

# Fatal and Serious (KSI) Road Traffic Collisions caused by Drink Driving in Northern Ireland, 2018-2022



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## CONTENTS PAGE

Infographic.....	<a href="#">Page 3</a>
Introduction.....	<a href="#">Page 4</a>
Key findings.....	<a href="#">Page 5</a>
Trend Information.....	<a href="#">Page 6</a>
Context.....	<a href="#">Page 8</a>
Profile of drivers responsible.....	<a href="#">Page 9</a>
Profile of KSI casualties.....	<a href="#">Page 10</a>
Responsibility.....	<a href="#">Page 12</a>
Time and Month.....	<a href="#">Page 13</a>
Speed limit of road .....	<a href="#">Page 16</a>
Single Vehicle Collisions.....	<a href="#">Page 16</a>
Mapping.....	<a href="#">Page 17</a>
Drink Driving Offences.....	<a href="#">Page 18</a>
Drink driving and drug driving comparison.....	<a href="#">Page 20</a>
NIRSS Key Performance Indicators .....	<a href="#">Page 22</a>
Appendix .....	<a href="#">Page 23</a>

## DEFINITIONS

**Drink Driving:** For the purposes of this report, where the term ‘drink driving’ is used, this analysis is based on the principal causation factor ‘impaired by alcohol – driver/rider’ only.

**Drug Driving:** For the purposes of this report, where the term ‘drug driving’ is used, this analysis is based on the principal causation factor ‘impaired by drugs – (illicit or medicinal) driver/rider’ only.

**KSI Collisions:** Collisions involving personal injury occurring on the public highway (including footpaths) where someone was killed or seriously injured and in which a vehicle is involved.

**Killed:** Died within 30 days from injuries received in a collision.

**Serious Injury:** An injury for which a person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushing, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

**Young People:** Aged between 16 and 24.

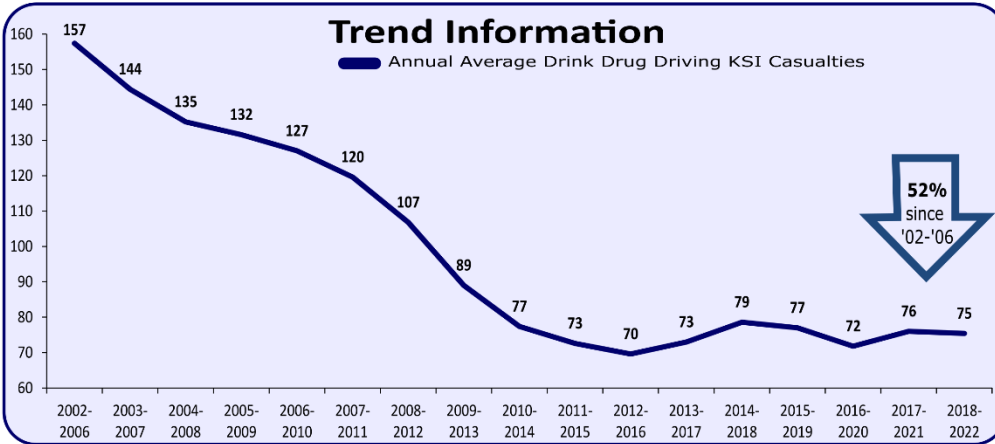
**Pedestrians:** Include children on scooters, roller skates or skateboards; children riding toy cycles on the footpath; persons pushing bicycles or other vehicles or operating pedestrian-controlled vehicles; persons leading or herding animals; occupants of prams or wheelchairs; people who alight safely from vehicles and are subsequently injured; persons pushing or pulling a vehicle; persons other than cyclists holding on to the back of a moving vehicle.

**Car Users:** Drivers or passengers in a car, light goods vehicle, car driven as a taxi or hackney cab.

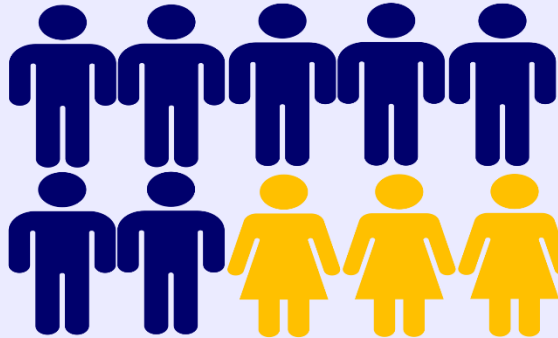
**Motorcyclists:** Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.

**Pedal cyclists:** Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.

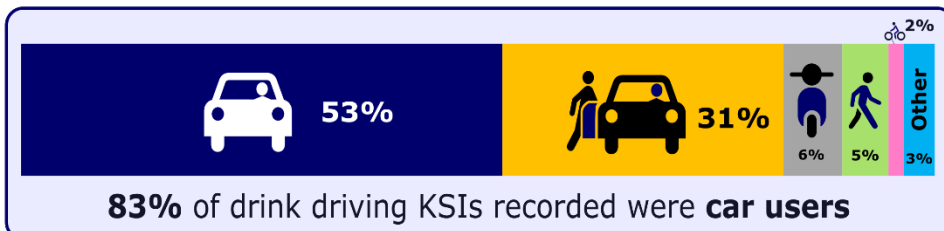
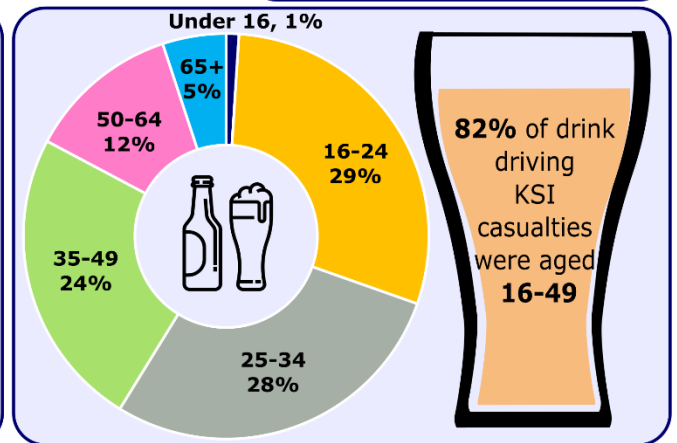

# Northern Ireland Drink Driving KSI Collisions, 2018-2022 Key Findings



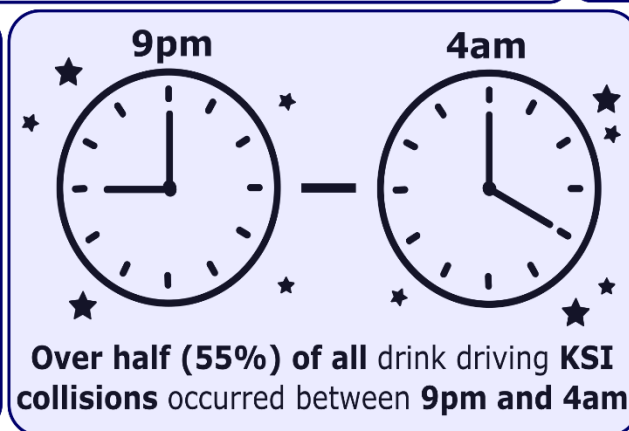
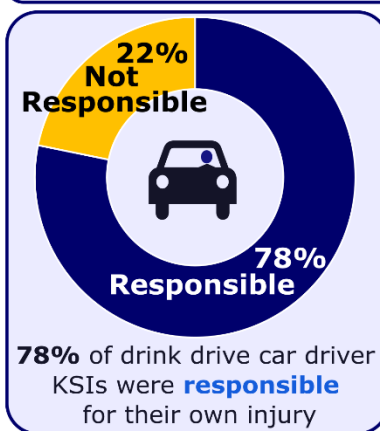

**80%** of drivers responsible for drink drive collisions were **male**



**72%** of drink driving KSI casualties recorded were **male**

**55%** of drink driving KSI collisions occurred on rural roads




**Over half (56%)** of drink drive KSI collisions were **single vehicle collisions**

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## INTRODUCTION

Analysis, Statistics and Research Branch (ASRB) in DfI is responsible for producing the statistical content of the Northern Ireland Problem Profile. Historically, this document focused on the latest five-year road casualty data and reported on a wide range of road user groups and behaviours. The document had grown in size and was becoming cumbersome to update. It was therefore agreed at the Road Safety Strategy Research Coordination Group (RSSRCG) that from 2014 onwards, ASRB would seek to develop a series of smaller documents focusing on existing and emerging road safety issues.

The report analyses official data sources and reports on trend information for drink and drug driving from 2002; it looks at the age, gender and road user category of people who were killed or seriously injured due to impairment by alcohol between 2018 and 2022. It looks at where drink driving sits in comparison with the top ten principal causation factors and examines when these collisions are likely to occur contrasting this against the time recorded for most fatal and serious collisions. There is also analysis examining the age, gender and road user type of those responsible for drink driving collisions and a similar profile of those who were killed or seriously injured as a result of these. Other detail includes analysis by speed limit of road and the number that were single vehicle collisions to check if there is any overrepresentation of these in comparison with all KSI collisions. A mapping section shows the location of drink driving fatal and serious collisions as well as rates by District Council and there is also a section on the number of Preliminary Breath Tests carried out by the PSNI. The final section of the report compares Drink Driving with Drug Driving.

The Problem Profile supplements the draft NI Road Safety Strategy (NIRSS) to 2030 Annual Statistical Report. The NIRSS to 2030 sets out four road safety targets for Northern Ireland, and while none relate specifically to drink driving, any change in trends will have an effect on the achievement of the overall targets:

By 2030, and compared with the base year (2014 to 2018 average), there will be:

- A reduction in the number of people killed in road collisions by at least 50 per cent.
- A reduction in the number of people seriously injured in road collisions by at least 50 per cent.
- A reduction in the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 60 per cent.
- A reduction in the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 60 per cent.

The road safety strategy also contains a suite of key performance indicators (KPIs) that are used to monitor progress towards achieving the strategy targets. KPI 11 is specific in monitoring those killed where drink or drugs was a factor:

- KPI 11: Number of people killed where alcohol/drugs causation factor was attributed.

These are then compared with the 2014 to 2018 baseline see if these indicators have increased or decreased since (see page 22 for more detail on this).

## KEY FINDINGS

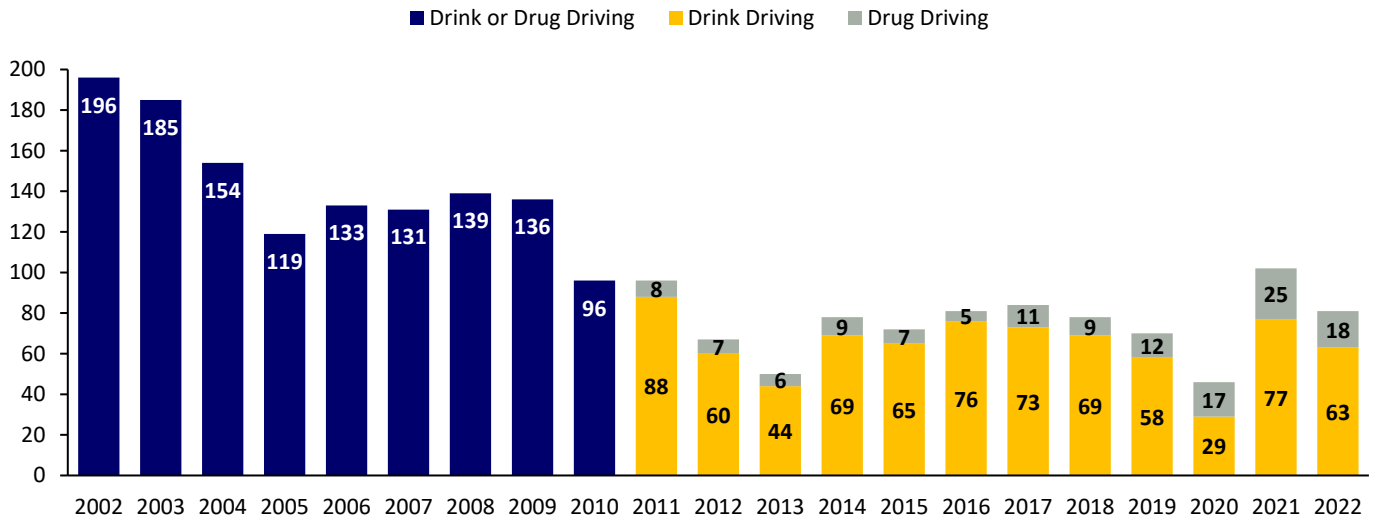
In 2018-2022:

- There were 377 people killed or seriously injured in collisions where “Impairment by alcohol – driver/rider” or “Impairment by drugs (illicit or medicinal) – driver/rider” were the primary causation factors. Of these 296 were caused by alcohol and 81 were caused by drugs.
- Impaired by alcohol was the fourth highest causation factor for Fatal or Serious Injury (KSI) collisions, behind “Inattention or attention diverted”, “Wrong course / position” and “Excessive speed having regard for the conditions”.
- Males were responsible for 80% of KSI collisions where “Impaired by alcohol – driver / rider” was the primary causation factor.
- Drivers aged 17 to 49 were responsible for over four-fifths (82%) of drink driving KSI collisions.
- People aged 16 to 49 made up 82% of drink drive KSI casualties, compared with 57% of all KSI casualties.
- Car users accounted for 83% of drink drive KSI casualties, compared with 57% of all KSI casualties.
- Over half (55%) of drink drive KSI collisions occurred between 21:00 and 04:00, compared with 14% of non-drink driving KSI collisions.
- Over half (56%) of drink drive KSI collisions were single vehicle collisions, compared with 21% of all KSI collisions.
- The Mid Ulster Local Government District had the highest annual rate (6.9) of drink driving KSI casualties per 100,000 resident population, while Mid and East Antrim had the lowest (1.6).
- Just over one-fifth (21%) of Drink and Drug Driving KSI casualties were caused by Drug Driving. This is higher than the 10% recorded in 2011-2015.

## TREND INFORMATION

Figure 1 below shows the number of people killed or seriously injured where the principal causation factor was drink or drug driving from 2002 to 2022. The causation factor used prior to the 1<sup>st</sup> April 2010 was 'Alcohol/drugs – driver/rider' whereas after this date, 'Impairment by alcohol – driver/rider' and 'Impairment by drugs (illicit or medicinal) – driver/rider' causation factors were introduced separately. Therefore, in order to establish a trend back to 2002, it is necessary to combine the number of KSI casualties for drink and drug driving after the 1<sup>st</sup> April 2010. The bar chart below shows the split of those from 2011 onwards.

