

# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland Annual Report 2019/20

1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020

## Key Statistics

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- The number of injury road traffic collisions reported to the police has fallen for three consecutive years, to 5,623 in 2019/20.
- Despite a small increase in 2019/20 following a three year decline, total casualties remains lower than that recorded 10 years ago (8,788 and 8,796 respectively).
- The number of people killed in 2019/20 (56) was 5 fewer than the 61 recorded in both 2017/18 and 2018/19.
- Road deaths for the 65+ age group as a proportion of all deaths have risen markedly, from 12.1% of all deaths in 2010/11 to 30.4% of all deaths in 2019/20.
- The five passengers killed in 2019/20 was half the number recorded in 2018/19 and the lowest on record.
- The principal causation factors for KSI casualties during 2019/20 were 'inattention or attention diverted' (95 KSI casualties) followed by 'Wrong course/position' (89 KSI casualties) and 'excessive speed having regard to conditions' (69 KSI casualties).
- Causeway Coast & Glens district had the highest number of road deaths in 2019/20 with 9, while Derry City and Strabane had no fatalities.



Northern Ireland  
Statistics and Research Agency



Keeping People Safe



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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. Officers record the details on a Collision Report Form (CRF), which are subsequently input into the PSNI management information system before being extracted, validated and reported by Statistics Branch.

This bulletin presents the injury collision and casualty statistics for the 2019/20 financial year. At the time of publication, CRFs had been processed for over 98.7% of reported injury collisions in 2019/20, 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](#).

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.

### 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.

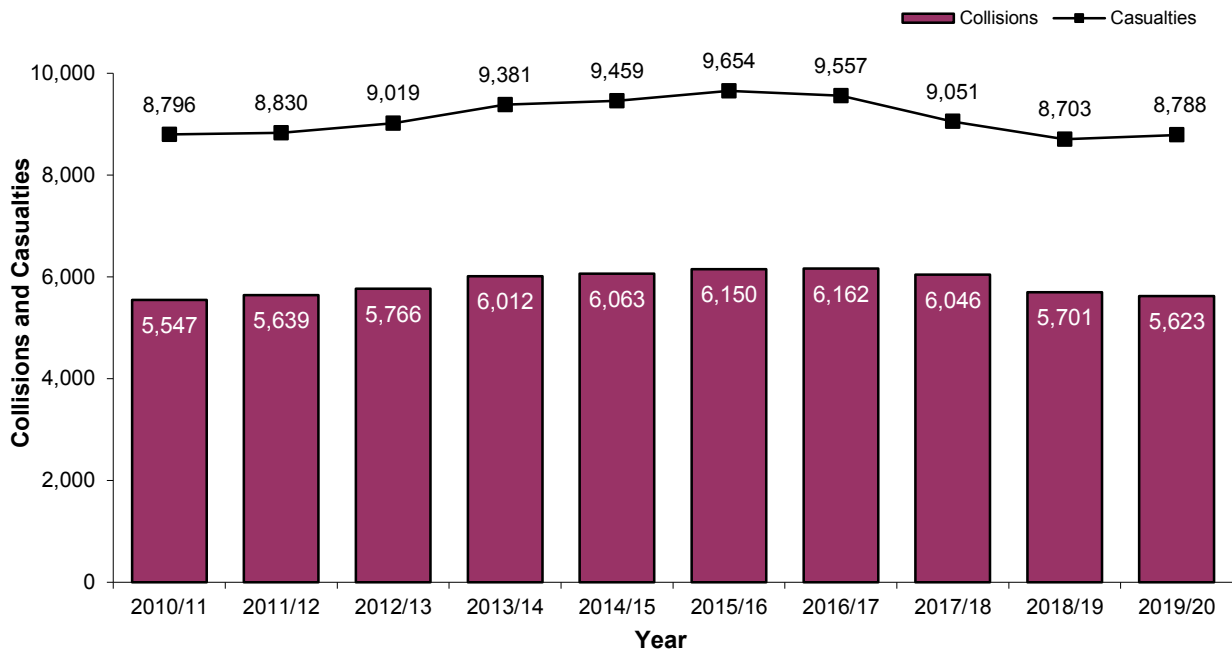
These statistics were designated as National Statistics in June 2012 following a full [assessment](#) against the [Code of Practice](#). Road accident and safety statistics for England, produced by the Department for Transport, underwent a compliance check by the Office for Statistics Regulation in 2019 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 the Northern Ireland Neighbourhood Information Service ([NINIS](#)) and [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.

## Section 1 – Injury Road Traffic Collisions and Casualties

Figure 1: Recorded Injury Road Traffic Collisions and Casualties 2010/11 – 2019/20



### Overall collisions and casualties

There were 5,623 injury collisions recorded by PSNI from 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020 resulting in a total of 8,788 casualties comprising 56 fatalities, 762 people seriously injured and 7,970 people slightly injured. There were 78 fewer collisions recorded in 2019/20 than in 2018/19, however casualties showed an increase of 85 over the year. Over the period presented, injury road traffic collisions have increased from ten years ago with 76 additional collisions (up 1.4%) and casualties have decreased very slightly (down 0.1%).

### Fatal and Serious collisions and KSI casualties

The 56 people killed on Northern Ireland's roads in 2019/20 were 5 fewer than the total killed in 2018/19 and 20 fewer than the 76 fatalities recorded in 2014/15. It was however 4 more fatalities than the 52 recorded in 2011/12.

