

# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland Annual Report 2020/21

1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021

## Key Statistics

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- The number of injury road traffic collisions reported to the police has fallen for four consecutive years, to 3,724 in 2020/21. However, the latest annual fall must be viewed in the context of lockdown measures which were introduced throughout 2020/21 in relation to Covid-19 and reduced traffic volume by close to 75% at its lowest point.
- The impact was similar in terms of casualties which, at 5,662, was over 3,100 fewer casualties than the previous year.
- The number of people killed in 2020/21 (53) was 3 fewer than the 56 recorded in 2019/20.
- The single child fatality in 2019/20 is the lowest seen in the previous 10 years, with only 2011/12 also recording a single child fatality.
- The eleven motorcyclists killed in 2020/21 was almost three times the number recorded in 2019/20.
- The principal causation factors for KSI casualties during 2020/21 were 'inattention or attention diverted' (60 KSI casualties) followed by 'wrong course/position' (59 KSI casualties) and 'excessive speed having regard to conditions' (50 KSI casualties).
- Causeway Coast & Glens and Newry, Mourne and Down districts had the highest number of road deaths in 2020/21 with 9.



Northern Ireland  
Statistics and Research Agency



Keeping People Safe



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## User Engagement

If you have any comments or feedback about this report or if there are any tables that you would like to see included, please do not hesitate to contact us. Contact details are provided on the cover page. An accompanying Excel spreadsheet is available on the PSNI website.

## 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 report presents the injury collision and casualty statistics for the 2020/21 financial year. At the time of publication, CRFs had been processed for 98.2% of reported injury collisions in 2020/21, 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](#). The full publication schedule for road traffic collision statistics can be accessed at - [PSNI Statistics Branch publication schedule 2021/22](#).

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.

### Coronavirus (COVID-19) pandemic:

These statistics 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. As these figures are affected by the coronavirus (COVID-19) pandemic in Northern Ireland, this should be considered when comparing them with previous time periods.

### 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.

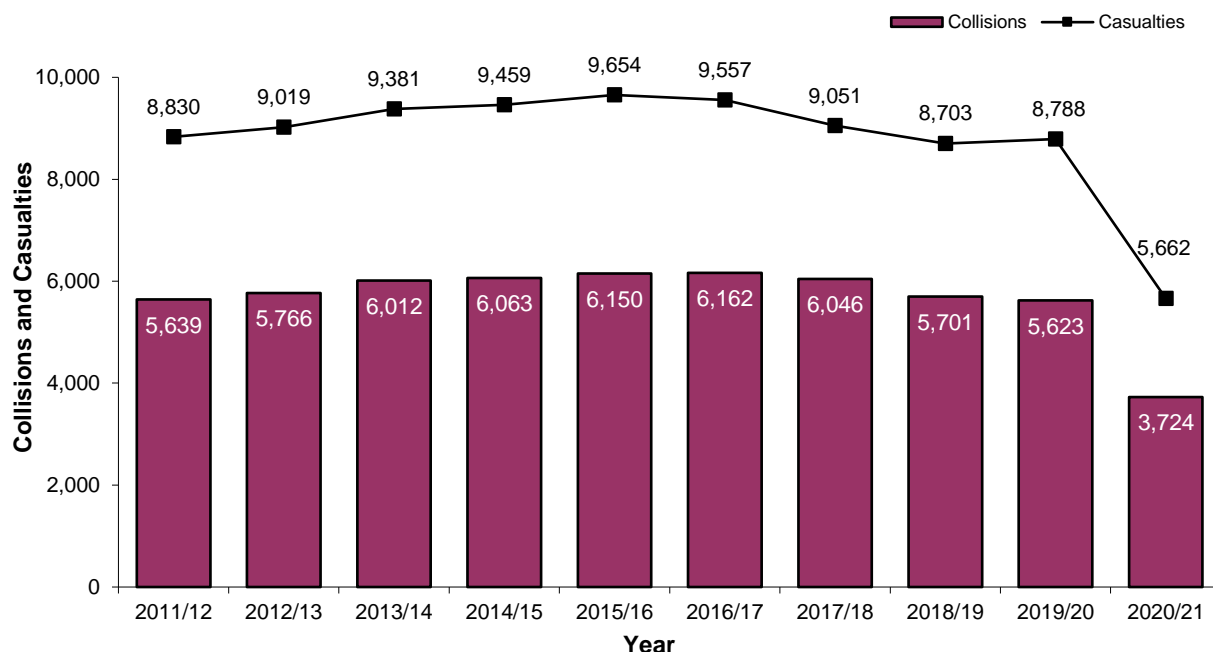
These statistics were designated as National Statistics in June 2012 following a full [assessment](#) against the [Code of Practice](#). Road accident and safety statistics for England, produced by the Department for Transport, underwent a compliance check by the Office for Statistics Regulation in 2019 and the report can be accessed at the following link: <https://osr.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://osr.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 2011/12 – 2020/21



### Overall collisions and casualties

There were 3,724 injury collisions recorded by PSNI from 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021 resulting in a total of 5,662 casualties comprising 53 fatalities, 538 people seriously injured and 5,071 people slightly injured. There were 1,899 fewer collisions recorded in 2020/21 than in 2019/20, and a reduction in casualties of 3,126 over the year. However, this must be viewed in the context of lockdown measures which were introduced throughout 2020/21 in relation to Covid-19 and reduced traffic volume by close to 75% at its lowest point.

### Fatal and Serious collisions and KSI casualties

The 53 people killed on Northern Ireland's roads in 2020/21 was 3 fewer than the total killed in 2019/20 and 23 fewer than the 76 fatalities recorded in 2014/15. It was however 1 more fatality than the 52 recorded in 2011/12.