**Figure 1: Number of people killed or seriously injured by drink or drug driving 2002-2022**

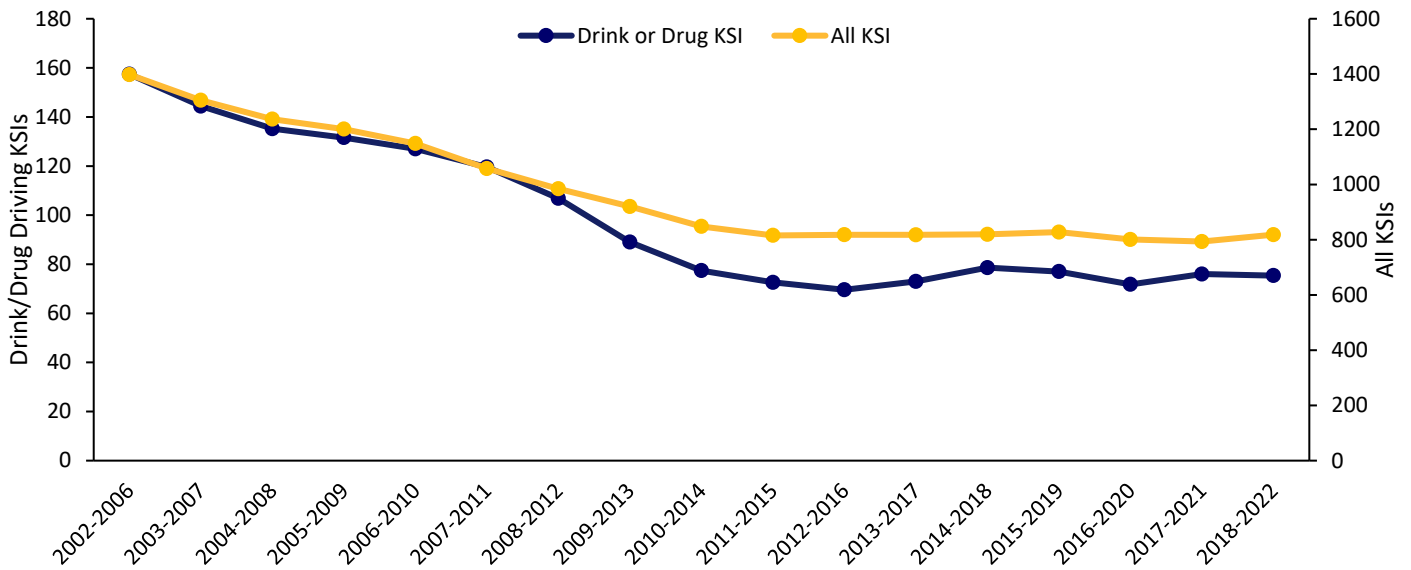


As can be seen there was a series high of 196 for drink or drug driving casualties in 2002 with a series low of 46 in 2020. However, a year later in 2021 the figure rose to 102 (up 122%). These figures should be looked at in the context of the Covid-19 lockdown.

**Table 1: Comparison of drink or drug driving KSI casualties against KSI casualties from all causations 2002-2022 (5-year rolling average)**

Year	Number of drink/drug driving KSI casualties (5 year average)	Number of overall KSI casualties (5 year average)	proportion
2002-2006	157	1398	11%
2003-2007	144	1305	11%
2004-2008	135	1236	11%
2005-2009	132	1200	11%
2006-2010	127	1148	11%
2007-2011	120	1058	11%
2008-2012	107	984	11%
2009-2013	89	920	10%
2010-2014	77	848	9%
2011-2015	73	816	9%
2012-2016	70	818	9%
2013-2017	73	818	9%
2014-2018	79	819	10%
2015-2019	77	827	9%
2016-2020	72	801	9%
2017-2021	76	793	10%
2018-2022	75	818	9%

**Figure 2: Comparison of drink or drug driving KSI casualties against KSI casualties from all causations 2002-2022 (5-year rolling average)**



Examining a rolling 5-year average as presented in Table 1 and Figure 2 above, there has been a clear downward trend in drink/drug drive KSI casualties, with the average showing a year on year decrease from 157 in 2002-2006 to a low of 70 in 2012-2016. Since 2012-2016 the number of drink/drug driving KSI have remained fairly level when compared with the steady decrease from 2002-2006 to 2012-2016. Between 2002-2006 and 2018-2022 the number of drink/drug driving KSIs fell by 52%. It should be noted that over the same timescale though, the number of overall people killed or seriously injured in road traffic collisions has also fallen, from 1,398 between 2002 and 2006 to 818 in 2018-2022, a 41% reduction. The figures show that **drink & drug drive KSI casualties have fallen more than all KSI casualties**: the two trend lines tracked each other closely until 2008-2012, when drink-drive KSI casualties began to reduce at a faster rate than the overall total.

**Figure 3: Drink or drug driving KSI casualties as a proportion of the total number of people killed or seriously injured 2002-2022 (rolling 5-year average)**

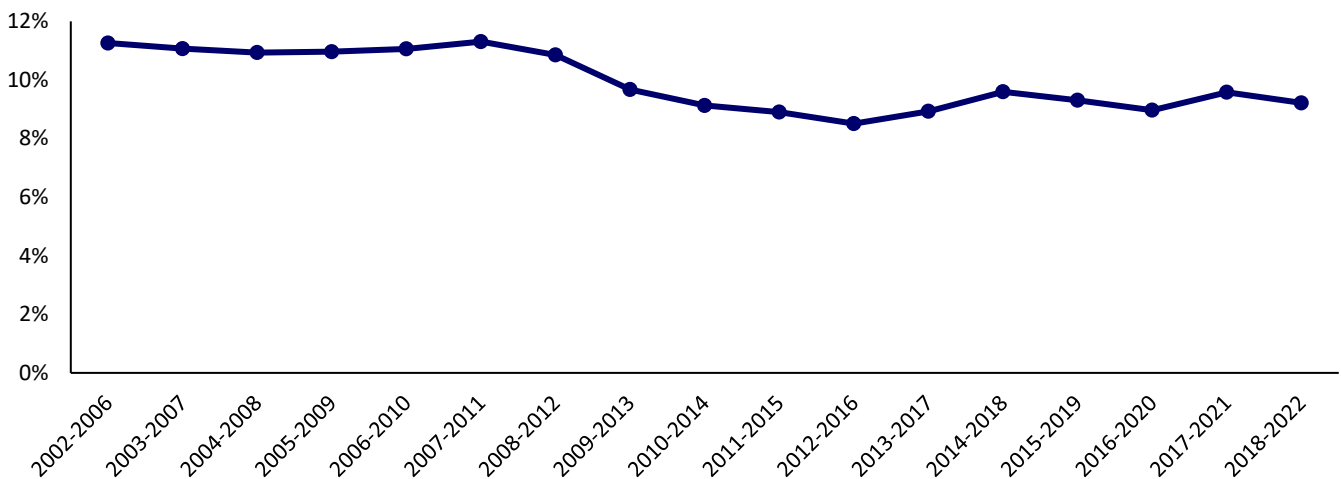


Figure 3 above presents further evidence that KSI casualties caused by drink or drug driving have reduced at a faster rate than all KSI casualties. As can be seen, the proportions of KSI casualties that are attributed to drink/drug driving have fallen over time, from 11% between 2002 and 2006 to the most recent figure of 9% for the five-year period between 2018 and 2022.

## CONTEXT

Narrowing the focus to the five-year period 2018 to 2022 and looking only at the causation factor ‘Impairment by alcohol – driver/rider’, we can examine how drink driving compares with other causation factors during this period. Table 2 below presents the top ten principal causation factors between 2018 and 2022 for fatal and serious (KSI) collisions, with the top three being ‘inattention or attention diverted’ (414 KSI collisions, or 12% of all KSI collisions), followed by ‘wrong course / position’ (277 KSI collisions, or 8%) and ‘Excessive speed having regard to conditions’ (238 KSI collisions, or 7%). Impaired by alcohol – driver / rider was fourth (228 KSI collisions or 7%). In terms of fatalities, drink driving accounted for 30 deaths during the five-year period (11% of fatalities), third after “wrong course / position” and “excessive speed having regard to conditions”.

**Table 2: Top Ten principal causation factors of KSI Collisions, 2018-2022**

Principal Causation Factor	KSI Collision	Killed	Seriously Injured	KSI Total	% of KSI collisions
Inattention or attention diverted	414	20	450	470	12%
Wrong course / position	277	44	352	396	8%
Excessive speed having regard to conditions	238	35	275	310	7%
<b>Impaired by alcohol – driver / rider</b>	<b>228</b>	<b>30</b>	<b>266</b>	<b>296</b>	<b>7%</b>
Turning right without care	208	7	239	246	6%
Crossing or entering road junction without care	196	8	244	252	6%
Emerging from minor road without care	185	6	213	219	5%
Overtaking on offside without care	168	16	196	212	5%
Heedless of traffic crossing carriageway	159	10	150	160	5%
Emerging from private road / entrance without care	86	5	94	99	3%
All other factors	1278	91	1340	1431	-
<b>Total</b>	<b>3,437</b>	<b>272</b>	<b>3,819</b>	<b>4,091</b>	<b>-</b>

**Figure 4: Proportion of casualties that are KSI casualties for top ten causation factors, 2018-2022**

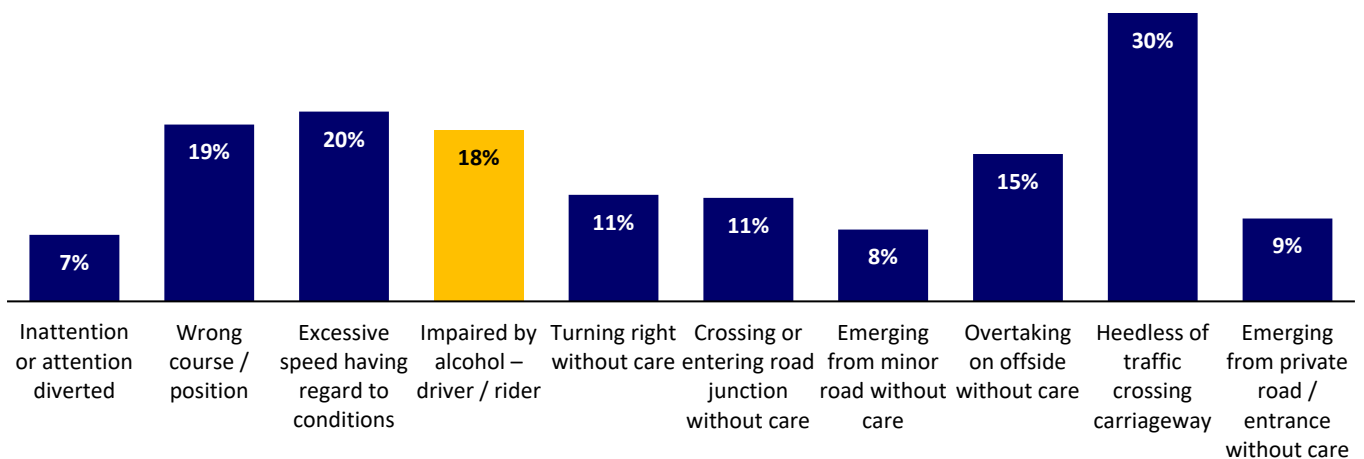



Figure 4 above highlights just how deadly driving whilst impaired by alcohol has proved to be. Examining the proportion of all casualties that are killed or seriously injured within the top ten causation factors, we see that drink driving was ranked fourth: 18% of all drink driving casualties were killed or seriously injured (296 out of 1,648), and only casualties injured by, ‘Heedless of traffic crossing carriageway’, ‘Excessive speed’ and “Wrong course / position” within the top ten had a KSI proportion higher than this (30%, 20% and 19%, respectively).



## PROFILE OF DRIVERS RESPONSIBLE

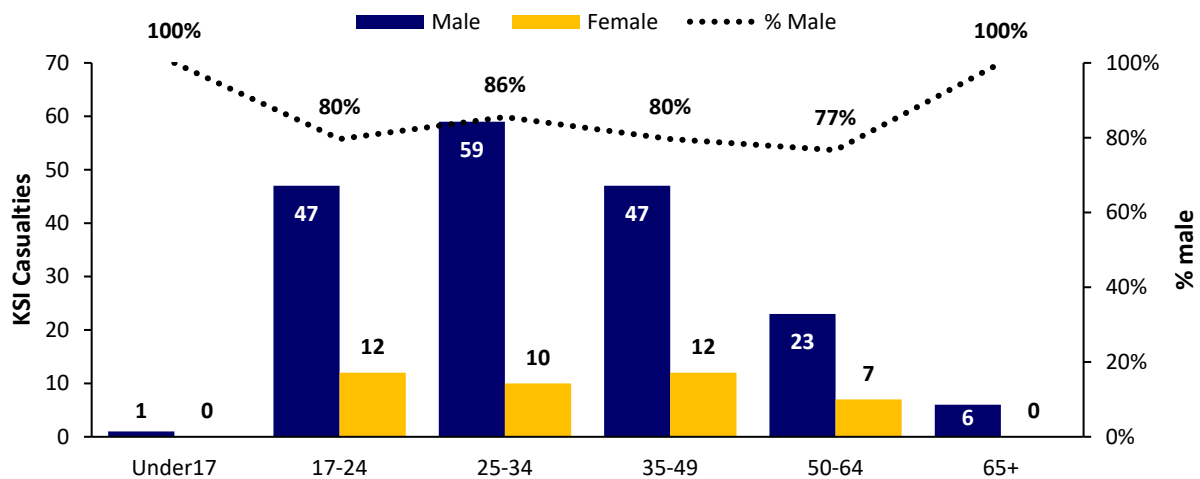


**80%** of drivers responsible for drink drive KSI collisions between 2018 and 2022 were **male**

Between 2018 and 2022, of the 228 KSI collisions in which the principal causation factor was 'impaired by alcohol – driver/rider, there were 228 drivers responsible. Of the 228 responsible drivers, 183 were male (80%), 41 were female (18%) and four were of unknown gender (collisions where the causation is believed to be due to alcohol despite no driver being identified). Those in the 25 to 34 age group accounted for the most, with three-tenths (30%) of those

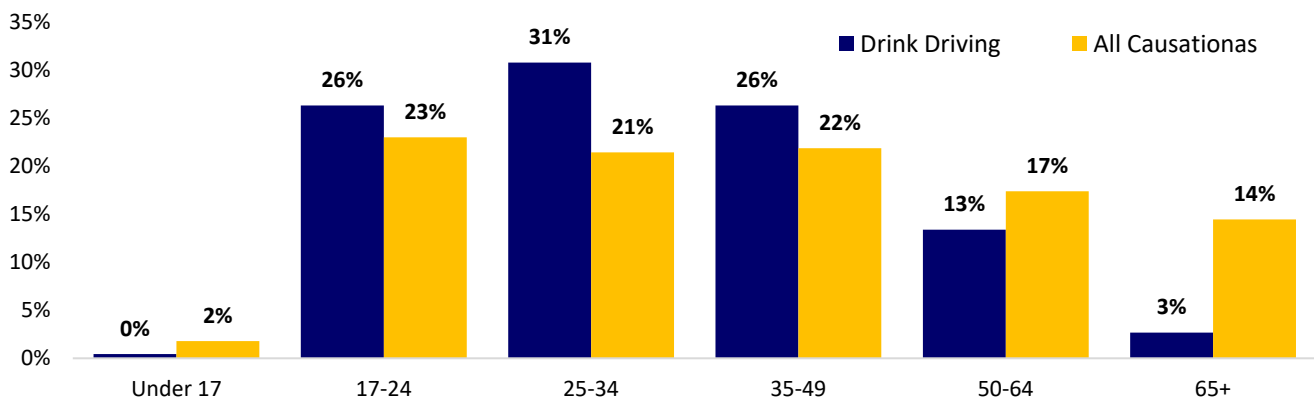
responsible coming from this age group. A breakdown by age and gender is presented below:

**Figure 5: Drink drivers responsible for a KSI casualty by age and gender 2018 - 2022**



Male drivers are overrepresented in drink-drive KSI collisions. As seen above, 80% of drivers responsible for drink-drive collisions were male, and this compares to 69% of all fatal or serious collisions which had a male driver responsible.