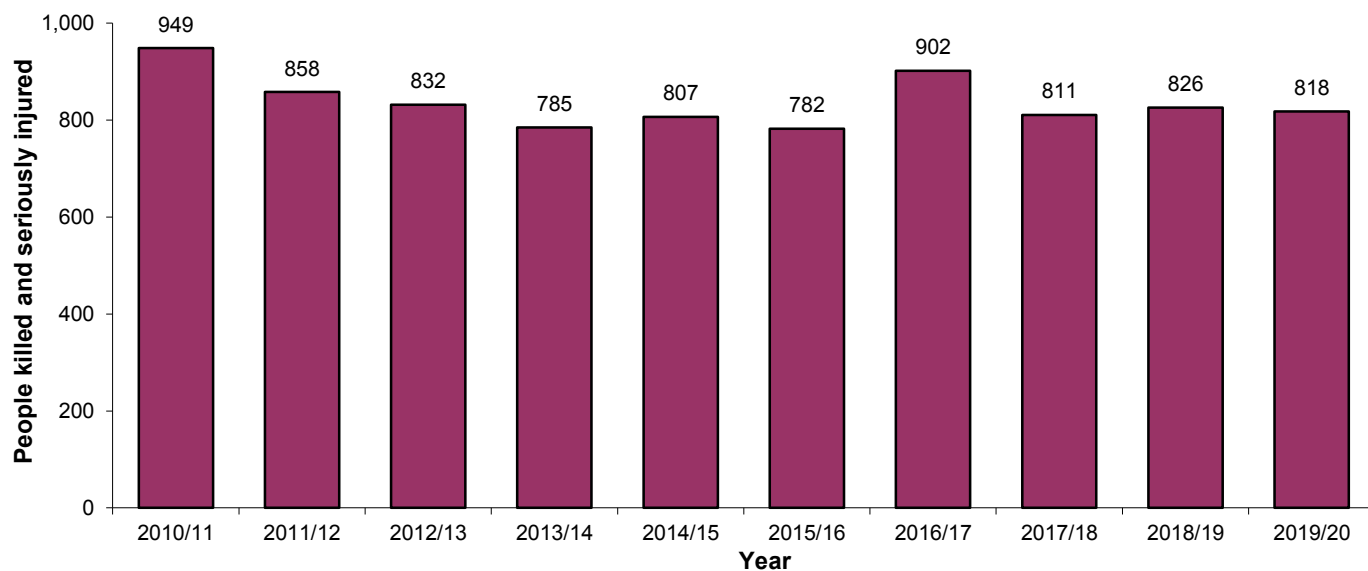
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 818 in 2019/20, this is 8 KSIs or 1.0% less than last year. In comparison with ten years ago, the number of fatal and serious collisions for 2019/20 was 99 fewer than 2010/11, with 131 fewer KSI casualties (reductions of 12.5% and 13.8% respectively). See Table 1 and Figure 2 below for KSI casualty totals in the last ten years.

**Table 1: Recorded Injury Road Traffic Collisions and Casualties 2010/11 – 2019/20**

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
2010/11	54	736	4,757	<b>5,547</b>	58	891	<b>949</b>	7,847	<b>8,796</b>
2011/12	51	689	4,899	<b>5,639</b>	52	806	<b>858</b>	7,972	<b>8,830</b>
2012/13	50	659	5,057	<b>5,766</b>	53	779	<b>832</b>	8,187	<b>9,019</b>
2013/14	57	611	5,344	<b>6,012</b>	60	725	<b>785</b>	8,596	<b>9,381</b>
2014/15	72	590	5,401	<b>6,063</b>	76	731	<b>807</b>	8,652	<b>9,459</b>
2015/16	69	569	5,512	<b>6,150</b>	75	707	<b>782</b>	8,872	<b>9,654</b>
2016/17	63	698	5,401	<b>6,162</b>	65	837	<b>902</b>	8,655	<b>9,557</b>
2017/18	60	625	5,361	<b>6,046</b>	61	750	<b>811</b>	8,240	<b>9,051</b>
2018/19	57	647	4,997	<b>5,701</b>	61	765	<b>826</b>	7,877	<b>8,703</b>
2019/20	54	637	4,932	<b>5,623</b>	56	762	<b>818</b>	7,970	<b>8,788</b>

<sup>1</sup> Killed or seriously injured

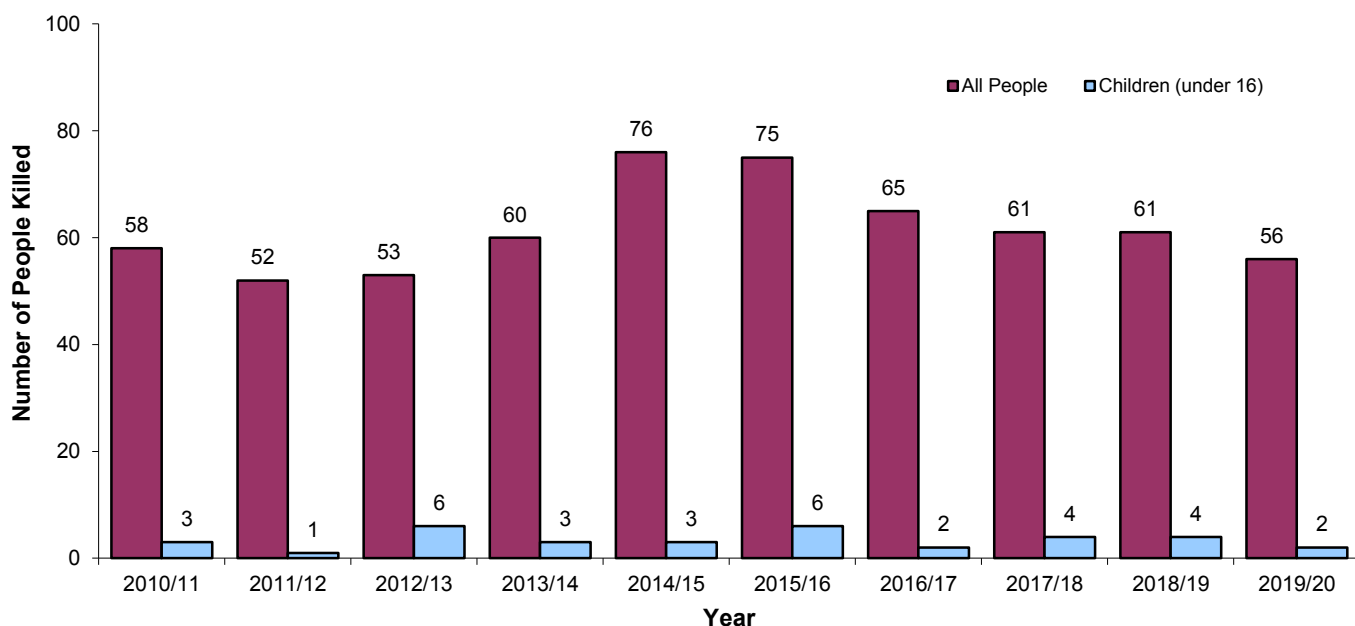
**Figure 2: People killed and seriously injured in road Traffic Collisions 2010/11 – 2019/20**



## Child Fatalities

Figure 3 shows the number of people killed each year in road traffic collisions over the ten year period 2010/11 to 2019/20 and within these the numbers of deaths that involved children under the age of 16. There were 2 children killed in 2019/20, two fewer than the number of children killed in 2018/19.