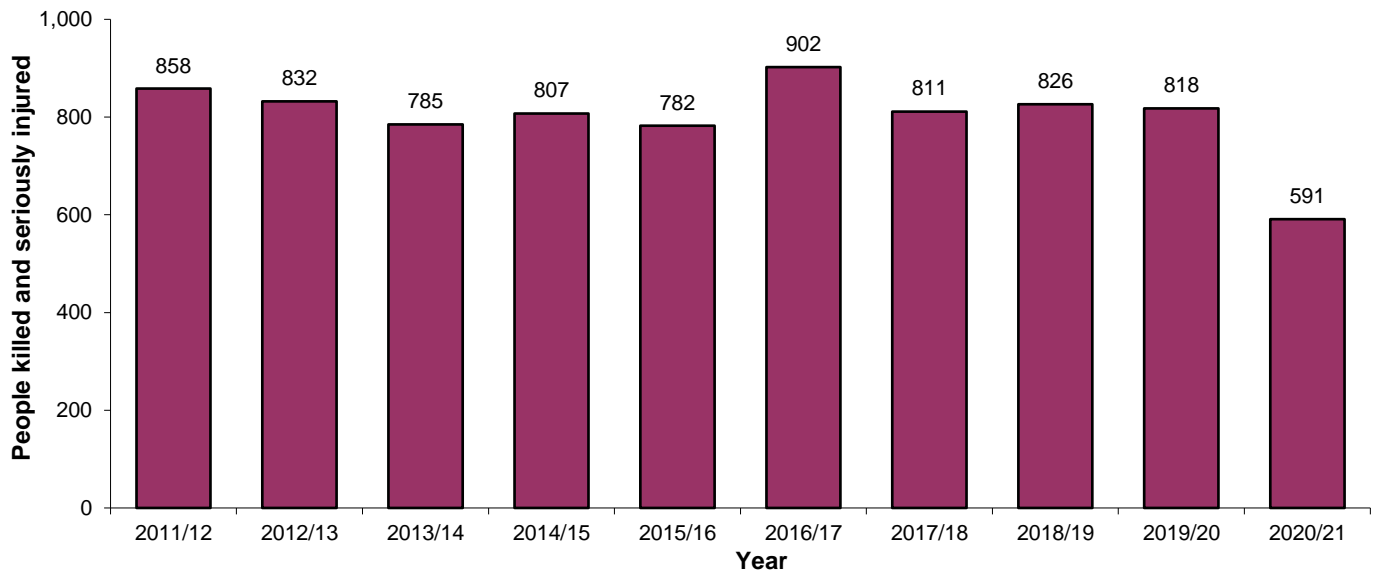
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 591 in 2020/21, this is 227 fewer KSIs or 27.8% less than last year. In comparison with ten years ago, the number of fatal and serious collisions for 2020/21 was 226 fewer than 2011/12, with 267 fewer KSI casualties (reductions of 30.5% and 31.1% 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 2011/12 – 2020/21**

	Collisions				Casualties				
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
2011/12	51	689	4,899	<b>5,639</b>	52	806	858	7,972	<b>8,830</b>
2012/13	50	659	5,057	<b>5,766</b>	53	779	832	8,187	<b>9,019</b>
2013/14	57	611	5,344	<b>6,012</b>	60	725	785	8,596	<b>9,381</b>
2014/15	72	590	5,401	<b>6,063</b>	76	731	807	8,652	<b>9,459</b>
2015/16	69	569	5,512	<b>6,150</b>	75	707	782	8,872	<b>9,654</b>
2016/17	63	698	5,401	<b>6,162</b>	65	837	902	8,655	<b>9,557</b>
2017/18	60	625	5,361	<b>6,046</b>	61	750	811	8,240	<b>9,051</b>
2018/19	57	647	4,997	<b>5,701</b>	61	765	826	7,877	<b>8,703</b>
2019/20	54	637	4,932	<b>5,623</b>	56	762	818	7,970	<b>8,788</b>
2020/21	48	466	3,210	<b>3,724</b>	53	538	591	5,071	<b>5,662</b>

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

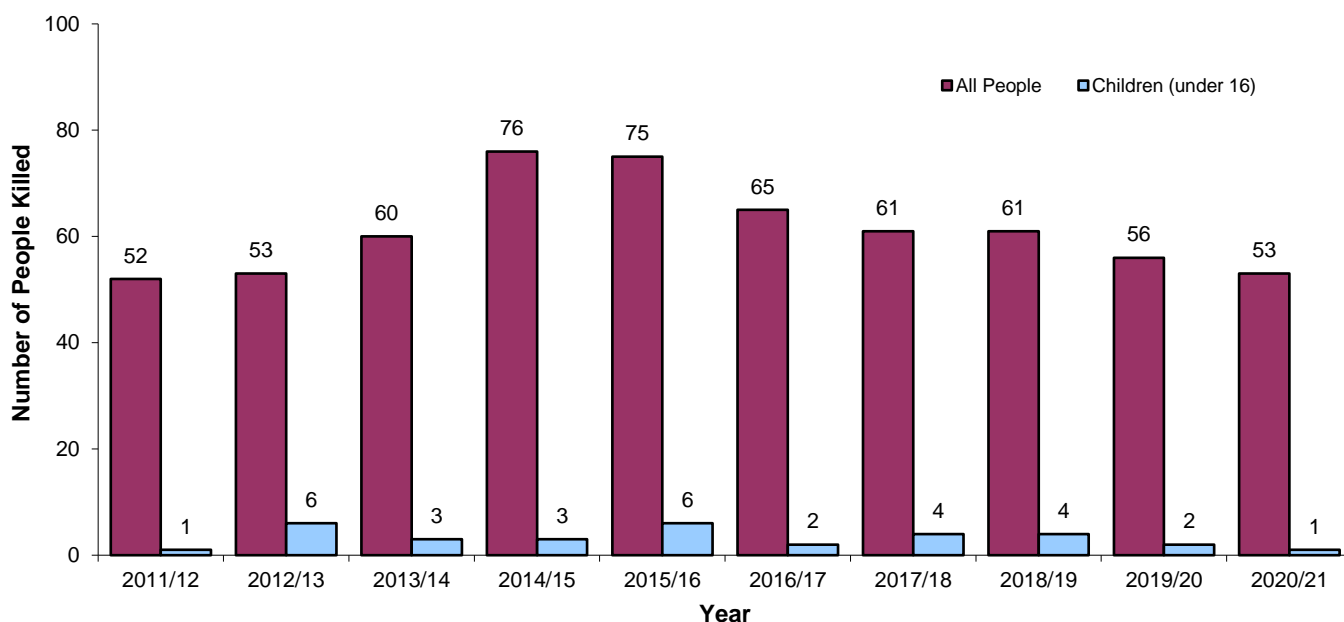
**Figure 2: People killed and seriously injured in road Traffic Collisions 2011/12 – 2020/21**



