



# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## Detailed Trends Report 2023

1<sup>st</sup> January 2023 to 31<sup>st</sup> December 2023

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- The 5,058 injury road traffic collisions reported to the police in 2023 remained below pre-covid levels and was 58 fewer than in 2022. The overall number of casualties (7,985) was also below pre-covid levels but was 139 higher than in 2022.
- The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular. Overall, collision and casualty figures remain lower than before the pandemic however there has been a general increase over the last three years as traffic and travel patterns returned to more typical levels.
- However, when broken down by severity of injury, serious casualties were higher in 2023 than before the pandemic and the second highest number recorded in the last decade (880).
- There were 71 road traffic fatalities which was 15 more than the 55 recorded in 2022, and the highest number of road deaths since 2015.
- There were 35 vulnerable road users killed comprising the deaths of 20 pedestrians, 13 motorcyclists and 2 pedal cyclists. This was nine more deaths amongst vulnerable road users than in 2022 and 1 more than the 34 fatalities of vulnerable road users in 2014.
- Derry City and Strabane has recorded low numbers of fatalities since 2018, with 2 or fewer recorded in each year to 2023.
- The greatest number of KSI collisions occurred between 5pm and 6pm (93 collisions, 11.5%). The period between 2pm and 6pm accounted for 31.3% of all KSI collisions.
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (135) and 'impairment by drugs or alcohol - driver/rider' (84).



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# Things you need to know about this release

## Coverage

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

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

This annual publication presents detailed analysis of recorded injury collision and casualty statistics for the period 1<sup>st</sup> January 2023 to 31<sup>st</sup> December 2023. At the time of publication, CRFs had been processed for 99.3% of reported injury collisions for the 2023 calendar year, including all fatal collisions.

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

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

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

## Accredited Official Statistics

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

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

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

<sup>1</sup> From 7 June 2024 the Accredited Official Statistics badge replaced the National Statistics badge.

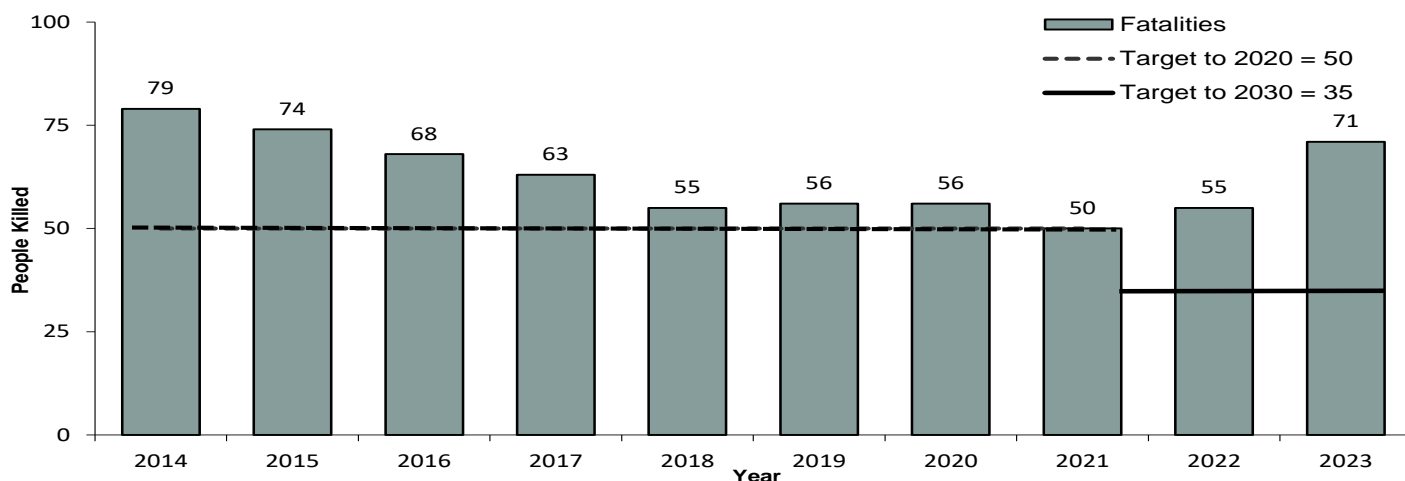
## The Casualty Reduction Target for 2030

The [Draft Road Safety Strategy for Northern Ireland to 2030](#) was published by the Department for Infrastructure in October 2022 and obtained Executive approval on 13<sup>th</sup> June 2024. The Strategy contains a series of road safety targets to be achieved by 2030, four of which are related to the PSNI's injury road traffic casualty statistics. The previous strategy period expired in 2020 but the targets rolled over to 2021 pending the release of the strategy to 2030. The latest detailed update on the 2030 strategy targets and performance indicators was published by DfI in September 2023: [Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2023 | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#) The charts below reflect the historic target to 2021, as well as the new targets for the 2030 strategy which will be monitored from its implementation in 2022.