**Figure 3: People Killed in Recorded Injury Road Traffic Collisions 2010/11 – 2019/20**



## Collisions Involving Children

There were 660 collisions involving child casualties recorded in 2019/20 comprising 2 fatal collisions, 62 serious collisions and 596 slight collisions. The 64 fatal and serious collisions which involved children in 2019/20 was 2 more than 2018/19, but is the third lowest total seen in the ten years from 2010/11.

### Child Casualties

The 876 child casualties recorded for the 2019/20 year comprised 2 fatalities, 67 children seriously injured and 807 children slightly injured. While this was the joint third lowest number of children killed or seriously injured in the ten years from 2010/11, it represented 8 additional KSI children casualties recorded when compared with 2017/18.

In comparison with 10 years ago, the 876 total child casualties recorded in 2019/20 was only 3 fewer than the 879 recorded in 2010/11, however the latest year comprised 1 fewer child fatality and 35 fewer serious injuries.

**Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2010/11 – 2019/20**

	Collisions involving children				Child Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
2010/11	3	97	591	<b>691</b>	3	102	105	774	<b>879</b>
2011/12	1	82	664	<b>747</b>	1	85	86	859	<b>945</b>
2012/13	6	79	669	<b>754</b>	6	81	87	954	<b>1,041</b>
2013/14	3	75	675	<b>753</b>	3	76	79	859	<b>938</b>
2014/15	3	62	630	<b>695</b>	3	67	70	820	<b>890</b>
2015/16	6	59	647	<b>712</b>	6	63	69	850	<b>919</b>
2016/17	2	78	661	<b>741</b>	2	83	85	873	<b>958</b>
2017/18	4	56	597	<b>657</b>	4	57	61	755	<b>816</b>
2018/19	4	58	586	<b>648</b>	4	64	68	785	<b>853</b>
2019/20	2	62	596	<b>660</b>	2	67	69	807	<b>876</b>

<sup>1</sup> Killed or seriously injured

## Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2019/20 were ‘inattention or attention diverted’ (95 KSI casualties) followed by ‘Wrong course/position’ (89 KSI casualties) and ‘excessive speed having regard to conditions’ (69 KSI casualties).

The most common principal causation factors for all injury road traffic collisions in 2019/20 were ‘inattention or attention diverted’ (1,026 collisions), ‘driving too close’ (649 collisions) and ‘emerging from a minor road without care’ (426 collisions). These are the same top three collision causation factors seen in 2018/19.

**Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2019/20**

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
Inattention or attention diverted	<b>1,026</b>	95	1,453	<b>1,548</b>
Driving too close	<b>649</b>	18	1,067	<b>1,085</b>
Emerging from minor road without care	<b>426</b>	48	670	<b>718</b>
Crossing or entering road junction without care	<b>311</b>	42	473	<b>515</b>
Wrong course/position	<b>291</b>	89	435	<b>524</b>
Impaired by Alcohol/Drugs - Driver/rider	<b>254</b>	62	372	<b>434</b>
Turning right without care	<b>242</b>	42	370	<b>412</b>
Excessive speed having regard to conditions	<b>223</b>	69	302	<b>371</b>
Overtaking on offside without care	<b>183</b>	34	245	<b>279</b>
Changing lane without care	<b>176</b>	7	261	<b>268</b>

<sup>1</sup> Killed or seriously injured

### Principal Causation Factors for Child Casualties

Table 4 below presents the main principal causation factors for collisions resulting in child casualties in 2019/20. The most common principal causation factors for child casualties who were either killed or seriously injured (KSIs) were ‘heedless of traffic crossing carriageway’ (11 child KSI casualties) and ‘Walking or running onto carriageway’ also with 11, both pedestrian factors.

The most common principal causation factors associated with all child injury road traffic collisions in 2019/20 were ‘inattention or attention diverted’ (118 collisions), ‘driving too close’ (80 collisions) and ‘emerging from minor road without care’ (47 collisions). These are the same top three causation factors as seen for all road traffic collisions in 2019/20.

**Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2019/20**

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
Inattention or attention diverted	<b>118</b>	7	149	<b>156</b>
Driving too close	<b>80</b>	2	115	<b>117</b>
Emerging from minor road without care	<b>47</b>	2	62	<b>64</b>
Crossing or entering road junction without care	<b>37</b>	3	44	<b>47</b>
<i>Heedless of traffic crossing carriageway<sup>2</sup></i>	<b>37</b>	11	27	<b>38</b>
<i>Walking or running onto carriageway<sup>2</sup></i>	<b>29</b>	11	18	<b>29</b>
Wrong course/position	<b>27</b>	2	34	<b>36</b>
Emerging from private road/entrance without care	<b>22</b>	2	29	<b>31</b>
Excessive speed having regard to conditions	<b>21</b>	3	28	<b>31</b>
Turning right without care	<b>17</b>	4	25	<b>29</b>