## Child Fatalities

Figure 3 shows the number of people killed each year in road traffic collisions over the ten year period 2011/12 to 2020/21 and within these the numbers of deaths that involved children under the age of 16. There was 1 child fatality in 2020/21, one fewer than the number of children killed in 2019/20.

**Figure 3: People Killed in Recorded Injury Road Traffic Collisions 2011/12 – 2020/21**



## Collisions Involving Children

There were 436 collisions involving child casualties recorded in 2020/21 comprising 1 fatal collision, 50 serious collisions and 385 slight collisions. The 51 fatal and serious collisions which involved children in 2020/21 was 13 less than 2019/20 and is the lowest total seen in the ten years from 2011/12.

### Child Casualties

The 533 child casualties recorded for the 2020/21 year comprised 1 fatality, 55 children seriously injured and 477 children slightly injured. This was the lowest number of children killed or seriously injured in the ten years from 2011/12, and was 13 fewer when compared with 2019/20.

In the context of the overall reductions, the 533 total child casualties recorded in 2020/21 was 412 fewer than the 945 recorded in 2011/12, including 30 fewer serious injuries.

**Table 2: Recorded Injury Road Traffic Collisions involving Child Casualties (under 16) 2011/12 – 2020/21**

	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
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>
2020/21	1	50	385	<b>436</b>	1	55	56	477	<b>533</b>

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

## Section 2 – Principal Causation Factors

The main principal causation factors for KSI casualties during 2020/21 were 'inattention or attention diverted' (60 KSI casualties) followed by 'Wrong course/position' (59 KSI casualties) and 'excessive speed having regard to conditions' (50 KSI casualties).

The most common principal causation factors for all injury road traffic collisions in 2020/21 were 'inattention or attention diverted' (625 collisions), 'driving too close' (393 collisions) and 'emerging from a minor road without care' (252 collisions). These are the same top three collision causation factors seen in 2019/20.

**Table 3: Most Common Principal Causation Factors in Road Traffic Collisions - 2020/21**

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
Inattention or attention diverted	625	60	854	914
Driving too close	393	12	645	657
Emerging from minor road without care	252	27	356	383
Impaired by Alcohol/Drugs - Driver/rider	228	40	312	352
Turning right without care	205	28	330	358
Crossing or entering road junction without care	191	33	250	283
Wrong course/position	180	59	250	309
Excessive speed having regard to conditions	171	50	241	291
Overtaking on offside without care	128	42	158	200
Emerging from private road/entrance without care	116	19	161	180

<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 2020/21. 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 'wrong course/position' (7 child KSI casualties).

The most common principal causation factors associated with all child injury road traffic collisions in 2020/21 were 'inattention or attention diverted' (74 collisions), 'driving too close' (54 collisions) and 'heedless of traffic crossing carriageway' (33 collisions). The top two are the same top two causation factors as seen for all road traffic collisions in 2020/21.

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

- [Fatal and Serious \(KSI\) Road Traffic Collisions caused by Drink Driving, Northern Ireland 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 - [PSNI motoring offences statistics](#)

**Table 4: Most Common Principal Causation Factors in Road Traffic Collisions involving Child Casualties (under 16) 2020/21**

Principal Factor	Number of Injury Collisions	Casualties		
		Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
Inattention or attention diverted	74	6	87	93
Driving too close	54	0	80	80
<i>Heedless of traffic crossing carriageway<sup>2</sup></i>	33	11	22	33
Turning right without care	25	1	29	30
Emerging from minor road without care	24	0	28	28
Wrong course/position	22	7	20	27
Emerging from private road/entrance without care	22	3	23	26
Crossing or entering road junction without care	18	3	15	18
<i>Walking or running onto carriageway<sup>2</sup></i>	14	0	14	14
Excessive speed having regard to conditions	13	2	21	23