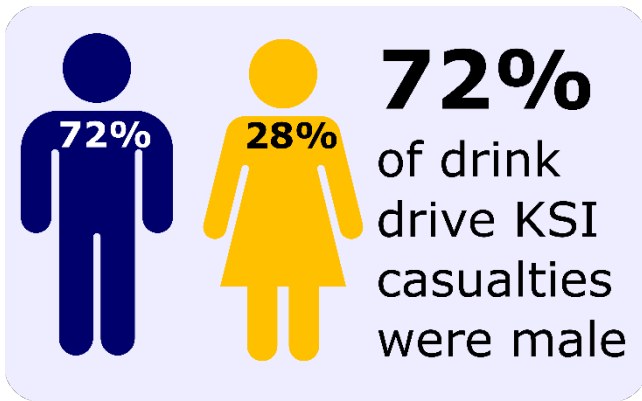
**Figure 6: Age<sup>1</sup> of drink drivers responsible for a KSI collision compared with drivers responsible for a KSI collision with any causation 2018-2022**



<sup>1</sup> Excludes 4 drink drivers of unknown age and 170 all causation drivers of unknown age.

Figure 6 presents the proportions by age group of those responsible for a drink drive KSI collision against the age group proportion for any KSI collision. As can be seen, drivers under the age of 50 were over-represented in drink-drive KSI collisions. These age groups recorded a greater proportion responsible for drink-drive KSI collisions compared with all causations (especially the 25 to 34 age group which had a difference of 9 percentage points). The older age groups were in contrast underrepresented in drink driving KSI collisions, with those aged 65 or over accounting for just 3% of those drivers responsible for drink-drive KSI collisions compared with 14% for all causation factors.

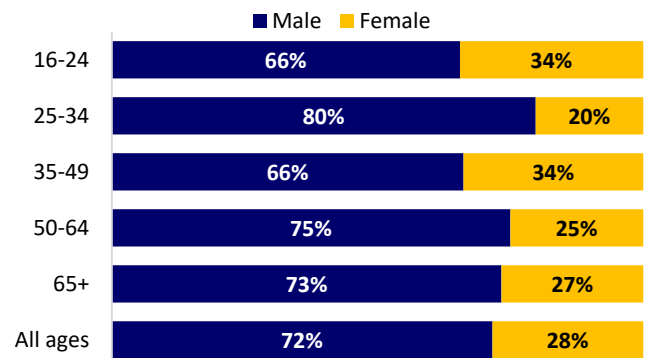
## PROFILE OF KSI CASUALTIES



Between 2018 and 2022, there were 30 people killed and 266 people seriously injured where the principal causation factor was 'Impaired by alcohol – driver/rider', equating to 296 KSI casualties. The majority of the casualties were male, with the breakdown being 212 male (72%) and 84 female (28%). This breakdown is similar for most age groups, with ranges from 66% males for young people aged 16-24, to 80% for those aged 25 to 34. There were a small number (3) of children aged under 16 that were KSI casualties. See Table 3 and Figure 7 below.

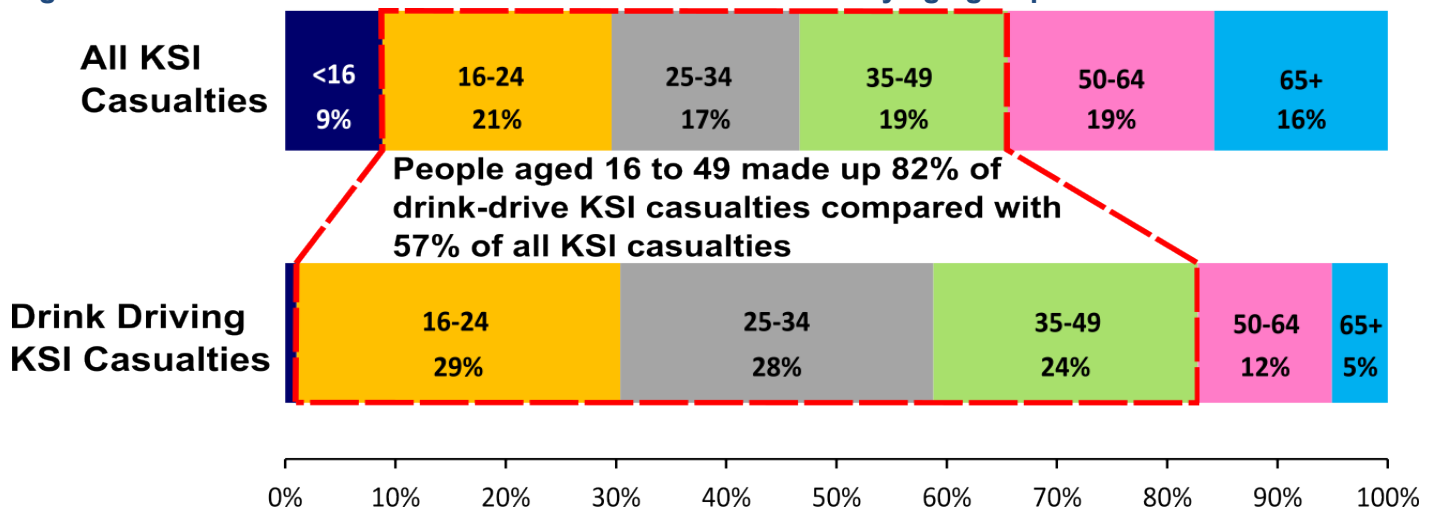
**Table 3 & Figure 7: Drink Driving KSI casualties by age group and gender 2018-2022**

	Male	Female	Total
Under 16	3	0	3
16 - 24	57	30	87
25 - 34	67	17	84
35 - 49	47	24	71
50 - 64	27	9	36
65 +	11	4	15
<b>All ages</b>	<b>212</b>	<b>84</b>	<b>296</b>



The largest age group of drink driving KSI casualties was that of young people, with the 87 aged 16 to 24 making up a just under three-tenths (29%) of the 296 total. This was followed by the 25 to 34 (28%) and 35 to 49 (24%) age categories, meaning with those aged 16 to 49 comprised 82% overall. In comparison, the same three age groups make up 57% of the total for all KSI casualties, so this age range is overrepresented for drink driving KSIs. In contrast, children and the older age groups which make up 43% of all KSI casualties comprise just 18% of those killed or seriously injured in a drink driving collision. Figure 8 compares the proportions below, with those aged 16 to 49 outlined in red.

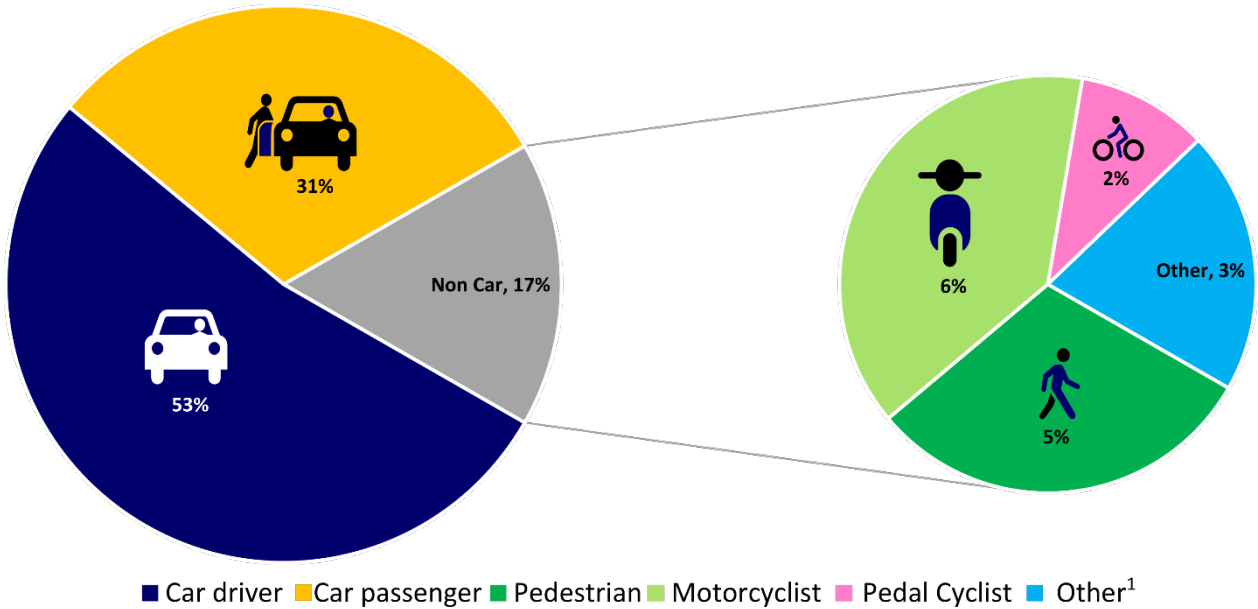
**Figure 8: Drink drive KSI casualties versus all KSI casualties by age group 2018-2022**



## CASUALTY BY ROAD USER CLASS

Examining drink-drive KSI casualties by road user type, 247 (83%) were car users of whom 156 were drivers (53%) and 91 were passengers (31%). Of the other 49 KSI casualties, 19 (6%) were motorcyclists, 15 (5%) were pedestrian and the remainder were comprised of ten other<sup>1</sup> road users (3%) and five pedal cyclists (2%). See Figure 9 below:

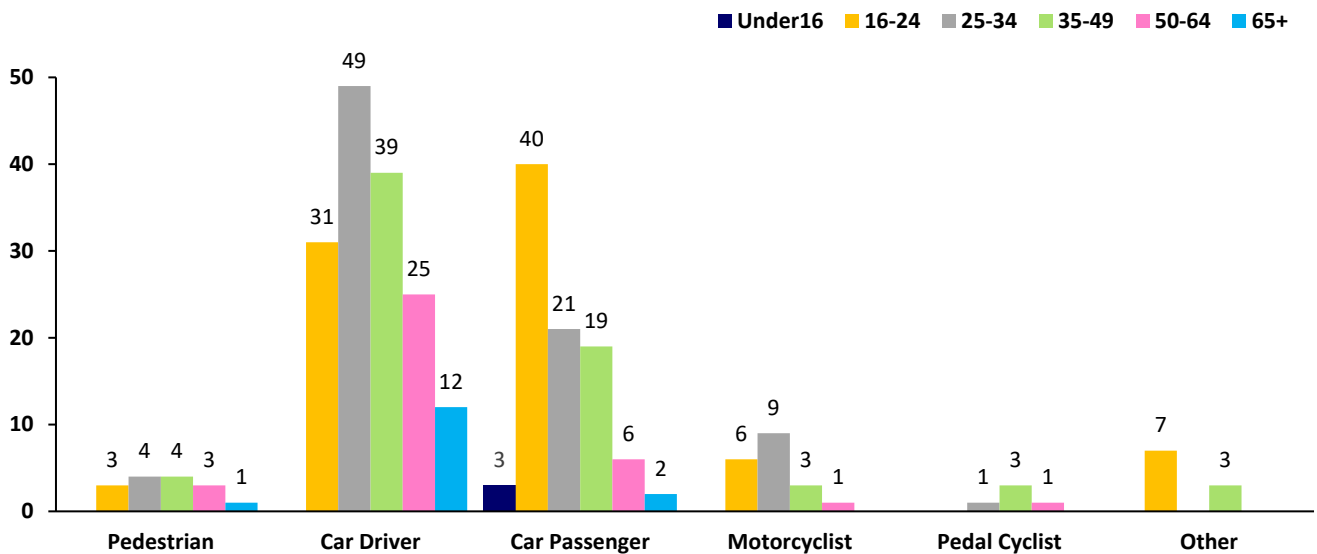
**Figure 9: Drink Driving KSI casualties by road user 2018-2022**



<sup>1</sup> Other road users comprise 5 users of another motor vehicle, 1 user of an HGV and 4 users of agricultural vehicles

Looking at the breakdown of each road user class by age group in Figure 10 below shows that the 25-34 age group and the 35-49 age group make up the largest number of drink drive KSI casualties amongst pedestrians (4, 27% each). The 16-24 age group was the largest number amongst car passengers (40, 44%) and other road users (7, 70%). For car drivers and motorcyclists, the 25-34 age group made up the largest numbers (49 (31%) and 9 (47%) respectively). For pedal cyclists, the 35-49 age group made up the largest number (3, (60%)). Figure 10 presents the breakdown below:

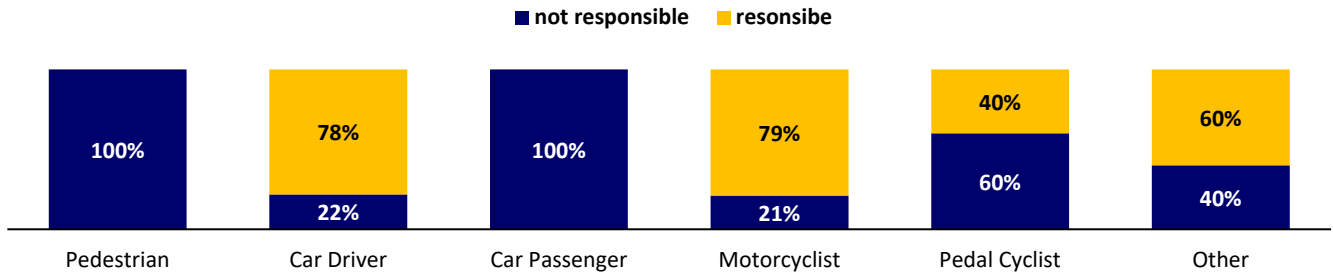
**Figure 10: Drink Driving KSI casualties by road user split by age group 2018-2022**



## RESPONSIBILITY

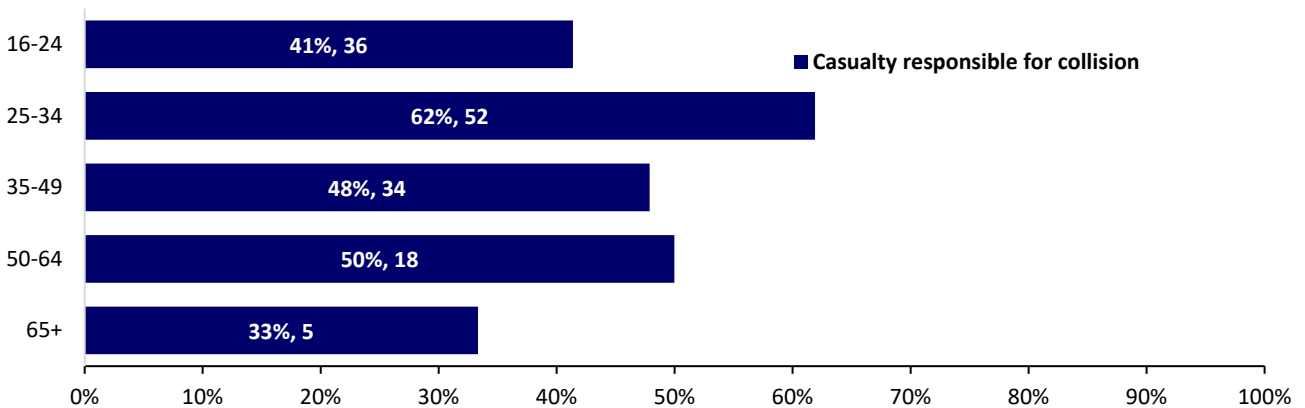
Of the 296 people that were killed or seriously injured over the five-year period where the principal causation was attributed to drink driving, 145 (49%) of the casualties were responsible for the collision in which they were injured. Looking at responsibility by casualty class in Figure 11 below, with the obvious exception of pedestrians and passengers who cannot be responsible for this factor, we see that the majority of road users were responsible for their own injuries with 122 out of the 156 car drivers (78%), 15 out of the 19 (79%) motor cyclists and 6 out of 10 other drivers (60%) being the culpable party.