<sup>1</sup> Killed or seriously injured

<sup>2</sup> Pedestrian factors

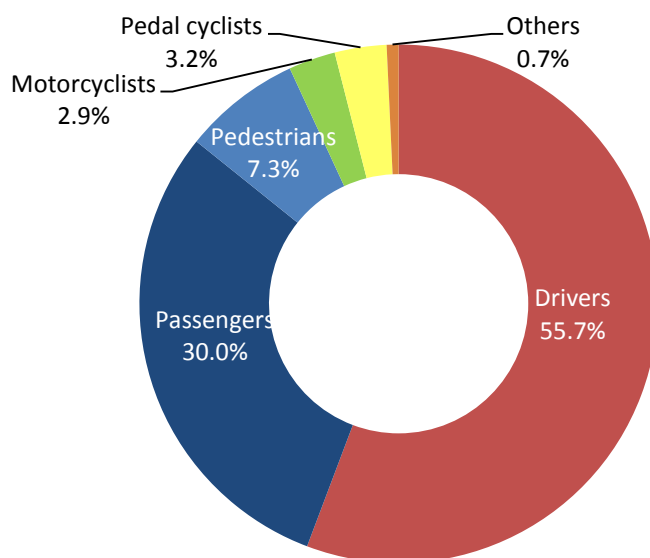


## Section 3 – Road Traffic Collisions Casualty Breakdown

### Road Traffic Collision Casualties by Road User Type

Figure 4 below shows the proportion of casualties by road user type resulting from road traffic collisions in 2019/20. Drivers of motor vehicles accounted for the largest proportion of casualties (55.7%) followed by passengers (30.0%), pedestrians (7.3%), pedal cyclists (3.2%) and motorcyclists (2.9%). This is very similar to the percentages for each group in 2018/19 except for an increase in the proportion of passenger casualties which increased by 1.4 percentage points. This has been tempered by a slight decrease in pedestrian and motorcyclist casualties (down by 0.7 and 0.6 percentage points respectively) from that of last year's figure.

Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2019/20



### Road Traffic Collision Child Casualties by Road User Type

Passengers (76.0%) made up the largest class of all child casualties in 2019/20, followed by pedestrians (16.7%) and pedal cyclists (6.7%). It is worth noting that while over three quarters (76.0%) of all children injured this year were passengers, over half (52.2%) of children killed or seriously injured in 2019/20 were pedestrians. The accompanying spreadsheet to this report provides a breakdown of child casualties by road user type while Figures 5 and 6 present all child casualties and KSI casualties of children by road user type respectively for 2019/20.

Figure 5 All Child casualties by road user type - 2019/20

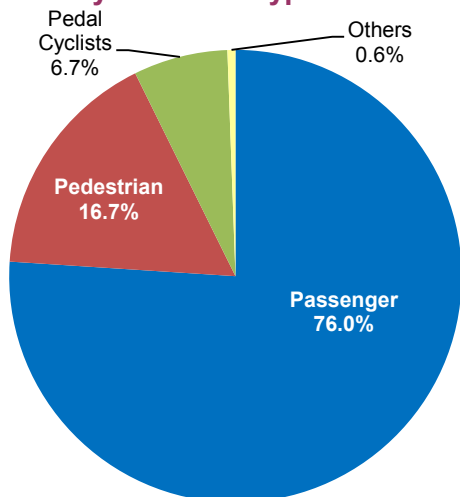
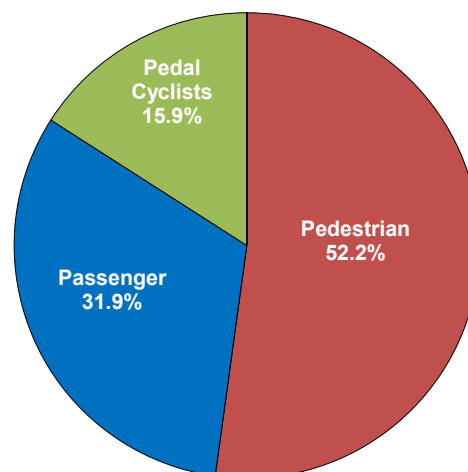