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

<sup>2</sup> Pedestrian factors

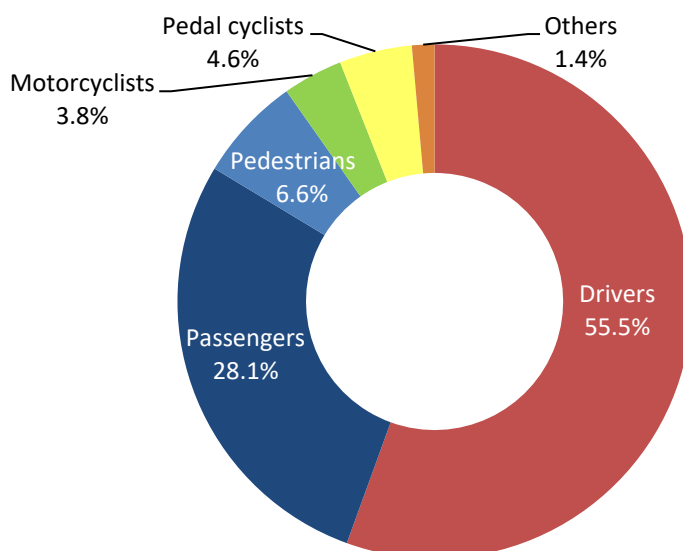


## Section 3 – Road Traffic Collisions Casualty Breakdown

### 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 2020/21. Drivers of motor vehicles accounted for the largest proportion of casualties (55.5%) followed by passengers (28.1%), pedestrians (6.6%), pedal cyclists (4.6%) and motorcyclists (3.8%). This is very similar to the percentages for each group in 2019/20.

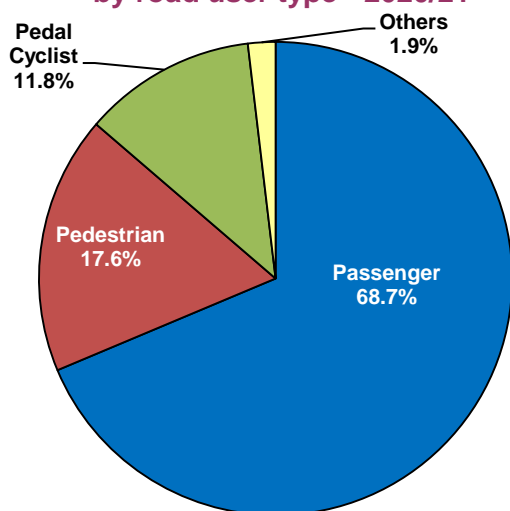
**Figure 4: Casualties in Injury Recorded Road Traffic Collisions by Type of Road User 2020/21**



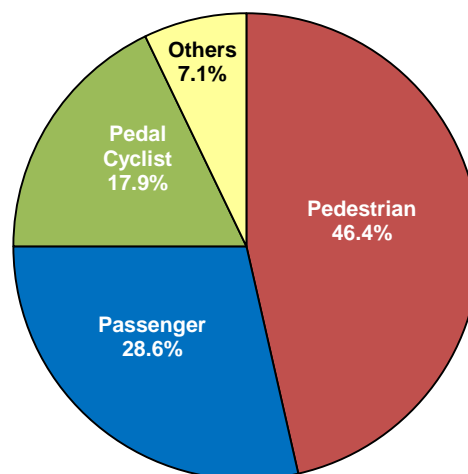
### Road Traffic Collision Child Casualties by Road User Type

Passengers (68.7%) made up the largest class of all child casualties in 2020/21, followed by pedestrians (17.6%) and pedal cyclists (11.8%). It is worth noting that while over two-thirds (68.7%) of all children injured this year were passengers, nearly half (46.4%) of children killed or seriously injured in 2020/21 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 2020/21.