**Figure 11: Drink Driving KSI casualties by road user responsibility 2018-2022**



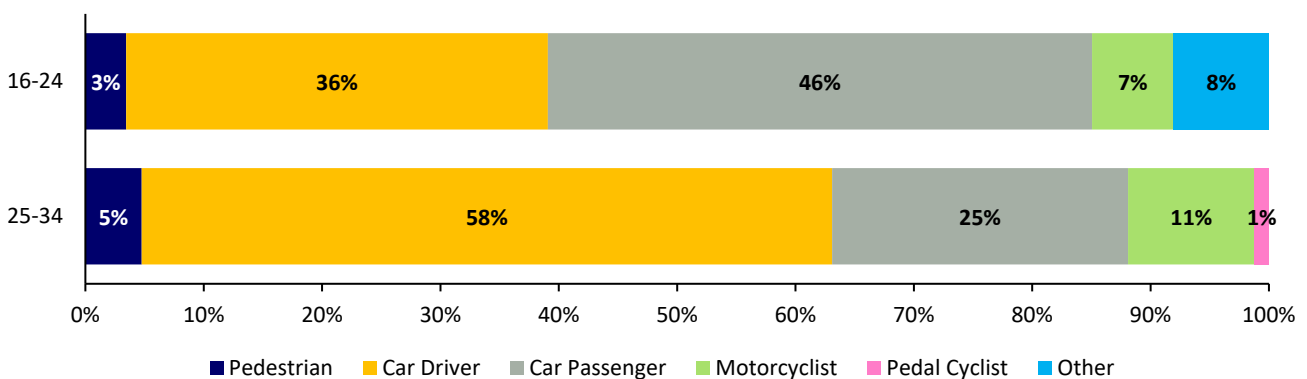
In terms of the split by age group, although young people (16-24) accounted for the most drink drive KSI casualties, they made up the second fewest by proportion of responsibility within their age group with just over two-fifths (41%) of the 16-24 age group being responsible for the collision. See Figure 12 below. In contrast, those from the 25-34 age group reported the greatest proportion of casualty responsibility, with just over three-fifths (62%) KSI casualties from this category being to blame.

**Figure 12: Drink Driving KSI casualties responsibility by selected age group 2018-2022**



An explanation for this is that the 25-34 age group had a higher proportion of drivers (58%) killed or seriously injured and a lower proportion of passengers (25%).

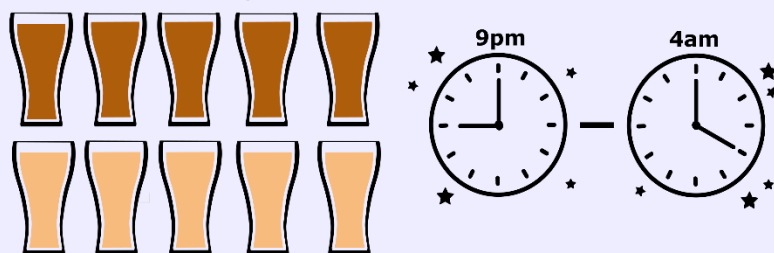
**Figure 13: Drink Driving KSI casualties: selected age group comparison by road user type**



## TIME AND MONTH

### When do drink driving fatal and serious collisions occur?

**Over half of all** drink driving **KSI collisions** occurred between 9pm and 4am (for 2018 to 2022)



In the five years 2018-2022, the majority of drink driving collisions occurred at the weekend, with 119 of the 228 KSI collisions being recorded on a Saturday (39, 17%) or a Sunday (80, 35%). In comparison, there was a daily average of 22 drink driving collisions (10%) throughout the working week. The greatest single hour for drink driving collisions was between 2am and 3am on a Sunday, when 12 took place. This

was closely followed by 10 more between midnight and 1am. Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 1am and 2am with 28 collisions (12%). The next highest period was between 2am and 3am (with 24 collisions, 11%). In fact over half the number of drink driving collisions occurred between the hours of 9pm to 4am (55%). This is largely determined by the high number occurring between those hours on a Saturday or Sunday with 70 of the 119 (59%) KSI drink driving collisions happening at this time during the weekend. See Table 4 below:

**Table 4: Drink driving fatal and serious collisions by day and hour 2018-2022**

	Time	MON	TUE	WED	THU	FRI	SAT	SUN	Total	Time
	06:01 - 07:00	1	1	1	0	1	0	3	7	06:01 - 07:00
	07:01 - 08:00	1	0	0	0	0	0	0	1	07:01 - 08:00
	08:01 - 09:00	0	0	0	0	0	0	1	1	08:01 - 09:00
	09:01 - 10:00	1	1	1	0	0	2	2	7	09:01 - 10:00
	10:01 - 11:00	1	0	0	0	1	0	1	3	10:01 - 11:00
	11:01 - 12:00	0	0	0	1	0	3	1	5	11:01 - 12:00
	12:01 - 13:00	0	0	0	0	0	1	4	5	12:01 - 13:00
	13:01 - 14:00	1	0	0	3	2	1	1	8	13:01 - 14:00
	14:01 - 15:00	2	1	0	1	1	0	0	5	14:01 - 15:00
	15:01 - 16:00	0	0	0	0	0	0	2	2	15:01 - 16:00
No of KSI Collisions	16:01 - 17:00	0	1	0	2	1	2	0	6	16:01 - 17:00
	17:01 - 18:00	1	0	0	2	1	1	2	7	17:01 - 18:00
0	18:01 - 19:00	4	1	1	2	2	0	3	13	18:01 - 19:00
1-2	19:01 - 20:00	0	1	0	1	2	2	5	11	19:01 - 20:00
3-5	20:01 - 21:00	0	0	1	1	1	1	4	8	20:01 - 21:00
6-7	21:01 - 22:00	1	1	0	0	1	6	3	12	21:01 - 22:00
8+	22:01 - 23:00	2	2	4	3	0	5	3	19	22:01 - 23:00
	23:01 - 00:00	1	1	0	3	3	0	1	9	23:01 - 00:00
	00:01 - 01:00	3	2	0	2	1	2	10	20	00:01 - 01:00
	01:01 - 02:00	7	0	3	1	3	7	7	28	01:01 - 02:00
	02:01 - 03:00	0	2	2	4	1	3	12	24	02:01 - 03:00
	03:01 - 04:00	1	0	0	0	2	2	9	14	03:01 - 04:00
	04:01 - 05:00	0	3	1	0	0	0	3	7	04:01 - 05:00
	05:01 - 06:00	0	0	0	1	1	1	3	6	05:01 - 06:00
	<b>Total</b>	<b>27</b>	<b>17</b>	<b>14</b>	<b>27</b>	<b>24</b>	<b>39</b>	<b>80</b>	<b>228</b>	<b>Total</b>

**Figure 14: Drink driving collisions by time of day – weekday vs weekend, 2018-2022**

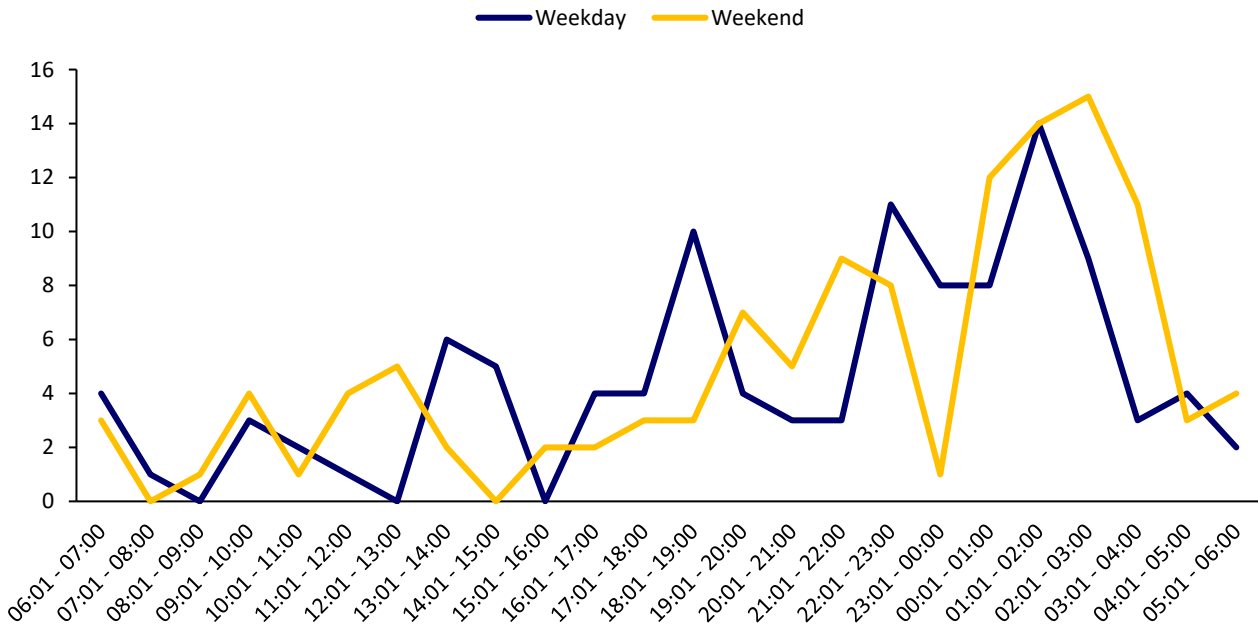
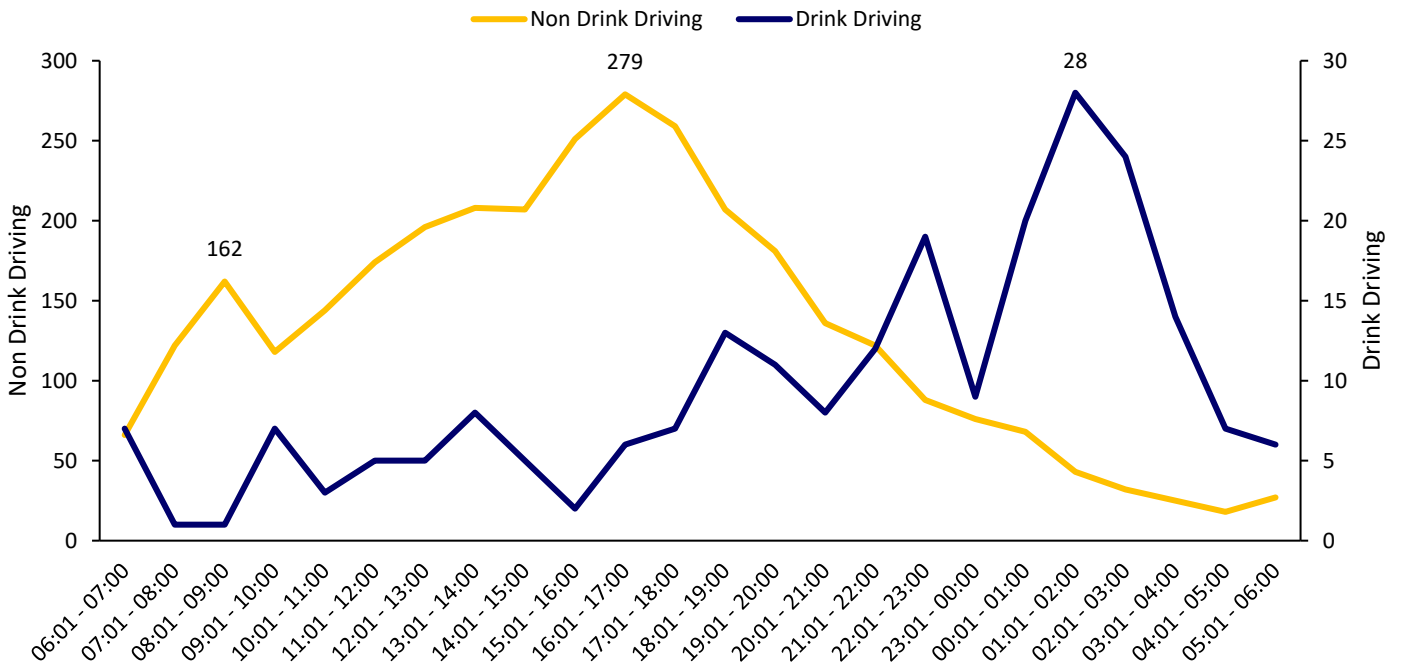


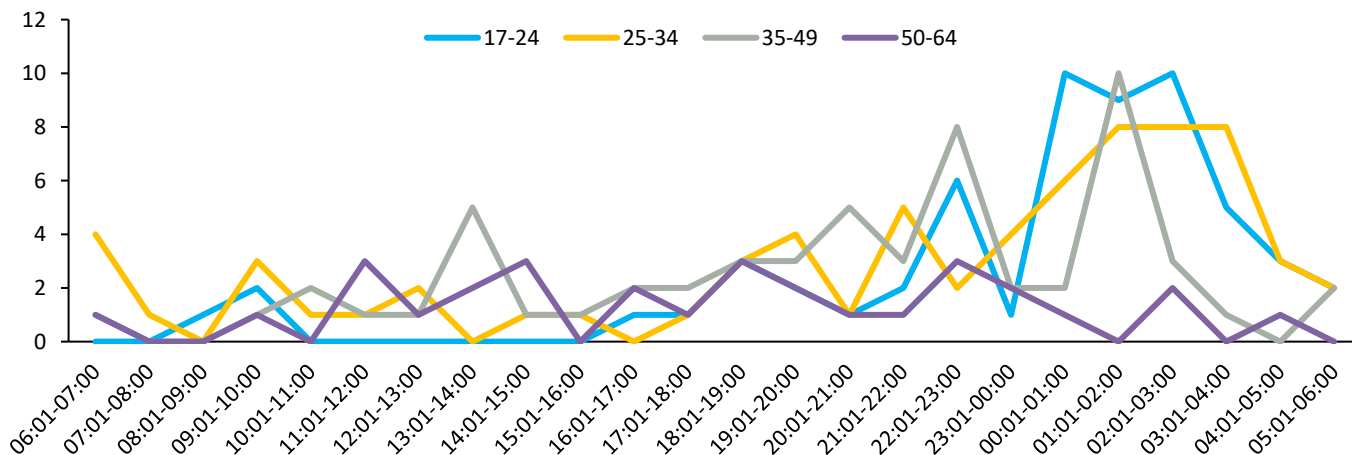
Figure 14 presents the number of fatal and serious collisions by time of day for both Monday to Friday and at the weekend. As can be seen there is not much variation between the two charts during the hours of 6am to 5pm. However, there is a spike in the weekday collisions between 6pm and 7pm which doesn't occur in the weekend collisions, and as discussed previously the number of collisions occurring between 2am and 4am are much more pronounced on a Saturday and Sunday.