Figure 6 Child KSI Casualties only by road user type - 2019/20



## Trends in Casualty Road User Type over the Last 5 Years

Table 5: Casualties by Type of Road User and Severity 2015/16 – 2019/20

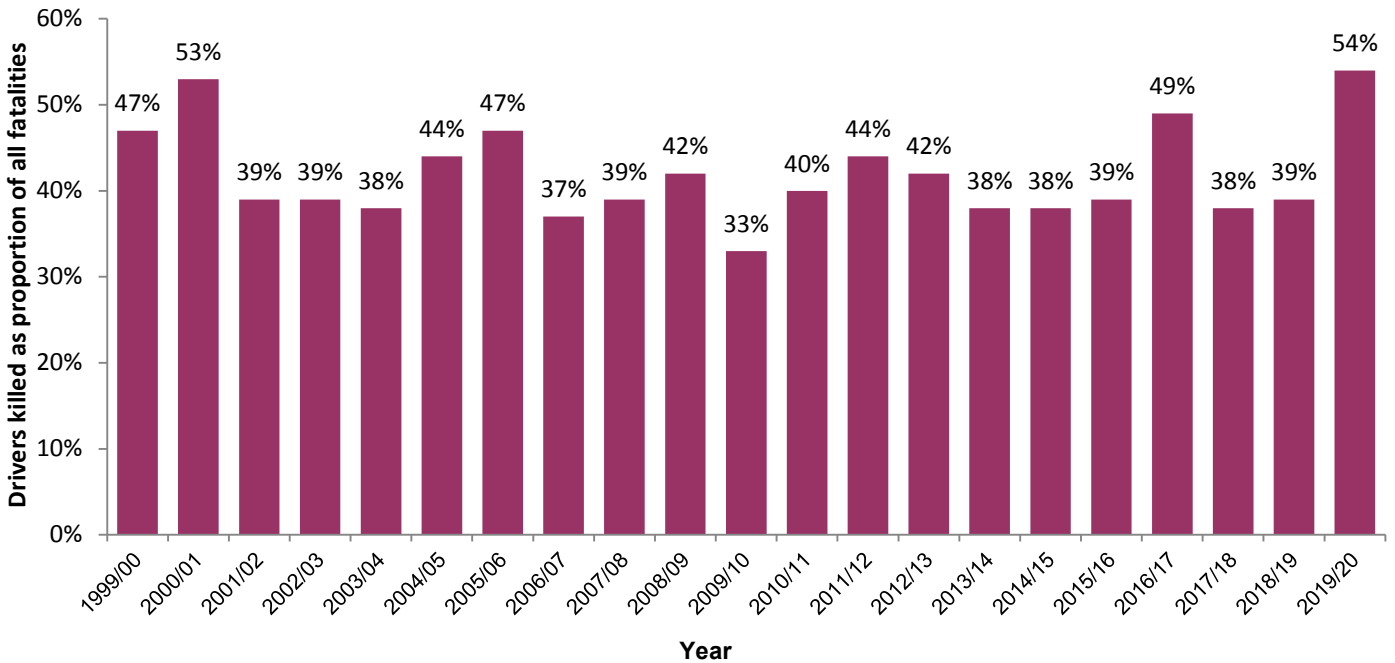
Type of Road User <sup>1</sup>	2015/16	2016/17	2017/18	2018/19	2019/20
<b>Fatalities:</b>					
Pedestrians	18	15	16	18	13
Drivers of motor vehicles	29	32	23	24	30
Motorcyclists	5	4	8	7	4
Pedal cyclists	1	2	2	1	4
Passengers	19	9	11	10	5
Pillion passengers	0	1	0	0	0
Other road users	3	2	1	1	0
<b>Total</b>	<b>75</b>	<b>65</b>	<b>61</b>	<b>61</b>	<b>56</b>
<b>Seriously Injured:</b>					
Pedestrians	158	177	160	141	159
Drivers of motor vehicles	248	354	295	325	309
Motorcyclists	83	81	80	103	85
Pedal cyclists	46	60	49	46	58
Passengers	159	160	151	132	141
Pillion passengers	6	2	9	6	4
Other road users	7	3	6	12	6
<b>Total</b>	<b>707</b>	<b>837</b>	<b>750</b>	<b>765</b>	<b>762</b>
<b>KSI Casualties<sup>2</sup>:</b>					
<i>Pedestrians</i>	176	192	176	159	172
<i>Drivers of motor vehicles</i>	277	386	318	349	339
<i>Motorcyclists</i>	88	85	88	110	89
<i>Pedal cyclists</i>	47	62	51	47	62
<i>Passengers</i>	178	169	162	142	146
<i>Pillion passengers</i>	6	3	9	6	4
<i>Other road users</i>	10	5	7	13	6
<b>Total</b>	<b>782</b>	<b>902</b>	<b>811</b>	<b>826</b>	<b>818</b>
<b>Slightly Injured:</b>					
Pedestrians	594	538	527	541	473
Drivers of motor vehicles	5,062	4,981	4,844	4,481	4,560
Motorcyclists	196	189	184	200	168
Pedal cyclists	244	270	251	254	222
Passengers	2,718	2,631	2,377	2,347	2,492
Pillion passengers	4	6	9	8	5
Other road users	54	40	48	46	50
<b>Total</b>	<b>8,872</b>	<b>8,655</b>	<b>8,240</b>	<b>7,877</b>	<b>7,970</b>
<b>All Casualties:</b>					
Pedestrians	770	730	703	700	645
Drivers of motor vehicles	5,339	5,367	5,162	4,830	4,899
Motorcyclists	284	274	272	310	257
Pedal cyclists	291	332	302	301	284
Passengers	2,896	2,800	2,539	2,489	2,638
Pillion passengers	10	9	18	14	9
Other road users	64	45	55	59	56
<b>Total</b>	<b>9,654</b>	<b>9,557</b>	<b>9,051</b>	<b>8,703</b>	<b>8,788</b>

<sup>1</sup> 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages) <sup>2</sup> Killed or seriously injured

## Fatalities

Out of the 56 road fatalities in 2019/20, 30 were drivers (53.6%). This percentage figure is the largest seen in the period presented from 1999/00. While remaining between 37% and 44% in 15 of the last 21 years it has shown spikes above 50% on only one other occasion (2000/01), see Figure 7. Pedestrians had the next highest number of fatalities in 2019/20 with 13. The 5 passenger deaths were half the number seen in the previous year (10). The 4 motorcyclist road fatalities in 2019/20 were 3 less than the 7 seen in 2018/19. Conversely, pedal cyclist fatalities increased from 1 to 4 between 2018/19 and 2019/20.

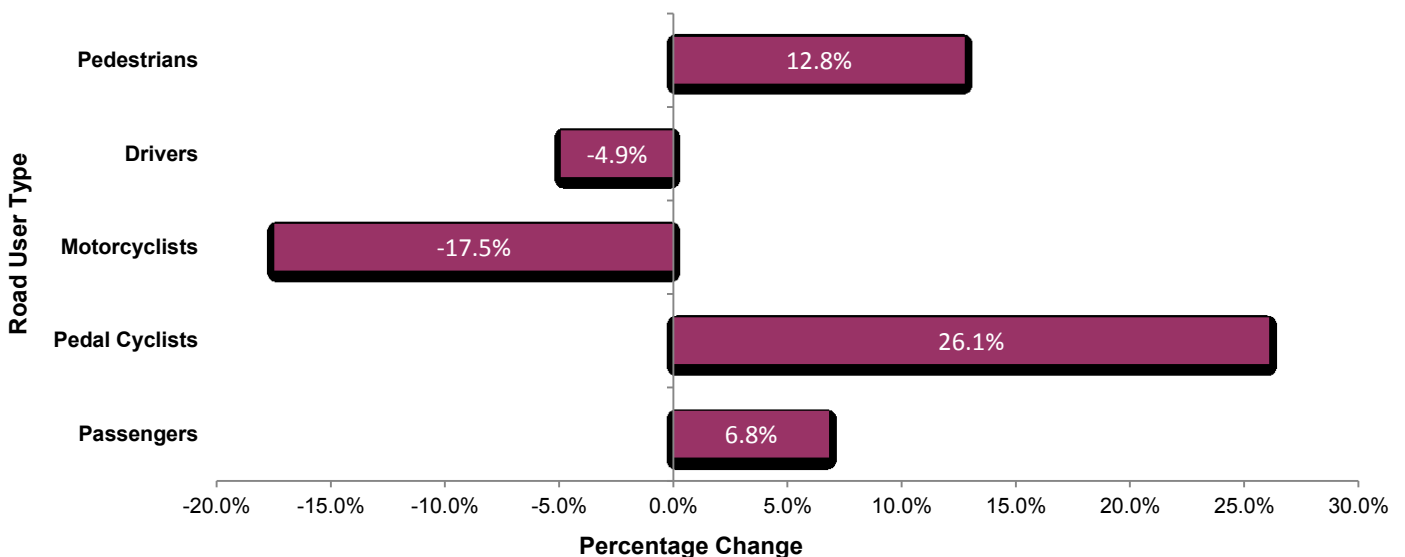
**Figure 7: Number of drivers killed as a proportion of the total number of deaths 1999/00 – 2019/20**



## People Seriously Injured

When comparing people seriously injured in 2019/20 with 2018/19, there has been a small decrease overall in those seriously injured (3 less than 2018/19). The number of pedestrians seriously injured since last year increased by 18 (up 12.8%), the number of pedal cyclists by 12 (up 26.1%) and the number of passengers by 9 (up 6.8%). Contrasting this, the number of motorcyclists and drivers seriously injured decreased by 18 and 16 (down 17.5% and 4.9% respectively), see Figure 8 below.