**Figure 5 All Child casualties by road user type - 2020/21**



**Figure 6 Child KSI Casualties only by road user type - 2020/21**



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

**Table 5: Casualties by Type of Road User and Severity 2016/17 – 2020/21**

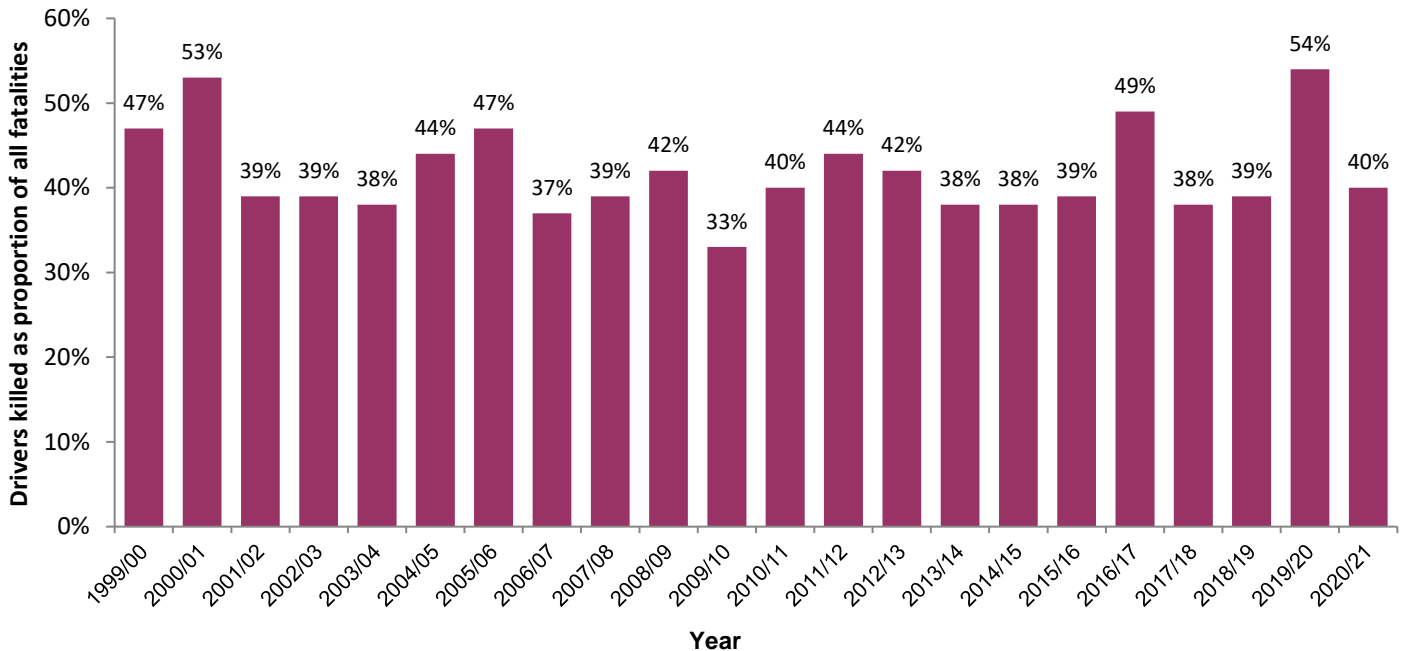
Type of Road User <sup>1</sup>	2016/17	2017/18	2018/19	2019/20	2020/21
<b>Fatalities:</b>					
Pedestrians	15	16	18	13	6
Drivers of motor vehicles	32	23	24	30	21
Motorcyclists	4	8	7	4	11
Pedal cyclists	2	2	1	4	2
Passengers	9	11	10	5	8
Pillion passengers	1	0	0	0	1
Other road users	2	1	1	0	4
<b>Total</b>	<b>65</b>	<b>61</b>	<b>61</b>	<b>56</b>	<b>53</b>
<b>Seriously Injured:</b>					
Pedestrians	177	160	141	159	93
Drivers of motor vehicles	354	295	325	309	210
Motorcyclists	81	80	103	85	84
Pedal cyclists	60	49	46	58	47
Passengers	160	151	132	141	87
Pillion passengers	2	9	6	4	5
Other road users	3	6	12	6	12
<b>Total</b>	<b>837</b>	<b>750</b>	<b>765</b>	<b>762</b>	<b>538</b>
<b>KSI Casualties<sup>2</sup>:</b>					
<i>Pedestrians</i>	192	176	159	172	99
<i>Drivers of motor vehicles</i>	386	318	349	339	231
<i>Motorcyclists</i>	85	88	110	89	95
<i>Pedal cyclists</i>	62	51	47	62	49
<i>Passengers</i>	169	162	142	146	95
<i>Pillion passengers</i>	3	9	6	4	6
<i>Other road users</i>	5	7	13	6	16
<b>Total</b>	<b>902</b>	<b>811</b>	<b>826</b>	<b>818</b>	<b>591</b>
<b>Slightly Injured:</b>					
Pedestrians	538	527	541	473	274
Drivers of motor vehicles	4,981	4,844	4,481	4,560	2,914
Motorcyclists	189	184	200	168	119
Pedal cyclists	270	251	254	222	210
Passengers	2,631	2,377	2,347	2,492	1,496
Pillion passengers	6	9	8	5	4
Other road users	40	48	46	50	54
<b>Total</b>	<b>8,655</b>	<b>8,240</b>	<b>7,877</b>	<b>7,970</b>	<b>5,071</b>
<b>All Casualties:</b>					
Pedestrians	730	703	700	645	373
Drivers of motor vehicles	5,367	5,162	4,830	4,899	3,145
Motorcyclists	274	272	310	257	214
Pedal cyclists	332	302	301	284	259
Passengers	2,800	2,539	2,489	2,638	1,591
Pillion passengers	9	18	14	9	10
Other road users	45	55	59	56	70
<b>Total</b>	<b>9,557</b>	<b>9,051</b>	<b>8,703</b>	<b>8,788</b>	<b>5,662</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 2020/21, 21 were drivers (39.6%). The proportion of driver fatalities has remained between 37% and 44% in 16 of the last 22 years, see Figure 7. Motorcyclists had the next highest number of fatalities in 2020/21 with 11, nearly three times the number recorded in 2019/20 (4). The 6 pedestrian deaths were less than half the number seen in the previous year (13). The 2 pedal cyclist road fatalities in 2020/21 was 2 less than the 4 seen in 2019/20. Conversely, passenger fatalities increased from 5 to 8 between 2019/20 and 2020/21.