**Figure 15: Drink driving vs non drink driving KSI collisions by time of day, 2018-2022**



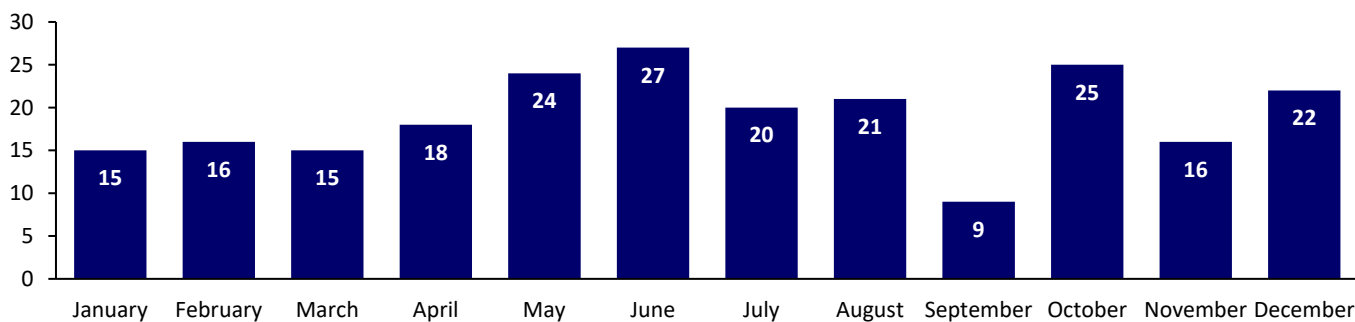
Comparing the pattern of drink driving KSI collisions with other KSI collisions (Figure 15). The spikes that occur at rush hour times are much more evident for non-drink driving causations between 8am to 9am and 4pm to 5pm, while there is a tailing off of these after 8pm. In contrast, drink driving collisions are much more prevalent after 9pm up until 4 in the morning with 126 of the 228 recorded between 9pm and 4am (55%).

**Figure 16: Drink driving KSI collisions by time of day for selected age group of driver – 2018 to 2022**



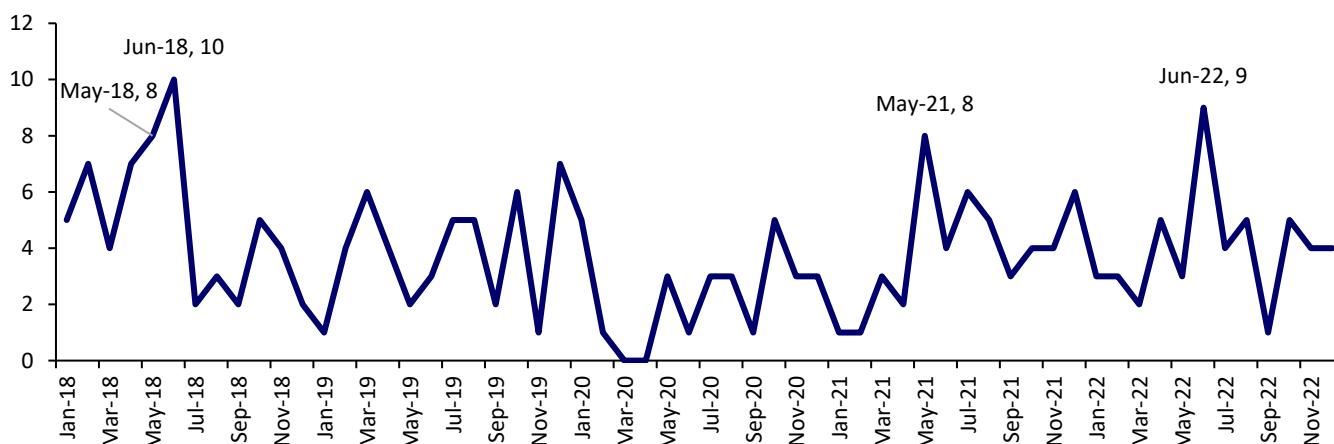
The split of drink driving collisions by age of driver responsible also reveals some useful insights. There is a peak between 1pm and 2pm for those aged 35 to 49 which isn't there for the other age groups. Drink driving KSI collisions, however, in the early hours of the morning was more prevalent amongst the younger age groups; over half (57%) of all drink driving KSI collisions between 6am and 7am were caused by the 25-34 age group. A complete breakdown by age group is presented in Table A10 in the Appendix.

**Figure 17: Drink driving KSI collisions by month of year– 2018 to 2022**



Examining a monthly breakdown in Figure 17 shows that September has the fewest drink driving KSI collisions (9) while June has the most (27), closely followed by October (25) and May (24). As Figure 18 shows, these peaks are determined due to individual spikes for these months in May 2018, Jun 2018, May 2021 and June 2022 rather than any underlying seasonal trend. October figures were fairly consistent ranging from just four to six.

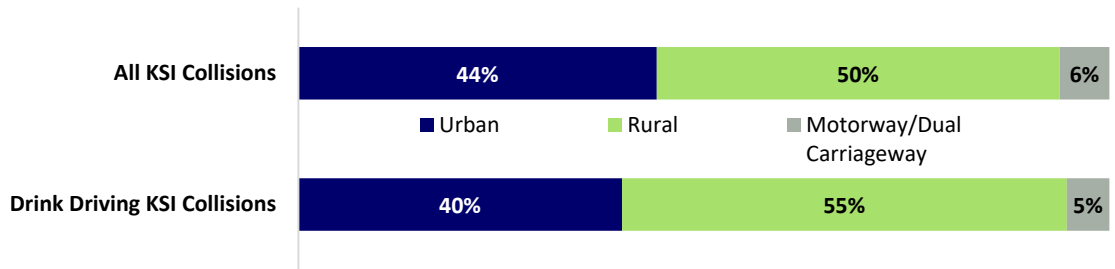
**Figure 18: Drink driving KSI collisions for each month– 2018 to 2022**



### SPEED LIMIT OF ROAD

The majority of fatal and serious collisions caused by drink-driving occurred on rural roads, with 125 out of the 228 (55%) occurring on a single carriageway with a speed limit greater than 40 miles per hour. This compares with the 50% of all KSI collisions that occur on rural roads, meaning drink-drive KSI collisions are over-represented on these roads. The remaining 103 drink-drive KSI collisions comprised of 91 on urban roads (40%) and 12 on motorways and dual carriageways (5%). See Figure 19 below. In terms of casualties, those which occurred on rural roads accounted for 20 of the 30 drink driving deaths (67%) and 147 of the 266 people seriously injured (55%).

**Figure 19: Drink driving KSI collisions vs all KSI collisions by speed limit of road– 2018 to 2022**



### SINGLE VEHICLE COLLISIONS

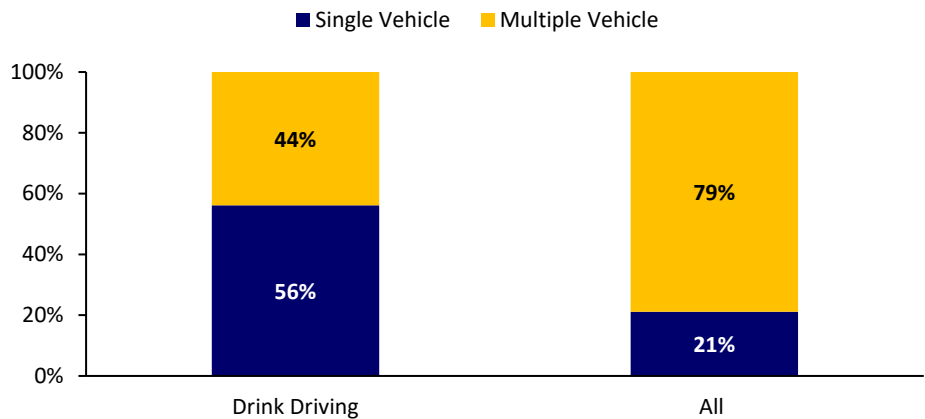
**Over half (56%)** of drink drive KSI collisions between 2018 and 2022 were **single-vehicle collisions**

Of the 727 single vehicle KSI collisions recorded between 1<sup>st</sup> January 2018 and 31<sup>st</sup> December 2022, 128 (18%) were due to ‘impairment by alcohol – driver/rider’. This was the second highest causation factor overall for single vehicle collisions, just behind inattention or attention diverted (which had 20%). The demographic of those involved in drink driving single vehicle KSI collisions are similar to

that of drink driving KSI collisions overall, with the drivers responsible being predominately male (76%) and over three fifths (61%) being under the age of 35. Refer to page 9 for comparison.

Over half (56%) of all fatal and serious collisions that were caused by driver/rider alcohol between 2018 and 2022 were single-vehicle collisions. By contrast, just over a fifth (21%) of all KSI collisions were single-vehicle collisions. See Figure 20 below. This means that drink-drive single-vehicle collisions are highly overrepresented, perhaps suggesting that impairment by itself causes a high proportion of collisions, independent of the actions of other parties.

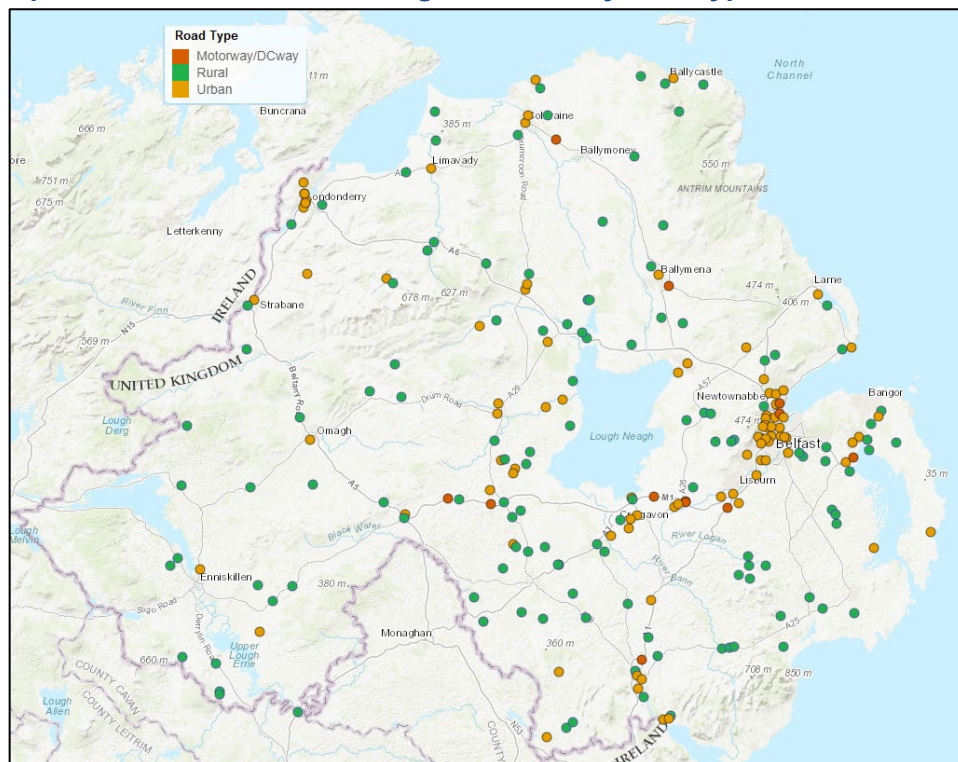
**Figure 20: Single vehicle collisions drink driving vs all causations– 2018 to 2022**





## MAPPING – WHERE DO DRINK DRIVING COLLISIONS OCCUR?

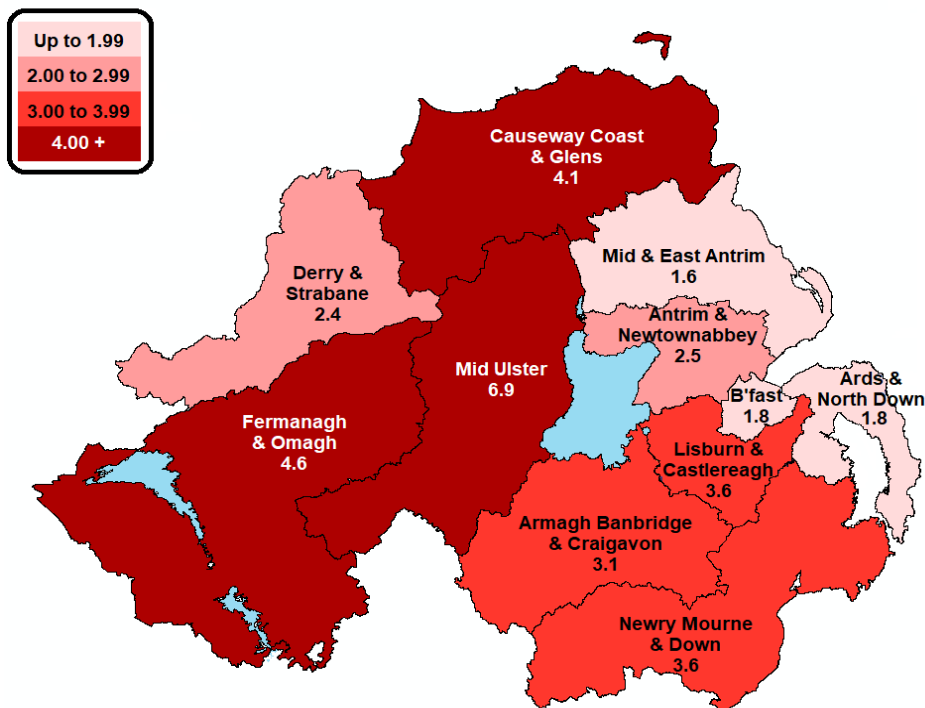
### Map 1: Location of drink driving collisions by road type 2018-2022



This map plots the location of fatal and serious drink-drive collisions in 2018-2022 split by road type. It shows a large cluster in and around Belfast. There are other clusters around other towns and cities, Such as Derry and Newry. Outside these clusters, which are mostly on Urban roads, the majority of KSI collisions occur on Rural roads. Looking at the number of drink driving KSI collisions by Local Government District, Mid Ulster had the most with 36, followed by Newry Mourne and Down with 28. Mid and East Antrim had the fewest with 9. In terms of fatal

collisions, Mid Ulster reported the most with five and Mid and East Antrim reported the fewest with 0.


### Map 2: Rate of Drink Driving KSI casualties per 100,000 population by District, 2018-2022



Map 2 aims to take account of the differing population densities by plotting the rate of drink driving KSI casualties in each Local Government District in 2018-2022 based on the yearly average per 100,000 population. Mid Ulster reports the highest rate of drink driving KSIs (6.9) followed by Fermanagh & Omagh (4.6); while the lowest is Mid & East Antrim (1.6). Mid Ulster was also top for the highest rate of fatalities, with 0.7 people killed due to drink driving per 100,000 population, while Causeway Coast & Glens was second highest with 0.6.