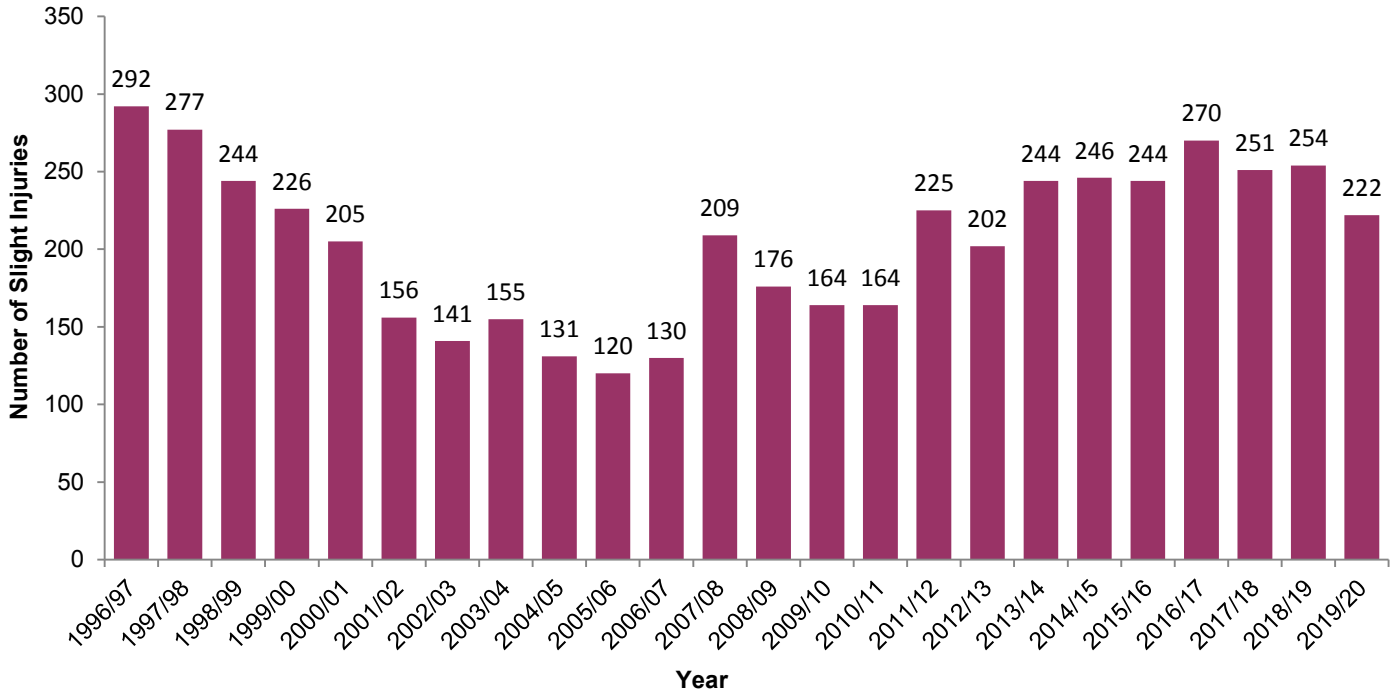
**Figure 8: Percentage change of people seriously injured amongst the main road user types when comparing 2018/19 with 2019/20**



## People Slightly Injured

The increase in people slightly injured since 2018/19 was primarily as a result of the increases seen in numbers of slightly injured passengers (up 145) and drivers (up 79). The number of pedal cyclists slightly injured in 2019/20 (222) was 32 less than the 254 seen during 2018/19; it was still over 100 more pedal cyclists slightly injured as was recorded in 2005/06 (120) (See Figure 9). Nearly nine out of ten people slightly injured in 2019/20 were either a driver (57.2%) or a passenger (31.3%).

**Figure 9: Pedal cyclists slightly injured 1996/97 – 2019/20**



## Gender and age of road traffic collision casualties

### Fatalities

Of the 56 people killed on Northern Ireland's roads in 2019/20, 40 were male and 16 were female. Fatalities aged 65+ (30.4%) or aged 16 – 24 (23.2%) accounted for half of all road deaths in 2019/20.

### People Seriously Injured

Over three fifths of those seriously injured during 2019/20 were male. The serious injuries were, on the whole, evenly spread across all the over 16 age bands presented.

### People Slightly Injured

There were more males slightly injured in 2019/20 than females (52.2% and 47.7% respectively), this represented 361 more males slightly injured than females. The proportion of persons injured in each individual age group was similar for males as it was for females.