**Figure 7: Number of drivers killed as a proportion of the total number of deaths 1999/00 – 2020/21**

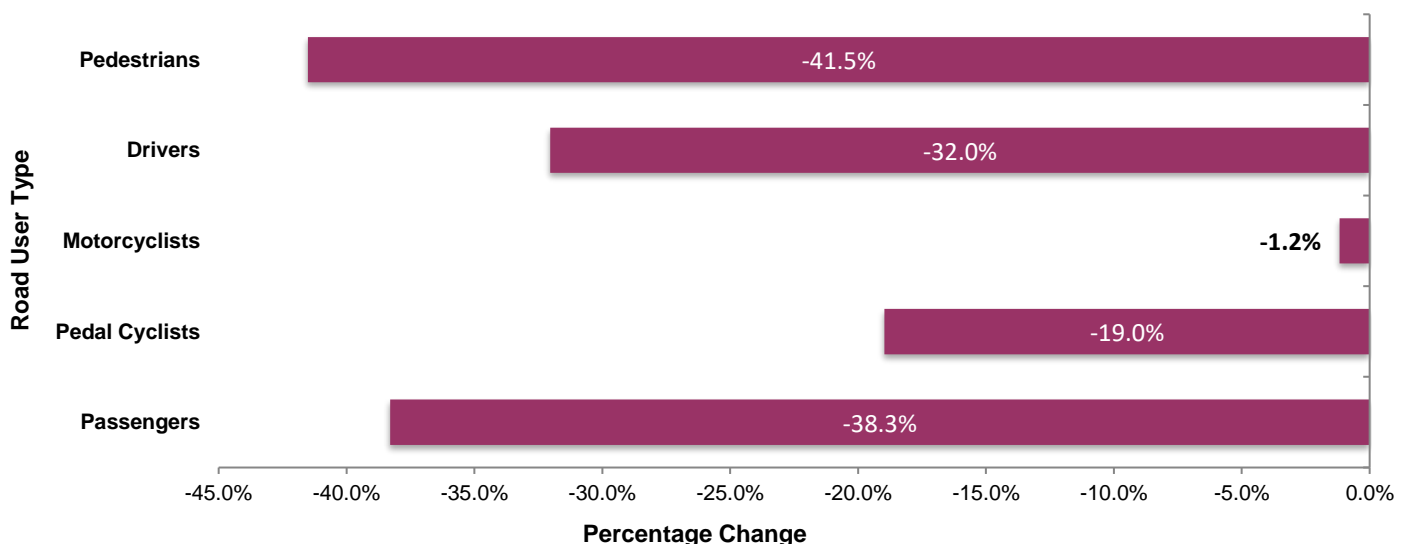


## People Seriously Injured

When comparing people seriously injured in 2020/21 with 2019/20, there has been a 29.4% decrease overall in those seriously injured (224 fewer than 2019/20). The number of pedestrians seriously injured since last year decreased by 66 (down 41.5%), the number of passengers by 54 (down 38.3%) and the number of drivers by 99 (down 32.0%). Pedal cyclist serious injuries also decreased (down 19.0%). Contrasting the large decreases in serious injuries seen across the major road user groups, the number of motorcyclists seriously injured decreased by only 1 (down 1.2%), see Figure 8 below.

In June 2019, DfI published more detailed analysis of [pedestrian KSI casualties 2013-2017](#)

**Figure 8: Percentage change of people seriously injured amongst the main road user types when comparing 2019/20 with 2020/21**

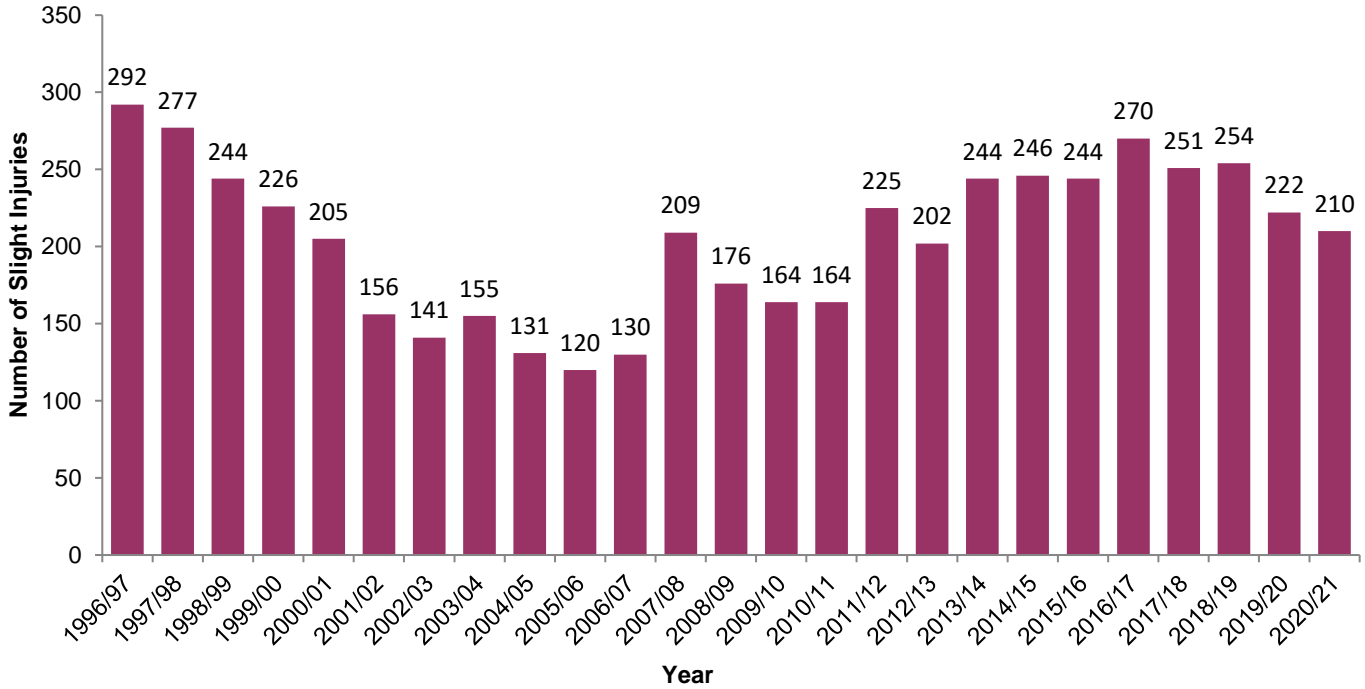


## People Slightly Injured

The decrease in people slightly injured since 2019/20 was primarily as a result of the decreases seen in numbers of slightly injured drivers (down 1,646) and passengers (down 996). The number of pedal cyclists slightly injured in 2020/21 (210) was 12 less than the 222 seen during 2019/20; it was still 90 more pedal cyclists slightly injured as was recorded in 2005/06 (120) (See Figure 9). Nearly nine out of ten people slightly injured in 2020/21 were either a driver (57.5%) or a passenger (29.5%).

In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

**Figure 9: Pedal cyclists slightly injured 1996/97 – 2020/21**



## Gender and age of road traffic collision casualties

### Fatalities

Of the 53 people killed on Northern Ireland's roads in 2020/21, 38 were male and 15 were female. Fatalities aged 35 - 49 (32.1%) or aged 16 - 24 (22.6%) accounted for over half of all road deaths in 2020/21.

### People Seriously Injured

Nearly two thirds (64.5%) of those seriously injured during 2020/21 were male. The serious injuries were, on the whole, evenly spread across all the over 16 age bands presented with the exception of those aged 65+ which was slightly lower at 13.0% of those seriously injured.