## DRINK DRIVING RELATED OFFENCES

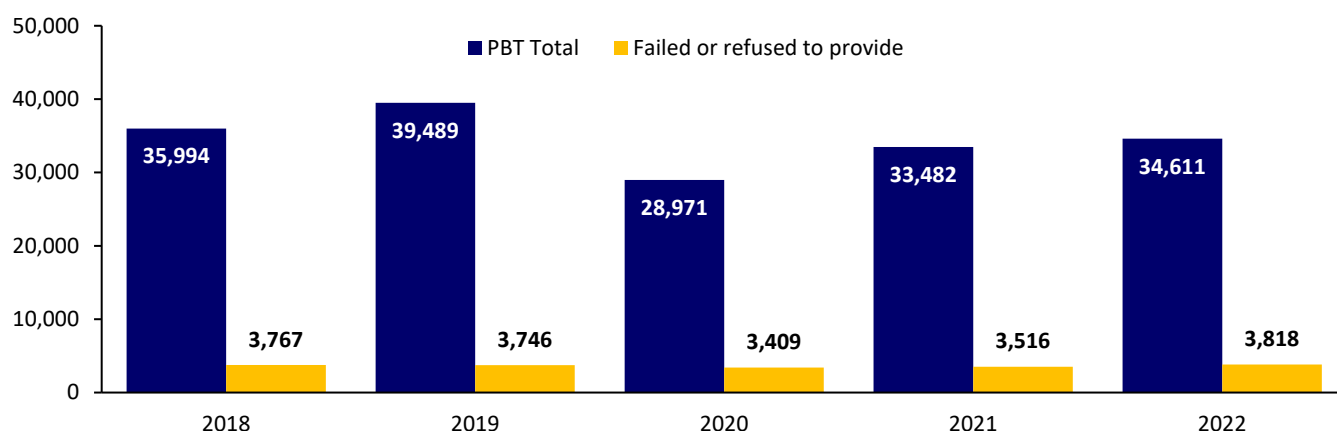
### Preliminary Breath Tests



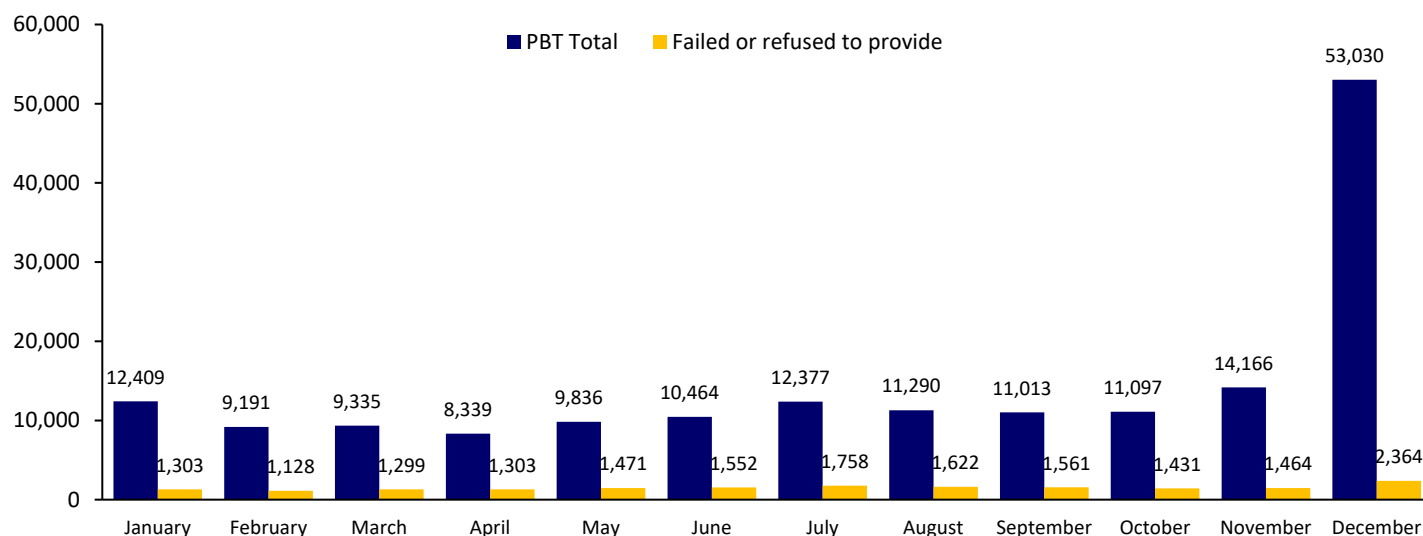
**11%** of drivers stopped between 2018 and 2022 either failed a PBT or refused to provide a sample

As part of this report, the number of preliminary breath tests that PSNI carry out are examined. Over the five-year period 2018 to 2022, PSNI carried out 172,547 Preliminary Breath Tests and caught 18,256 drivers (11%) who either failed the breath test or failed to provide a sample. Although there were just 9% of drivers tested who failed or refused to provide in 2019, there were more PBTs carried out this year than in any other year in the five-year period 2018-2022. The fewest number of Preliminary Breath Test were conducted in 2020 with only 28,971, this is most likely a consequence of the lockdown for the Covid-19 pandemic. 2020 saw the highest rate (12%) of failures or refused to provide.

**Figure 21: Number of Preliminary Breath Tests Conducted and number failed or refused to provide 2018-2022**

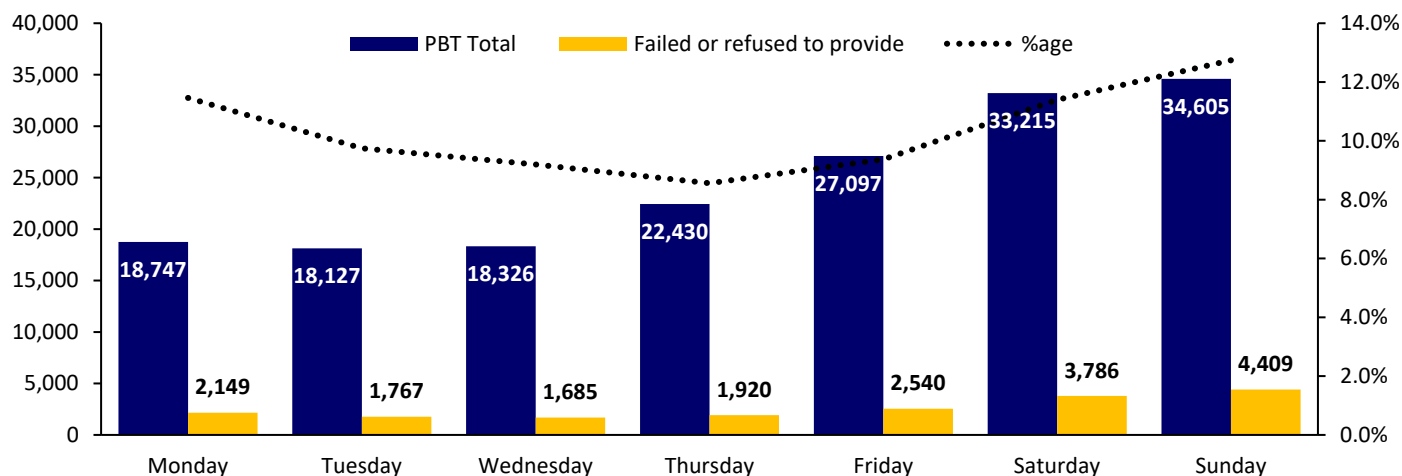


**Figure 22: Number of Preliminary Breath Tests Conducted by month, 2018 to 2022**



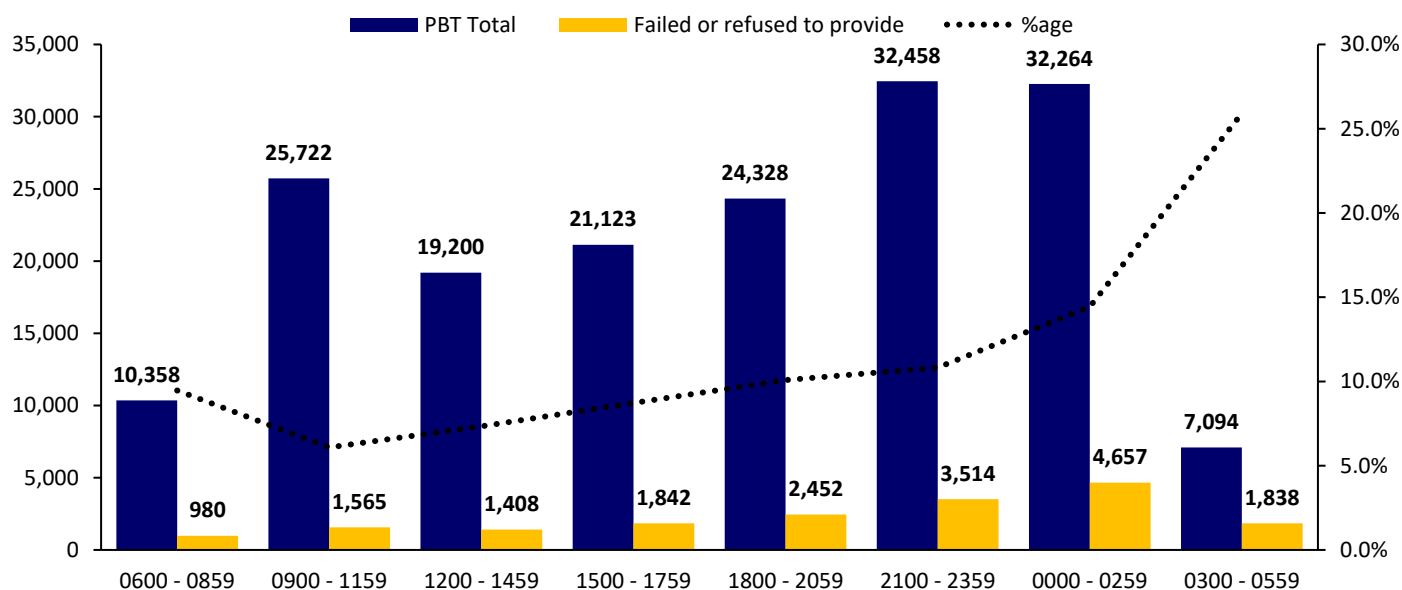
Looking at the number of PBTS conducted by month, day and time. Between 2018 and 2022, over 53,000 PBTs were conducted in December which represents over three-tenths (31%) of PBTs conducted over this five-year period. This is due to the drink/drug drive campaign which takes place over the Christmas period every year.

**Figure 23: Number of Preliminary Breath Tests Conducted by day of week, 2018 to 2022**



The above chart highlights that Saturday and Sunday are the days that the PSNI are more likely to carry out a PBT to detect those driving with excess alcohol. This mirrors when the most fatal and serious collisions attributed to drink are occurring. See Table 4 on page 13. It should be noted that not only are more tests carried out on a Saturday and Sunday, but there is also an increased proportion of those who fail their breath test or refuse to provide over the weekend. The dotted line in the chart above shows that the smallest proportion of those failures/refusal to provide occur on a Thursday (9%) whereas the proportion over the weekend is 11% for a Saturday and 13% for a Sunday.

**Figure 24: Number of Preliminary Breath Tests Conducted by time of day, 2018 to 2022**



The time-of-day figures show that the largest proportion of PBTs were conducted between 9pm and midnight with 32,458, closely followed by midnight to 3am with 32,264 being carried out between these hours. Of the 18,256 drivers who failed or refused to provide, 4,657 were detected during 12am and 3am representing over a quarter (26%) of all drivers who failed or failed to provide. Despite the fewest PBTs being carried out between 3am and 6am, this period had the highest percentage of those being over the limit with 1,838 of the 7,094 drivers tested during this time either failing or refusing to provide a PBT (26%). These figures give some insight as to why there are such a high percentage of fatal and serious drink driving collisions occurring between midnight and 6am in the time charts as provided on pages 13 to 15.

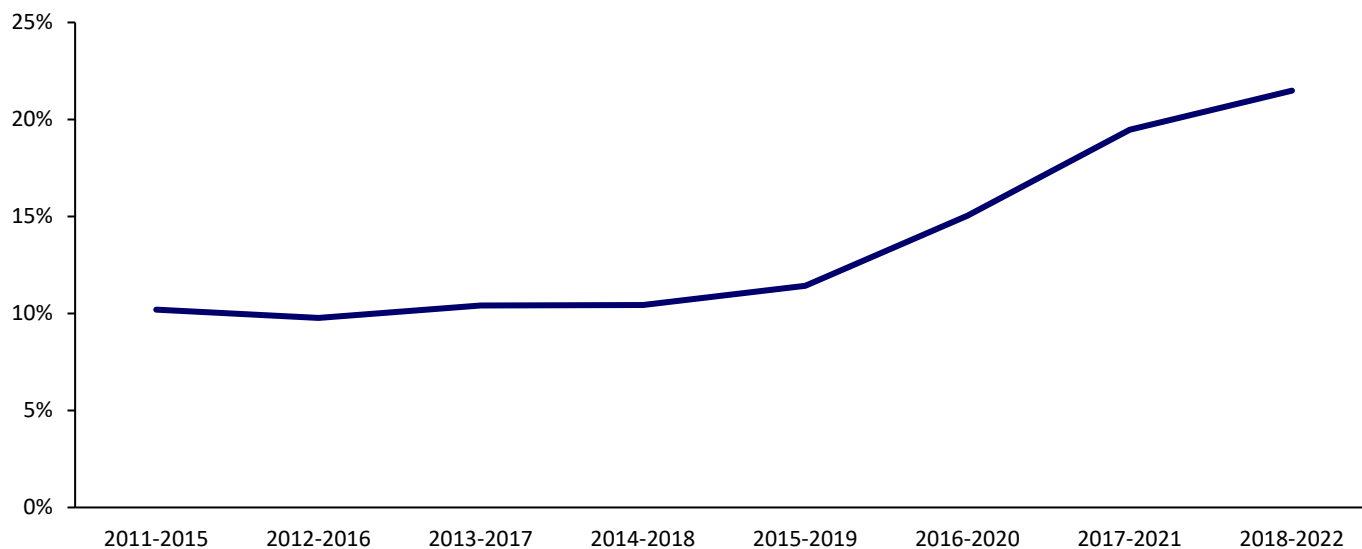
## DRINK DRIVING AND DRUG DRIVING COMPARISON

This section of the report will look at differences between drink driving and drug driving.

### TREND

Figure 25 below shows the percentage of drink and drug driving KSI casualties that were attributed to drug driving remained consistent between 2011-2015 and 2015-2019, ranging from 10% to 11%. Since then, the percentage attributed to drug driving has risen consistently and in 2018-2022 accounted for 21%, over double the percentage seen at the start of the series.

**Figure 25: Percentage of drink and drug driving KSI casualties caused by drug driving: five-year rolling average 2011-2022**



### Responsibility for KSI collisions

Of the 228 drivers responsible for a drink driving KSI collision, 183 were male (80%), 41 were female (18%) and four were of unknown gender. Of the 60 drivers responsible for a drug driving KSI collision, 50 were male (83%), eight were female (13%) and two were of unknown gender.