**Table 6: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and Age Group 2018/19 and 2019/20**

	2018/19					2019/20				
	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
<b>Male</b>										
Under 16	3	42	45	406	<b>451</b>	2	46	48	418	<b>466</b>
16 - 24	8	103	111	793	<b>904</b>	10	86	96	902	<b>998</b>
25 - 34	11	102	113	833	<b>946</b>	6	97	103	859	<b>962</b>
35 - 49	9	111	120	978	<b>1,098</b>	5	79	84	937	<b>1,021</b>
50 - 64	8	85	93	714	<b>807</b>	8	101	109	692	<b>801</b>
65 +	6	61	67	336	<b>403</b>	9	66	75	345	<b>420</b>
Unknown	0	0	0	14	<b>14</b>	0	0	0	11	<b>11</b>
<b>Total</b>	<b>45</b>	<b>504</b>	<b>549</b>	<b>4,074</b>	<b>4,623</b>	<b>40</b>	<b>475</b>	<b>515</b>	<b>4,164</b>	<b>4,679</b>
<b>Female</b>										
Under 16	1	22	23	379	<b>402</b>	0	21	21	388	<b>409</b>
16 - 24	3	58	61	742	<b>803</b>	3	65	68	767	<b>835</b>
25 - 34	2	37	39	824	<b>863</b>	0	34	34	779	<b>813</b>
35 - 49	1	46	47	879	<b>926</b>	4	48	52	831	<b>883</b>
50 - 64	2	52	54	605	<b>659</b>	1	54	55	666	<b>721</b>
65 +	7	46	53	368	<b>421</b>	8	65	73	362	<b>435</b>
Unknown	0	0	0	6	<b>6</b>	0	0	0	10	<b>10</b>
<b>Total</b>	<b>16</b>	<b>261</b>	<b>277</b>	<b>3,803</b>	<b>4,080</b>	<b>16</b>	<b>287</b>	<b>303</b>	<b>3,803</b>	<b>4,106</b>
<b>All<sup>2</sup></b>										
Under 16	4	64	68	785	<b>853</b>	2	67	69	807	<b>876</b>
16 - 24	11	161	172	1,535	<b>1,707</b>	13	151	164	1,669	<b>1,833</b>
25 - 34	13	139	152	1,657	<b>1,809</b>	6	131	137	1,639	<b>1,776</b>
35 - 49	10	157	167	1,857	<b>2,024</b>	9	127	136	1,768	<b>1,904</b>
50 - 64	10	137	147	1,319	<b>1,466</b>	9	155	164	1,358	<b>1,522</b>
65 +	13	107	120	704	<b>824</b>	17	131	148	707	<b>855</b>
Unknown	0	0	0	20	<b>20</b>	0	0	0	22	<b>22</b>
<b>Total</b>	<b>61</b>	<b>765</b>	<b>826</b>	<b>7,877</b>	<b>8,703</b>	<b>56</b>	<b>762</b>	<b>818</b>	<b>7,970</b>	<b>8,788</b>

<sup>1</sup> Killed or seriously injured

<sup>2</sup> Total includes those where gender is unknown, transgender or unassigned

## Section 4 – Road Traffic Casualties by District and Area

**Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury, District and Area 2018/19 and 2019/20**

Policing District/ Area	2018/19					2019/20				
	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
<b>Belfast City</b>	<b>4</b>	<b>109</b>	<b>113</b>	<b>1,942</b>	<b>2,055</b>	<b>5</b>	<b>127</b>	<b>132</b>	<b>2,018</b>	<b>2,150</b>
Antrim & Newtownabbey	3	53	56	637	<b>693</b>	6	53	59	719	<b>778</b>
Causeway Coast & Glens	8	58	66	536	<b>602</b>	9	82	91	586	<b>677</b>
Derry City & Strabane	3	57	60	591	<b>651</b>	0	50	50	580	<b>630</b>
Mid & East Antrim	2	39	41	427	<b>468</b>	3	49	52	437	<b>489</b>
<b>North Area Policing</b>	<b>16</b>	<b>207</b>	<b>223</b>	<b>2,191</b>	<b>2,414</b>	<b>18</b>	<b>234</b>	<b>252</b>	<b>2,322</b>	<b>2,574</b>
Ards & North Down	7	55	62	568	<b>630</b>	4	50	54	537	<b>591</b>
Armagh City, Banbridge & Craigavon	10	99	109	794	<b>903</b>	8	89	97	791	<b>888</b>
Fermanagh & Omagh	7	58	65	422	<b>487</b>	3	55	58	385	<b>443</b>
Lisburn & Castlereagh City	5	67	72	721	<b>793</b>	4	57	61	708	<b>769</b>
Mid Ulster	6	78	84	602	<b>686</b>	7	68	75	541	<b>616</b>
Newry, Mourne & Down	6	92	98	637	<b>735</b>	7	82	89	668	<b>757</b>
<b>South Area Policing</b>	<b>41</b>	<b>449</b>	<b>490</b>	<b>3,744</b>	<b>4,234</b>	<b>33</b>	<b>401</b>	<b>434</b>	<b>3,630</b>	<b>4,064</b>
<b>Northern Ireland Total</b>	<b>61</b>	<b>765</b>	<b>826</b>	<b>7,877</b>	<b>8,703</b>	<b>56</b>	<b>762</b>	<b>818</b>	<b>7,970</b>	<b>8,788</b>

<sup>1</sup> Killed or seriously injured

### Location of Casualties

Outside of Belfast City District, which accounted for approximately a quarter of all road traffic casualties with 2,150 (24.5%), the next highest District was Armagh City, Banbridge & Craigavon with 888 (10.1%) followed by Antrim & Newtownabbey with 778 (8.9%). Fermanagh & Omagh district had the fewest casualties recorded with 443 (5.0%) in 2019/20.

### Location of Fatalities

In 2019/20 the greatest number of fatalities took place in Causeway Coast & Glens district where there were 9 road deaths recorded during the year followed by Armagh City, Banbridge & Craigavon district with 8 fatalities. Causeway Coast & Glens district and Armagh City, Banbridge & Craigavon district also had the highest number of fatalities in 2018/19, though in reverse order to this year. Derry City & Strabane district recorded no fatalities in 2019/20, down from 3 in 2018/19.

### Location of Serious Casualties

Belfast City had the most people seriously injured by District in 2019/20 with 127 casualties with serious injuries recorded. The two districts showing the largest increase in seriously injured casualties between 2018/19 and 2019/20 were Causeway Coast & Glens district with an increase of 24, while Belfast City showed an increase of 18.

Six of the eleven districts showed decreases in serious casualties with four recording decreases of 10 serious casualties when comparing 2019/20 to 2018/19. These four districts were Armagh City, Banbridge & Craigavon, Lisburn & Castlereagh City, Mid Ulster and Newry, Mourne and Down.