### People Slightly Injured

There were more males slightly injured in 2020/21 than females (54.9% and 45.1% respectively), this represented 495 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 2019/20 and 2020/21**

	2019/20					2020/21				
	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	2	46	48	418	466	0	37	37	218	255
16 - 24	10	86	96	902	998	9	72	81	605	686
25 - 34	6	97	103	859	962	6	70	76	668	744
35 - 49	5	79	84	937	1,021	13	63	76	632	708
50 - 64	8	101	109	692	801	3	70	73	440	513
65 +	9	66	75	345	420	7	35	42	215	257
Unknown	0	0	0	11	11	0	0	0	4	4
<b>Total</b>	<b>40</b>	<b>475</b>	<b>515</b>	<b>4,164</b>	<b>4,679</b>	<b>38</b>	<b>347</b>	<b>385</b>	<b>2,782</b>	<b>3,167</b>
<b>Female</b>										
Under 16	0	21	21	388	409	1	18	19	258	277
16 - 24	3	65	68	767	835	3	36	39	489	528
25 - 34	0	34	34	779	813	0	28	28	485	513
35 - 49	4	48	52	831	883	4	33	37	484	521
50 - 64	1	54	55	666	721	4	41	45	403	448
65 +	8	65	73	362	435	3	35	38	168	206
Unknown	0	0	0	10	10	0	0	0	0	0
<b>Total</b>	<b>16</b>	<b>287</b>	<b>303</b>	<b>3,803</b>	<b>4,106</b>	<b>15</b>	<b>191</b>	<b>206</b>	<b>2,287</b>	<b>2,493</b>
<b>All<sup>2</sup></b>										
Under 16	2	67	69	807	876	1	55	56	477	533
16 - 24	13	151	164	1,669	1,833	12	108	120	1,094	1,214
25 - 34	6	131	137	1,639	1,776	6	98	104	1,154	1,258
35 - 49	9	127	136	1,768	1,904	17	96	113	1,116	1,229
50 - 64	9	155	164	1,358	1,522	7	111	118	843	961
65 +	17	131	148	707	855	10	70	80	383	463
Unknown	0	0	0	22	22	0	0	0	4	4
<b>Total</b>	<b>56</b>	<b>762</b>	<b>818</b>	<b>7,970</b>	<b>8,788</b>	<b>53</b>	<b>538</b>	<b>591</b>	<b>5,071</b>	<b>5,662</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

**Table 7: Casualties in Recorded Injury Road Traffic Collisions by Severity of Injury and District 2019/20 and 2020/21**

Policing District	2019/20					2020/21				
	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>5</b>	<b>127</b>	<b>132</b>	<b>2,018</b>	<b>2,150</b>	<b>4</b>	<b>61</b>	<b>65</b>	<b>1,174</b>	<b>1,239</b>
<b>Derry City &amp; Strabane</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>580</b>	<b>630</b>	<b>3</b>	<b>32</b>	<b>35</b>	<b>457</b>	<b>492</b>
Antrim & Newtownabbey	6	53	59	719	778	3	40	43	415	458
Ards & North Down	4	50	54	537	591	3	38	41	397	438
Causeway Coast & Glens	9	82	91	586	677	9	35	44	312	356
Lisburn & Castlereagh City	4	57	61	708	769	2	49	51	400	451
Mid & East Antrim	3	49	52	437	489	6	46	52	249	301
Armagh City, Banbridge & Craigavon	8	89	97	791	888	7	64	71	544	615
Fermanagh & Omagh	3	55	58	385	443	3	49	52	294	346
Mid Ulster	7	68	75	541	616	4	46	50	327	377
Newry, Mourne and Down	7	82	89	668	757	9	78	87	502	589
<b>Northern Ireland Total</b>	<b>56</b>	<b>762</b>	<b>818</b>	<b>7,970</b>	<b>8,788</b>	<b>53</b>	<b>538</b>	<b>591</b>	<b>5,071</b>	<b>5,662</b>

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

### Location of Casualties

Outside of Belfast City District, which accounted for over a fifth of all road traffic casualties with 1,239 (21.9%), the next highest District was Armagh City, Banbridge & Craigavon with 615 (10.9%) followed by Newry, Mourne and Down with 589 (10.4%). Mid & East Antrim district had the fewest casualties recorded with 301 (5.3%) in 2020/21.

### Location of Fatalities

In 2020/21 the greatest number of fatalities took place in both the Causeway Coast & Glens district and the Newry, Mourne and Down district where there were 9 road deaths recorded during the year. Causeway Coast & Glens district also had the highest number of fatalities in 2019/20 (9 fatalities). Lisburn & Castlereagh City district recorded the lowest number of district fatalities in 2020/21 with 2, down from 4 in 2019/20.

### Location of Serious Casualties

Newry, Mourne and Down district had the most people seriously injured by District in 2020/21 with 78 casualties with serious injuries recorded. The two districts showing the largest decrease in seriously injured casualties between 2019/20 and 2020/21 were Belfast City district with a decrease of 66, while Causeway Coast & Glens district showed a decrease of 47.

In line with the overall reductions in casualties, all eleven districts showed decreases in serious casualties when comparing 2020/21 to 2019/20.

