
Slightly injured	0	1	2	1	0	1	1	0	5	3
Total	0	1	3	2	1	1	1	0	9	6
Pedal cyclists										
Killed	0	1	0	0	0	0	0	1	0	1
Seriously injured	4	10	4	6	4	5	11	7	6	3
Slightly injured	38	32	43	46	44	33	50	53	44	30
Total	42	43	47	52	48	38	61	61	50	34
Passengers										
Killed	2	0	3	1	0	1	1	0	0	1
Seriously injured	12	21	22	19	8	16	24	15	22	32
Slightly injured	653	623	643	676	611	576	650	443	427	525
Total	667	644	668	696	619	593	675	458	449	558
Other road users (including pillion passengers)										
Killed	0	0	0	0	1	0	0	1	0	0
Seriously injured	1	1	2	1	2	1	1	1	3	3
Slightly injured	5	1	1	3	2	4	2	2	10	8
Total	6	2	3	4	5	5	3	4	13	11
All road users										
Killed	2	4	5	4	4	3	1	3	3	3
Seriously injured	71	66	67	78	64	60	70	52	77	89
Slightly injured	858	827	853	872	796	741	818	589	576	677
Total	931	897	925	954	864	804	889	644	656	769

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2013 - 2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Impairment by drugs or alcohol - driver/rider										
Killed	10	16	8	17	8	9	6	6	5	5
Seriously injured	40	62	64	64	76	69	64	40	97	76
Slightly injured	344	336	369	426	382	350	362	339	361	322
Total	394	414	441	507	466	428	432	385	463	403
Excessive Speed having regard to conditions										
Killed	11	14	14	8	13	10	11	6	4	#
Seriously injured	79	74	67	85	72	61	60	53	47	#
Slightly injured	349	425	401	426	288	244	301	263	243	200
Total	439	513	482	519	373	315	372	322	294	258
Careless Driving										
Killed	25	35	32	32	29	25	21	34	27	28
Seriously injured	375	350	373	449	424	427	465	349	459	576
Slightly injured	6,111	6,249	6,732	6,545	6,285	5,967	6,201	4,319	4,806	5,334
Total	6,511	6,634	7,137	7,026	6,738	6,419	6,687	4,702	5,292	5,938
Alcohol or Drugs – Pedestrian										
Killed	*	*	5	*	*	#	*	*	*	*
Seriously injured	#	#	14	#	#	#	#	#	#	#
Slightly injured	54	42	55	37	34	43	33	18	18	20
Total	64	54	74	53	48	63	50	27	34	33
Other Pedestrian Fault										
Killed	*	6	8	4	5	5	#	*	*	8
Seriously injured	#	86	91	78	97	55	#	#	#	81
Slightly injured	308	300	287	263	241	248	201	153	163	176
Total	403	392	386	345	343	308	278	209	235	265
Other factors										
Killed	6	#	7	#	#	*	9	7	10	9
Seriously injured	126	#	102	#	#	#	100	92	122	111
Slightly injured	1,244	1,247	1,108	998	1,113	1,083	944	743	742	829
Total	1,376	1,381	1,217	1,141	1,216	1,187	1,053	842	874	949
All factors										
Killed	57	79	74	68	63	55	56	56	50	55
Seriously injured	720	710	711	828	778	730	774	596	809	910
Slightly injured	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881
Total	9,187	9,388	9,737	9,591	9,184	8,720	8,872	6,487	7,192	7,846

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](#).

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 statistics for Great Britain on 24th May 2023, covering the calendar year 2022. Key points from the publication are as below:

The reported road casualties in Great Britain for the calendar year 2022 estimate there were:

- 1,695 reported road deaths, a 3% decrease compared to 2019.
- 29,795 reported killed or seriously injured (KSI) casualties, a decrease of 3% compared to 2019.
- 136,002 reported casualties of all severities, a decrease of 11% compared to 2019.

[Reported road casualties in Great Britain, provisional results: 2022](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 10th January 2023, show that there were 156 fatalities in 2022, an increase of 19 deaths (14%) 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.