**Figure 26: Drink v drug drivers responsible for a KSI casualty by age 2018 - 2022**

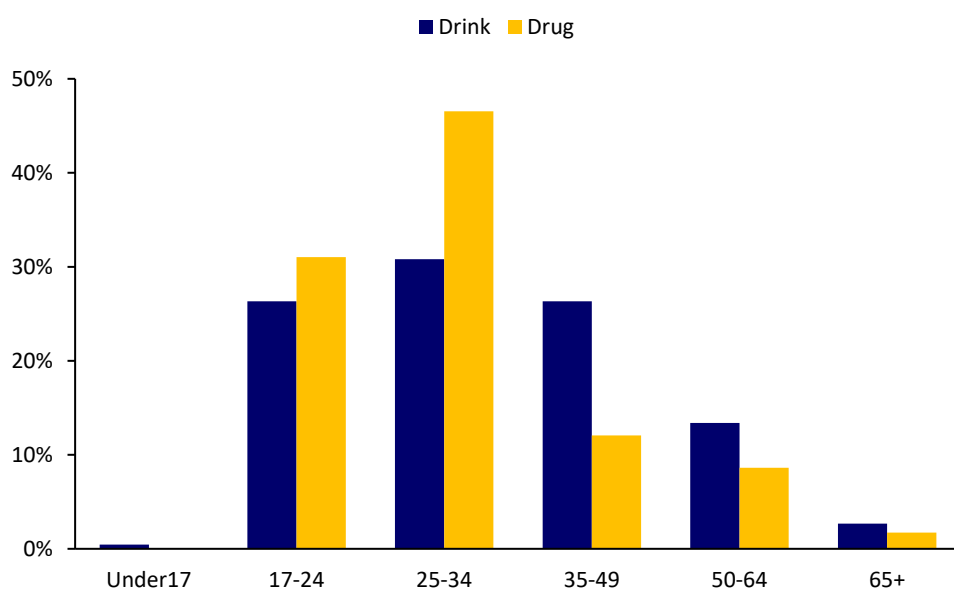
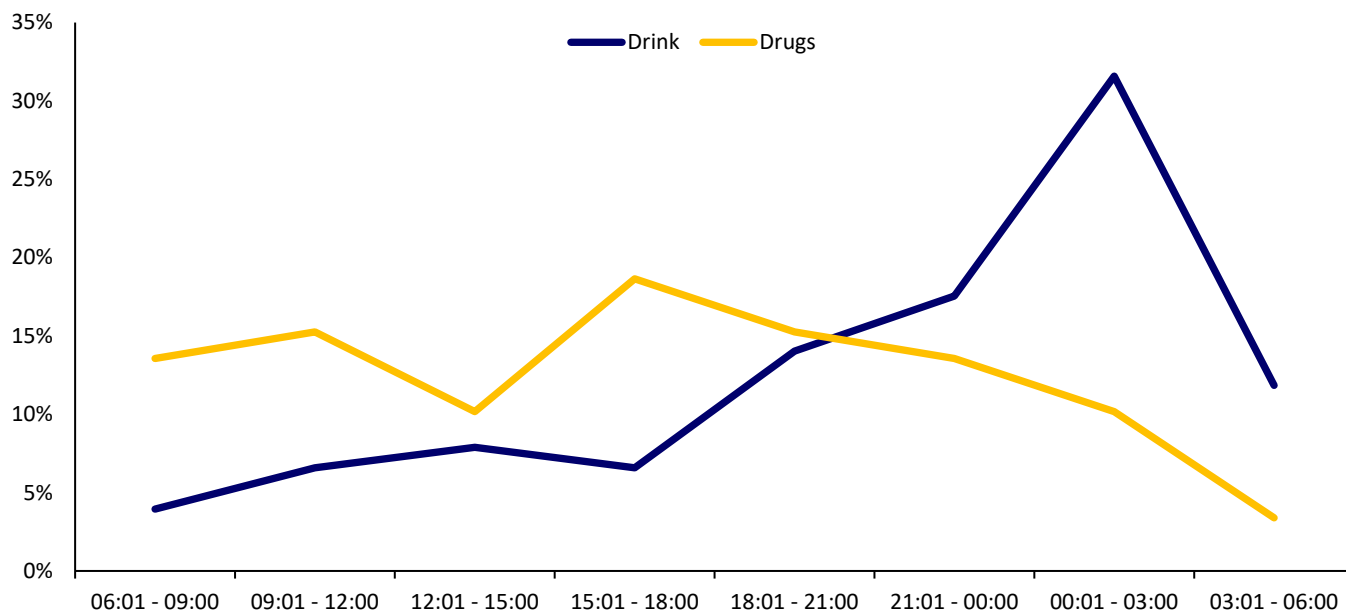


Figure 26 shows that the 25-34 age band has the highest percentage of drivers responsible for both drink and drug driving KSI collisions. However, the percentage for drug driving (45%) is much higher than the percentage for drink driving (30%). Drivers aged 17-34 accounted for 75% of drug driving KSI collisions, which is much higher than the 56% of drink driving KSI collisions caused by the same age-band.

## Time of KSI collisions

Figure 27 shows that the spike (32%) of drink driving KSI collisions between midnight and 3am is not replicated for drug driving (10%). The percentage of drug driving KSI collisions are highest (19%) between 3pm and 6pm and decline to 3% between 3am and 6am.

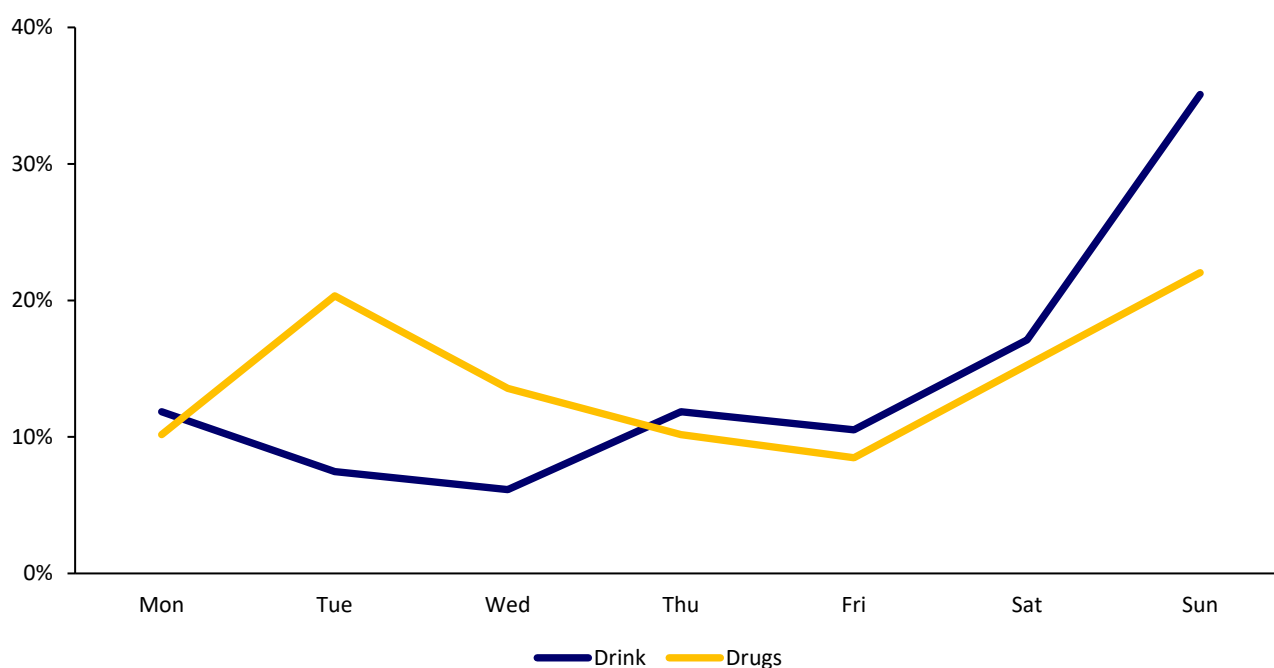
**Figure 27: Drink v drug driving KSI collisions by time of collision 2018 - 2022**



## Day of KSI collisions

The greatest percentage of drink and drug driving fatal and serious collisions both occurred on a Sunday, 35% and 22% respectively. However, over half (52%) of all fatal and serious drink driving collisions occurred on the weekend compared to under two-fifths (37%) for drug driving. Figure 28 below shows that a much higher proportion of drug driving fatal and serious collisions occurred on a Tuesday and Wednesday.

**Figure 28: Drink v drug driving KSI collisions by day of collision 2018 - 2022**



## NORTHERN IRELAND ROAD SAFETY STRATEGY (NIRSS) KEY PERFORMANCE INDICATORS

Key Performance Indicator 11 of the draft Northern Ireland's Road Safety Strategy to 2030 monitors the number of people killed where an alcohol or drugs causation factor was attributed.

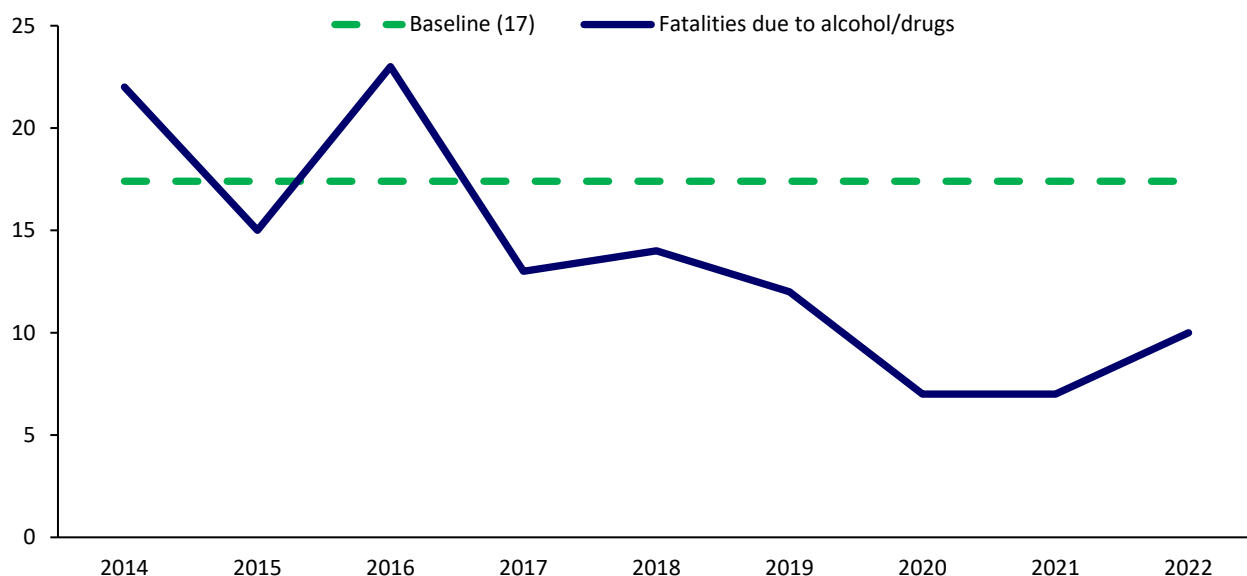
**Table 5: Number of people killed where alcohol/drugs causation factor\* was attributed 2014-2022 and five-year rolling average 2014-2022**

Year	Fatalities	% change from baseline (base=17)	Rolling Year	Fatalities	% change from baseline (base=17)
2014	22				
2015	15				
2016	23				
2017	13				
2018	14		2014-2018	17	
2019	12	-31%	2015-2019	15	-11%
2020	7	-60%	2016-2020	14	-21%
2021	7	-60%	2017-2021	11	-39%
2022	10	-43%	2018-2022	10	-43%

\* Note that NIRSS Key Performance Indicator 11 uses all road deaths related to drugs and alcohol including those attributed to passengers and pedestrians. As well as principal factor it also uses any contributory factor where these causations have been assigned.

In 2022, there were ten people killed in road traffic collisions where alcohol or drugs was attributed (see Figure 29 below). This figure represents a 43% increase from the previous year of 2021 when the number recorded was 7, and a 43% decrease from the baseline figure of 17.

**Figure 29: Number of people killed where alcohol/drugs causation factor was attributed 2014-2022**



The series has fluctuated year on year but in general there is a descending trend across the full period. A 32% decrease between 2014 and 2015 follows immediately with a 53% increase between 2015 and 2016. There follows a 43% decrease between 2016 and 2017 and then an 8% increase between 2017 and 2018.

The five-year rolling average does however show a decrease for each period; with 2015-2019 showing an 11% reduction from the 2014-2018 baseline, 2016-2020 shows a 21% reduction, and 2017-2021 a 39% reduction. The 2018-2022 figure of 10 is 43% below the baseline.

## APPENDIX

### A1: Drink or drug driving casualties by severity of injury 2002-2022

Year	Killed	Seriously Injured	KSI Casualties	Slightly Injured	Total
2002	28	168	196	631	827
2003	37	148	185	550	735
2004	30	124	154	452	606
2005	24	95	119	410	529
2006	18	115	133	376	509
2007	18	113	131	436	567
2008	18	121	139	376	515
2009	21	115	136	408	544
2010	10	86	96	324	420
2011	9	87	96	357	453
2012	8	59	67	388	455
2013	10	40	50	344	394
2014	16	62	78	336	414
2015	8	64	72	369	441
2016	17	64	81	426	507
2017	8	76	84	382	466
2018	9	69	78	350	428
2019	6	64	70	362	432
2020	6	40	46	339	385
2021	5	97	102	361	463
2022	5	76	81	322	403

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A2: Drink or drug driving casualties by severity of injury 2002-2022 (5 year rolling average)

Year	Killed	Seriously Injured	KSI Casualties	Slightly Injured	Total
2002-2006	27	130	157	484	641
2003-2007	25	119	144	445	589
2004-2008	22	114	135	410	545
2005-2009	20	112	132	401	533
2006-2010	17	110	127	384	511
2007-2011	15	104	120	380	500
2008-2012	13	94	107	371	477
2009-2013	12	77	89	364	453
2010-2014	11	67	77	350	427
2011-2015	10	62	73	359	431
2012-2016	12	58	70	373	442
2013-2017	12	61	73	371	444
2014-2018	12	67	79	373	451
2015-2019	10	67	77	378	455
2016-2020	9	63	72	372	444
2017-2021	7	69	76	359	435
2018-2022	6	69	75	347	422

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A3: Comparison of drink or drug driving KSI casualties against all causations and proportion of the total 2002-2022

Year	Drink and drug driving KSI Casualties		Total KSI casualties		% drink and drug driving KSI casualties of the total
	Number	% change Over the year	Number	% change Over the year	
2002	196		1676		12%
2003	185	-6%	1438	-14%	13%
2004	154	-17%	1330	-8%	12%
2005	119	-23%	1208	-9%	10%
2006	133	12%	1337	11%	10%
2007	131	-2%	1210	-9%	11%
2008	139	6%	1097	-9%	13%
2009	136	-2%	1150	5%	12%
2010	96	-29%	947	-18%	10%
2011	96	0%	884	-7%	11%
2012	67	-30%	843	-5%	8%
2013	50	-25%	777	-8%	6%
2014	78	56%	789	2%	10%
2015	72	-8%	785	-1%	9%
2016	81	13%	896	14%	9%
2017	84	4%	841	-6%	10%
2018	78	-7%	785	-7%	10%
2019	70	-10%	830	6%	8%
2020	46	-34%	652	-21%	7%
2021	102	122%	859	32%	12%
2022	81	-21%	965	12%	8%

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A4: Drivers responsible for drink driving KSI Collisions by age and gender and age group comparison vs all KSI collisions 2018 to 2022

Age group	Drink Driving KSI Collisions			All KSI Collisions
	Male (% male)	Female (% female)	Total (% by age group)	Total (% by age group)
Under 17	1 (100%)	0 (0%)	1 (0%)	47 (2%)
17-24	47 (80%)	12 (20%)	59 (26%)	602 (23%)
25-34	59 (86%)	10 (14%)	69 (31%)	561 (21%)
35-49	47 (80%)	12 (20%)	59 (26%)	572 (22%)
50-64	23 (77%)	7 (23%)	30 (13%)	455 (17%)
65+	6 (100%)	0 (0%)	6 (3%)	378 (14%)
<b>Total</b>	<b>183 (82%)</b>	<b>41 (18%)</b>	<b>224<sup>1</sup></b>	<b>2,615<sup>2</sup></b>