**Appendix A: Child Casualties (Under 16) by Type of Road User, Age Group and Severity 2019/20 and 2020/21**

Type of Road User <sup>1</sup>	2019/20				2020/21			
	Under 5	5 - 10	11 - 15	Total	Under 5	5 - 10	11 - 15	Total
<b>Fatalities:</b>								
Pedestrians	0	0	1	1	0	0	0	0
Pedal cyclists	0	0	1	1	0	0	0	0
Passengers	0	0	0	0	0	0	0	0
Others	0	0	0	0	1	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Seriously Injured</b>								
Pedestrians	4	15	16	35	2	13	11	26
Pedal cyclists	0	7	3	10	0	2	8	10
Passengers	5	2	15	22	7	3	6	16
Others	0	0	0	0	0	1	2	3
<b>Total</b>	<b>9</b>	<b>24</b>	<b>34</b>	<b>67</b>	<b>9</b>	<b>19</b>	<b>27</b>	<b>55</b>
<b>KSI Casualties<sup>2</sup>:</b>								
<i>Pedestrians</i>	4	15	17	36	2	13	11	26
<i>Pedal cyclists</i>	0	7	4	11	0	2	8	10
<i>Passengers</i>	5	2	15	22	7	3	6	16
<i>Others</i>	0	0	0	0	1	1	2	4
<b>Total</b>	<b>9</b>	<b>24</b>	<b>36</b>	<b>69</b>	<b>10</b>	<b>19</b>	<b>27</b>	<b>56</b>
<b>Slightly Injured:</b>								
Pedestrians	17	42	51	110	10	24	34	68
Pedal cyclists	0	17	31	48	0	18	35	53
Passengers	157	273	214	644	79	149	122	350
Others	0	2	3	5	0	2	4	6
<b>Total</b>	<b>174</b>	<b>334</b>	<b>299</b>	<b>807</b>	<b>89</b>	<b>193</b>	<b>195</b>	<b>477</b>
<b>All Child Casualties:</b>								
Pedestrians	21	57	68	146	12	37	45	94
Pedal cyclists	0	24	35	59	0	20	43	63
Passengers	162	275	229	666	86	152	128	366
Others	0	2	3	5	1	3	6	10
<b>Total</b>	<b>183</b>	<b>358</b>	<b>335</b>	<b>876</b>	<b>99</b>	<b>212</b>	<b>222</b>	<b>533</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 and District 2019/20 and 2020/21

Policing District	2019/20					2020/21				
	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>1</b>	<b>18</b>	<b>19</b>	<b>183</b>	<b>202</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>118</b>	<b>130</b>
<b>Derry City &amp; Strabane</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>80</b>	<b>84</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>49</b>	<b>52</b>
Antrim & Newtownabbey	0	3	3	72	<b>75</b>	0	3	3	30	<b>33</b>
Ards & North Down	0	4	4	47	<b>51</b>	0	4	4	39	<b>43</b>
Causeway Coast & Glens	0	6	6	58	<b>64</b>	1	4	5	31	<b>36</b>
Lisburn & Castlereagh City	0	5	5	88	<b>93</b>	0	2	2	33	<b>35</b>
Mid & East Antrim	0	5	5	39	<b>44</b>	0	6	6	20	<b>26</b>
Armagh City, Banbridge & Craigavon	0	6	6	69	<b>75</b>	0	6	6	58	<b>64</b>
Fermanagh & Omagh	0	8	8	34	<b>42</b>	0	2	2	30	<b>32</b>
Mid Ulster	0	3	3	56	<b>59</b>	0	0	0	19	<b>19</b>
Newry, Mourne and Down	1	5	6	81	<b>87</b>	0	13	13	50	<b>63</b>
<b>Northern Ireland Total</b>	<b>2</b>	<b>67</b>	<b>69</b>	<b>807</b>	<b>876</b>	<b>1</b>	<b>55</b>	<b>56</b>	<b>477</b>	<b>533</b>

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



## Appendix C: Recorded Injury Road Traffic Collision and Casualty Statistics by Month 2020/21

Month	Collisions				Casualties				
	Fatal	Serious	Slight	All Injury Collisions	Killed	Seriously Injured	Total KSI <sup>1</sup>	Slightly Injured	Total Casualties
April	3	19	127	<b>149</b>	3	21	24	185	<b>209</b>
May	6	22	185	<b>213</b>	7	26	33	304	<b>337</b>
June	4	39	251	<b>294</b>	4	47	51	426	<b>477</b>
July	6	51	277	<b>334</b>	8	56	64	460	<b>524</b>
August	5	38	353	<b>396</b>	5	43	48	561	<b>609</b>
September	4	48	326	<b>378</b>	4	58	62	504	<b>566</b>
October	3	64	321	<b>388</b>	3	72	75	527	<b>602</b>
November	4	37	335	<b>376</b>	5	41	46	521	<b>567</b>
December	2	39	339	<b>380</b>	2	42	44	521	<b>565</b>
January	4	31	222	<b>257</b>	4	37	41	340	<b>381</b>
February	5	46	212	<b>263</b>	6	52	58	326	<b>384</b>
March	2	32	262	<b>296</b>	2	43	45	396	<b>441</b>
<b>Total</b>	<b>48</b>	<b>466</b>	<b>3,210</b>	<b>3,724</b>	<b>53</b>	<b>538</b>	<b>591</b>	<b>5,071</b>	<b>5,662</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](#). Detailed datasets are available from the Open Data NI website while the Northern Ireland Neighbourhood Information Service (NINIS) presents the data in tabular and interactive map format

### Comparisons with Great Britain

The Department for Transport (DfT) published the most recent statistics for Great Britain on 24<sup>th</sup> June 2021, providing provisional statistics for 2020. Key points from the publication are as below:

Provisional estimates on reported road casualties in Great Britain for the year ending December 2020 shows, there were:

- 1,472 reported road deaths in 2020, which includes a total of 4 months of national lockdown (April to June and November).
- a total of 115,333 casualties of all severities in 2020, a decrease of 25% from 2019.

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2020/reported-road-casualties-great-britain-provisional-results-2020>

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional statistics, published on 2nd February 2021, show that there were 148 fatalities in 2020, an increase of 8 deaths on the previous year.

### Revisions

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