**Appendix A: Child Casualties (Under 16) by Type of Road User, Age Group and Severity 2018/19 and 2019/20**

Type of Road User <sup>1</sup>	2018/19				2019/20			
	Under 5	5 - 10	11 - 15	Total	Under 5	5 - 10	11 - 15	Total
<b>Fatalities:</b>								
Pedestrians	1	1	0	2	0	0	1	1
Pedal cyclists	0	0	0	0	0	0	1	1
Passengers	0	2	0	2	0	0	0	0
Others	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Seriously Injured</b>								
Pedestrians	4	13	21	38	4	15	16	35
Pedal cyclists	0	1	3	4	0	7	3	10
Passengers	1	11	8	20	5	2	15	22
Others	0	1	1	2	0	0	0	0
<b>Total</b>	<b>5</b>	<b>26</b>	<b>33</b>	<b>64</b>	<b>9</b>	<b>24</b>	<b>34</b>	<b>67</b>
<b>KSI Casualties<sup>2</sup>:</b>								
<i>Pedestrians</i>	5	14	21	40	4	15	17	36
<i>Pedal cyclists</i>	0	1	3	4	0	7	4	11
<i>Passengers</i>	1	13	8	22	5	2	15	22
<i>Others</i>	0	1	1	2	0	0	0	0
<b>Total</b>	<b>6</b>	<b>29</b>	<b>33</b>	<b>68</b>	<b>9</b>	<b>24</b>	<b>36</b>	<b>69</b>
<b>Slightly Injured:</b>								
Pedestrians	17	45	69	131	17	42	51	110
Pedal cyclists	1	14	23	38	0	17	31	48
Passengers	165	270	176	611	157	273	214	644
Others	0	0	5	5	0	2	3	5
<b>Total</b>	<b>183</b>	<b>329</b>	<b>273</b>	<b>785</b>	<b>174</b>	<b>334</b>	<b>299</b>	<b>807</b>
<b>All Child Casualties:</b>								
Pedestrians	22	59	90	171	21	57	68	146
Pedal cyclists	1	15	26	42	0	24	35	59
Passengers	166	283	184	633	162	275	229	666
Others	0	1	6	7	0	2	3	5
<b>Total</b>	<b>189</b>	<b>358</b>	<b>306</b>	<b>853</b>	<b>183</b>	<b>358</b>	<b>335</b>	<b>876</b>

<sup>1</sup> 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages) <sup>2</sup> Killed or seriously injured

**Appendix B: Child Casualties (Under 16) by Severity of Injury, District and Area 2019/20 and 2018/19**

Policing District/ Area	2018/19					2019/20				
	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total
<b>Belfast City</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>205</b>	<b>218</b>	<b>1</b>	<b>18</b>	<b>19</b>	<b>183</b>	<b>202</b>
Antrim & Newtownabbey	0	7	7	56	63	0	3	3	72	75
Causeway Coast & Glens	0	5	5	57	62	0	6	6	58	64
Derry City & Strabane	0	6	6	62	68	0	4	4	80	84
Mid & East Antrim	0	1	1	46	47	0	5	5	39	44
<b>North Area Policing</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>221</b>	<b>240</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>249</b>	<b>267</b>
Ards & North Down	1	5	6	40	46	0	4	4	47	51
Armagh City, Banbridge & Craigavon	2	11	13	88	101	0	6	6	69	75
Fermanagh & Omagh	0	2	2	35	37	0	8	8	34	42
Lisburn & Castlereagh City	0	5	5	66	71	0	5	5	88	93
Mid Ulster	1	4	5	75	80	0	3	3	56	59
Newry, Mourne & Down	0	5	5	55	60	1	5	6	81	87
<b>South Area Policing</b>	<b>4</b>	<b>32</b>	<b>36</b>	<b>359</b>	<b>395</b>	<b>1</b>	<b>31</b>	<b>32</b>	<b>375</b>	<b>407</b>
<b>Northern Ireland Total</b>	<b>4</b>	<b>64</b>	<b>68</b>	<b>785</b>	<b>853</b>	<b>2</b>	<b>67</b>	<b>69</b>	<b>807</b>	<b>876</b>

<sup>1</sup> Killed or seriously injured



**Appendix C: Recorded Injury Road Traffic Collision and Casualty Statistics by Month 2019/20**

Month	Collisions				Casualties				
	Fatal	Serious	Slight	All Injury Collisions	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
April	4	43	384	<b>431</b>	4	53	57	640	<b>697</b>
May	3	57	449	<b>509</b>	3	63	66	711	<b>777</b>
June	2	49	426	<b>477</b>	2	62	64	674	<b>738</b>
July	7	52	358	<b>417</b>	7	70	77	618	<b>695</b>
August	3	48	413	<b>464</b>	4	62	66	670	<b>736</b>
September	7	62	472	<b>541</b>	7	68	75	770	<b>845</b>
October	2	64	445	<b>511</b>	2	72	74	688	<b>762</b>
November	3	50	432	<b>485</b>	3	60	63	688	<b>751</b>
December	9	51	413	<b>473</b>	9	62	71	685	<b>756</b>
January	8	74	452	<b>534</b>	8	90	98	740	<b>838</b>
February	3	54	408	<b>465</b>	4	63	67	649	<b>716</b>
March	3	33	280	<b>316</b>	3	37	40	437	<b>477</b>
<b>Total</b>	<b>54</b>	<b>637</b>	<b>4,932</b>	<b>5,623</b>	<b>56</b>	<b>762</b>	<b>818</b>	<b>7,970</b>	<b>8,788</b>

<sup>1</sup> Killed or seriously injured

### 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 Great Britain

Provisional results from the most recent period covered by the Department for Transport statistical releases (published 30th July 2020) refer to the year ending December 2019. Key points from the publication are as below:

Provisional estimates on reported road casualties in Great Britain for the year ending December 2019 shows, there were:

- 1,748 reported road deaths in 2019, similar to the level seen since 2012, which follows a period of substantial reduction in fatalities from 2006 to 2010.
- a total of 153,315 casualties of all severities in 2019, 5% lower than in 2018 and is the lowest level since 1979 when this statistical series with current definitions and detail began.

<https://www.gov.uk/government/statistics/announcements/reported-road-casualties-great-britain-main-results-2019>

### 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.