<sup>1</sup> excludes 4 drivers of unknown age

<sup>2</sup> excludes 170 drivers of unknown age

Source: Police Service of Northern Ireland Road Traffic Collision Data



#### A5: Drivers responsible for drink driving KSI Collisions by age group and vehicle type 2018 to 2022

Age group	Car	Motorcycle	Other	Total
Under 17	0	0	1	1
17-24	52	4	3	59
25-34	60	8	1	69
35-49	53	2	4	59
50-64	29	1	0	30
65+	6	0	0	6
<b>Total</b>	<b>200</b>	<b>15</b>	<b>9</b>	<b>224<sup>1</sup></b>

<sup>1</sup> excludes 4 drivers of unknown age

Source: Police Service of Northern Ireland Road Traffic Collision Data

#### A6: Drink drive KSI casualties by age group and gender 2018 to 2022

Age group	Drink Driving KSI Casualties			All KSI Casualties
	Male (% male)	Female (% female)	Total (% by age group)	Total (% by age group)
Under 16	3 (100%)	0 (0%)	3 (1%)	361 (9%)
16-24	57 (66%)	30 (34%)	87 (29%)	850 (21%)
25-34	67 (80%)	17 (20%)	84 (28%)	698 (17%)
35-49	47 (66%)	24 (34%)	71 (24%)	772 (19%)
50-64	27 (75%)	9 (25%)	36 (12%)	766 (19%)
65+	11 (73%)	4 (27%)	15 (5%)	644 (16%)
<b>Total</b>	<b>212 (72%)</b>	<b>84 (28%)</b>	<b>296</b>	<b>4,091</b>

Source: Police Service of Northern Ireland Road Traffic Collision Data

#### A7: Drink drive KSI casualties by road user split by age group 2018 to 2022

Age group	Pedestrian	Car Drivers	Car Passengers	Motorcyclists <sup>1</sup>	Pedal Cyclists	Other <sup>2</sup>	Total
Under 16	0	0	3	0	0	0	3
16-24	3	31	40	6	0	7	87
25-34	4	49	21	9	1	0	84
35-49	4	39	19	3	3	3	71
50-64	3	25	6	1	1	0	36
65+	1	12	2	0	0	0	15
<b>Total</b>	<b>15</b>	<b>156</b>	<b>91</b>	<b>19</b>	<b>5</b>	<b>10</b>	<b>296</b>

<sup>1</sup> includes pillion passengers      <sup>2</sup> includes other motor vehicles, HGVs & agricultural vehicles

Source: Police Service of Northern Ireland Road Traffic Collision Data

#### A8: Drink drive KSI casualties by road user split by responsibility 2018 to 2022

Road User class	Casualty not responsible for collision	Casualty responsible for collision	Total
Pedestrian	15	0	15
Car Driver	34	122	156
Car Passenger	91	0	91
Motorcyclist <sup>1</sup>	4	15	19
Pedal cyclist	3	2	5
Other <sup>2</sup>	4	6	10
<b>Total</b>	<b>151</b>	<b>145</b>	<b>296</b>

<sup>1</sup> includes pillion passenger      <sup>2</sup> includes the drivers of other motor vehicles, HGVs, buses & agricultural vehicles

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A9: Drink drive KSI casualties by age group split by responsibility 2018 to 2022

Age group	Casualty not responsible for collision	Casualty responsible for collision	Total
Under 16	3	0	3
16-24	51 (59%)	36 (41%)	87
25-34	32 (38%)	52 (62%)	84
35-49	37 (52%)	34 (48%)	71
50-64	18 (50%)	18 (50%)	36
65+	10 (67%)	5 (33%)	15
<b>Total</b>	<b>151 (51%)</b>	<b>145 (49%)</b>	<b>296</b>

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A10: Drink driving collisions by age group of driver responsible by time of day & drink driving collisions vs non drink driving KSI collisions by time of day 2018 to 2022

Time	17-24	25-34	35-49	50-64	65+	Total <sup>1</sup>	Drink Driving KSI	Non drink driving KSI	Total KSI Collisions	% drink driving of total
							Collisions	Collisions		
0601-0700	0	4	1	1	1	7	7	66	73	10%
0701-0800	0	1	0	0	0	1	1	122	123	1%
0801-0900	1	0	0	0	0	1	1	162	163	1%
0901-1000	2	3	1	1	0	7	7	118	125	6%
1001-1100	0	1	2	0	0	3	3	144	147	2%
1101-1200	0	1	1	3	0	5	5	174	179	3%
1201-1300	0	2	1	1	0	5	5	196	201	2%
1301-1400	0	0	5	2	0	8	8	208	216	4%
1401-1500	0	1	1	3	0	5	5	207	212	2%
1501-1600	0	1	1	0	0	2	2	251	253	1%
1601-1700	1	0	2	2	1	6	6	279	285	2%
1701-1800	1	1	2	1	1	7	7	259	266	3%
1801-1900	3	3	3	3	1	13	13	207	220	6%
1901-2000	2	4	3	2	0	11	11	181	192	6%
2001-2100	1	1	5	1	0	8	8	136	144	6%
2101-2200	2	5	3	1	1	12	12	122	134	9%
2201-2300	6	2	8	3	0	19	19	88	107	18%
2301-2400	1	4	2	2	0	9	9	76	85	11%
0001-0100	10	6	2	1	1	20	20	68	88	23%
0101-0200	9	8	10	0	0	28	28	43	71	39%
0201-0300	10	8	3	2	0	24	24	32	56	43%
0301-0400	5	8	1	0	0	14	14	25	39	36%
0401-0500	3	3	0	1	0	7	7	18	25	28%
0501-0600	2	2	2	0	0	6	6	27	33	18%
<b>Total</b>	<b>59</b>	<b>69</b>	<b>59</b>	<b>30</b>	<b>6</b>	<b>228</b>	<b>228</b>	<b>3209</b>	<b>3437</b>	<b>7%</b>

<sup>1</sup> includes 4 drivers of unknown age and 1 driver under aged 17.

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A11: Drink driving KSI collisions by month of year 2018 to 2022

Month	2018	2019	2020	2021	2022	Total
January	5	1	5	1	3	15
February	7	4	1	1	3	16
March	4	6	0	3	2	15
April	7	4	0	2	5	18
May	8	2	3	8	3	24
June	10	3	1	4	9	27
July	2	5	3	6	4	20
August	3	5	3	5	5	21
September	2	2	1	3	1	9
October	5	6	5	4	5	25
November	4	1	3	4	4	16
December	2	7	3	6	4	22
<b>Total</b>	<b>59</b>	<b>46</b>	<b>28</b>	<b>47</b>	<b>48</b>	<b>228</b>

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A12: Drink driving casualties by severity of injury and speed limit of road 2018 to 2022

Severity of Injury	Urban	%	Rural	%	Motorway/ Dual C'way	%	Total
Killed	9	30%	20	67%	1	3%	30
Seriously Injured	102	38%	147	55%	17	6%	266
KSI Casualties	111	38%	167	56%	18	6%	296
Slightly Injured	738	55%	525	39%	89	7%	1,352
<b>Total Casualties</b>	<b>849</b>	<b>52%</b>	<b>692</b>	<b>42%</b>	<b>107</b>	<b>6%</b>	<b>1,648</b>

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A13: Drink driving KSI collisions vs all collisions by speed limit of road 2018 to 2022

KSI Collisions	Urban	%	Rural	%	Motorway/ Dual C'way	%	Total
Drink Driving	91	40%	125	55%	12	5%	228
All	1,519	44%	1,707	50%	211	6%	3,437

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A14: Top 10 principal causation factors for single vehicle collisions 2018 to 2022

Principal Causation Factor	KSI Collision	Killed	Seriously Injured	KSI casualties
Inattention or attention diverted	148	5	159	164
Impaired by alcohol – driver / rider	128	17	141	158
Excessive speed having regard to conditions	119	18	126	144
Inexperience with type of vehicle	33	1	37	38
Physical / mental illness or injury – driver / rider	31	0	37	37
Slippery road due to factors other than weather	29	0	30	30
Ice, frost or snow	22	2	20	22
Impaired by drugs (illicit or medicinal) – driver / rider	22	1	25	26
Animal on carriageway (other than dog)	16	1	15	16
Flooding	15	0	16	16
All other factors	164	22	156	178
<b>Total</b>	<b>727</b>	<b>67</b>	<b>762</b>	<b>829</b>

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A15: Proportion of drink driving single vehicle collisions vs all causations 2018 to 2022

Principal Causation Factor	Single vehicle KSI Collision	All KSI Collisions	%
Impaired by alcohol - driver/rider	128	228	56%
All	727	3,437	21%

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A16: Drink driving KSI casualties per 100,000 population by District Council 2018-2022

Local Government District	Fatal Collisions (deaths)	KSI Collisions (KSI casualties)	Annual Average KSI Casualties (deaths)	2022 Mid-Year Population Estimate	Rate <sup>^</sup> KSIs/ (deaths) per 100,000 population <sup>^</sup> of yearly average
Antrim & Newtownabbey	2 (2)	16 (18)	3.6 (0.4)	146,148	2.5 (0.3)
Ards & North Down	2 (2)	14 (15)	3.0 (0.4)	164,223	1.8 (0.2)
Armagh City, Banbridge & Craigavon	4 (4)	25 (34)	6.8 (0.8)	220,271	3.1 (0.4)
Belfast	3 (4)	25 (32)	6.4 (0.8)	348,005	1.8 (0.2)
Causeway Coast & Glens	4 (4)	21 (29)	5.8 (0.8)	141,316	4.1 (0.6)
Derry City & Strabane	1 (1)	15 (18)	3.6 (0.2)	150,836	2.4 (0.1)
Fermanagh & Omagh	3 (3)	21 (27)	5.4 (0.6)	116,994	4.6 (0.5)
Lisburn & Castlereagh	3 (3)	18 (27)	5.4 (0.6)	149,915	3.6 (0.4)
Mid & East Antrim	0 (0)	9 (11)	2.2 (0.0)	139,200	1.6 (0.0)
Mid Ulster	5 (5)	36 (52)	10.4 (1.0)	151,001	6.9 (0.7)
Newry, Mourne & Down	2 (2)	28 (33)	6.6 (0.4)	182,634	3.6 (0.2)

Source: Police Service of Northern Ireland Road Traffic Collision Data & NISRA mid-year population estimates

### A17: Number of preliminary breath tests by year 2018 to 2022

Year	Total number of PBTs	Number of failures or refused to provide PBTs	%
2018	35,994	3,767	10.5%
2019	39,489	3,746	9.5%
2020	28,971	3,409	11.8%
2021	33,482	3,516	10.5%
2022	34,611	3,818	11.0%
<b>Total</b>	<b>172,547</b>	<b>18,256</b>	<b>10.6%</b>

Source: Police Service of Northern Ireland Motoring Offence Data

**A18: Number of preliminary breath tests by month 2018 to 2022**

Year	Total number of PBTs	Number of failures or refused to provide PBTs	%
January	12,409	1,303	10.5%
February	9,191	1,128	12.3%
March	9,335	1,299	13.9%
April	8,339	1,303	15.6%
May	9,836	1,471	15.0%
June	10,464	1,552	14.8%
July	12,377	1,758	14.2%
August	11,290	1,622	14.4%
September	11,013	1,561	14.2%
October	11,097	1,431	12.9%
November	14,166	1,464	10.3%
December <sup>1</sup>	53,030	2,364	4.5%
<b>Total</b>	<b>172,547</b>	<b>18,256</b>	<b>10.6%</b>

<sup>1</sup> Large spike due to PSNI carrying out their annual Christmas drink/drug drive campaign

Source: Police Service of Northern Ireland Motoring Offence Data

**A19: Number of preliminary breath tests by day of week 2018 to 2022**

Year	Total number of PBTs	Number of failures or refused to provide PBTs	%
Monday	18,747	2,149	11.5%
Tuesday	18,127	1,767	9.7%
Wednesday	18,326	1,685	9.2%
Thursday	22,430	1,920	8.6%
Friday	27,097	2,540	9.4%
Saturday	33,215	3,786	11.4%
Sunday	34,605	4,409	12.7%
<b>Total</b>	<b>172,547</b>	<b>18,256</b>	<b>10.6%</b>

Source: Police Service of Northern Ireland Motoring Offence Data

**A20: Number of preliminary breath tests by time-of-day 2018 to 2022**

Year	Total number of PBTs	Number of failures or refused to provide PBTs	%
0600 - 0859	10,358	980	9.5%
0900 - 1159	25,722	1,565	6.1%
1200 - 1459	19,200	1,408	7.3%
1500 - 1759	21,123	1,842	8.7%
1800 - 2059	24,328	2,452	10.1%
2100 - 2359	32,458	3,514	10.8%
0000 - 0259	32,264	4,657	14.4%
0300 - 0559	7,094	1,838	25.9%
<b>Total</b>	<b>172,547</b>	<b>18,256</b>	<b>10.6%</b>

Source: Police Service of Northern Ireland Motoring Offence Data

### A21: KSI casualties by drink and drug driving, 2011-2022

Year	Drink Driving	Drug Driving	%Age Drugs
2011	88	8	8%
2012	60	7	10%
2013	44	6	12%
2014	69	9	12%
2015	65	7	10%
2016	76	5	6%
2017	73	11	13%
2018	69	9	12%
2019	58	12	17%
2020	29	17	37%
2021	77	25	25%
2022	63	18	22%

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A22: Drink and Drug drivers responsible for a KSI collision by age<sup>1</sup> and gender, 2018-2022

Age	Drink Driving			Drug Driving		
	Male	Female	Total	Male	Female	Total
Under 17	1	0	1	0	0	0
17-24	47	12	59	17	1	18
25-34	59	10	69	24	3	27
35-49	47	12	59	5	2	7
50-64	23	7	30	4	1	5
65+	6	0	6	0	1	1
<b>Total</b>	<b>183</b>	<b>41</b>	<b>224</b>	<b>50</b>	<b>8</b>	<b>58</b>

<sup>1</sup> includes 6 drivers of unknown age and gender

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A23: Drink and Drug Driving fatal and serious collisions by time of collision 2018-2022

Time	Number		Percentage of Total	
	Drink	Drugs	Drink	Drugs
06:01 - 09:00	9	8	4%	14%
09:01 - 12:00	15	9	7%	15%
12:01 - 15:00	18	6	8%	10%
15:01 - 18:00	15	11	7%	19%
18:01 - 21:00	32	9	14%	15%
21:01 - 00:00	40	8	18%	14%
00:01 - 03:00	72	6	32%	10%
03:01 - 06:00	27	2	12%	3%
<b>Total</b>	<b>228</b>	<b>59</b>	<b>-</b>	<b>-</b>

Source: Police Service of Northern Ireland Road Traffic Collision Data

### A24: Drink and Drug Driving fatal and serious collisions by day of collision 2018-2022

Day	Number		Percentage of Total	
	Drink	Drugs	Drink	Drugs
Mon	27	6	12%	10%
Tue	17	12	7%	20%
Wed	14	8	6%	14%
Thu	27	6	12%	10%
Fri	24	5	11%	8%
Sat	39	9	17%	15%
Sun	80	13	35%	22%
Weekend	119	22	52%	37%
<b>Total</b>	<b>228</b>	<b>59</b>		

Source: Police Service of Northern Ireland Road Traffic Collision Data