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

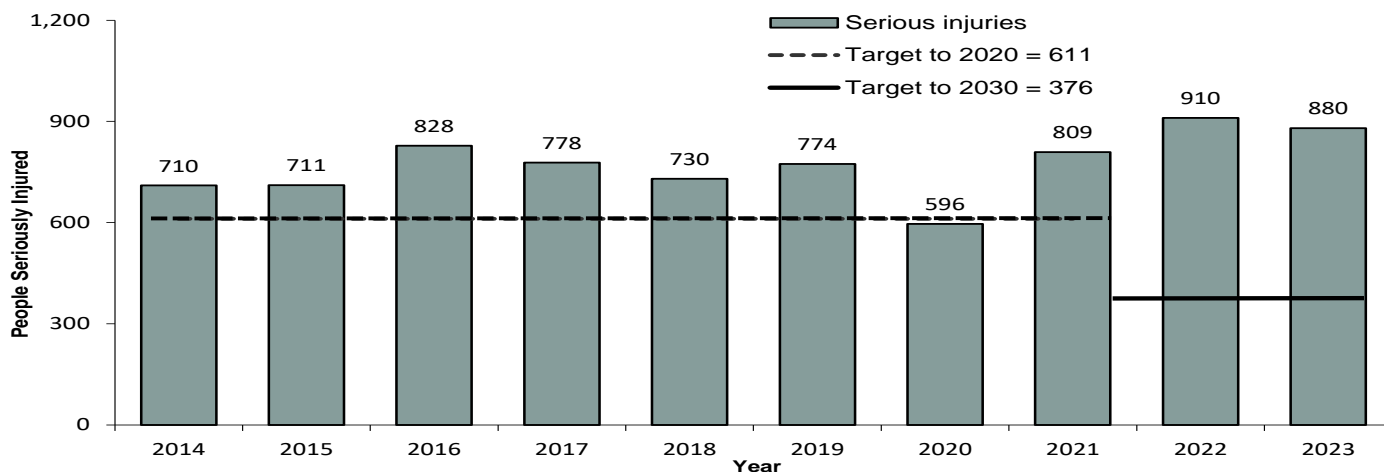
**Target A:** To reduce the number of people killed by at least 50%. The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 35 by 2030. The figure for 2023 shows the number of fatalities was 36 above the 2030 target.

### Fatality reduction target for 2030



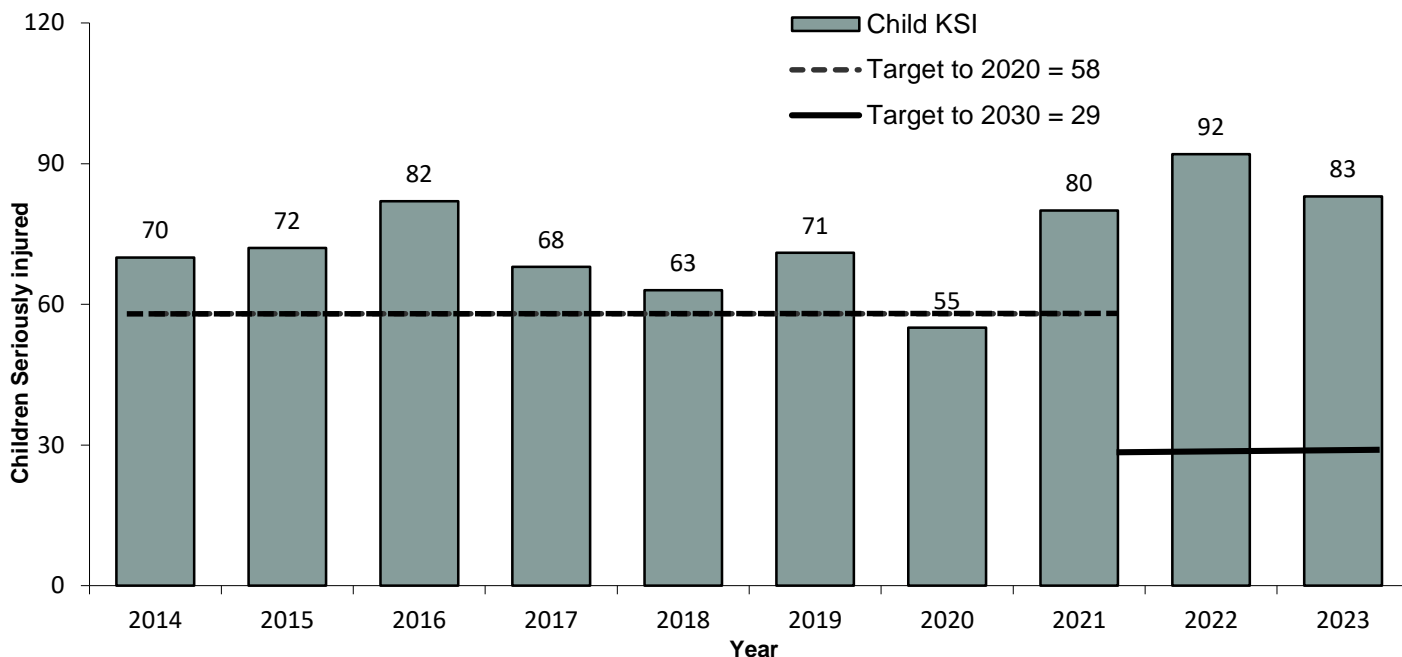
**Target B:** To reduce the number of people seriously injured by at least 50%. The Department for Infrastructure Northern Ireland Road Safety Strategy aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 376 by 2030. There were 880 people seriously injured in 2023 which was 504 more than the target.

### Seriously injured reduction target for 2030



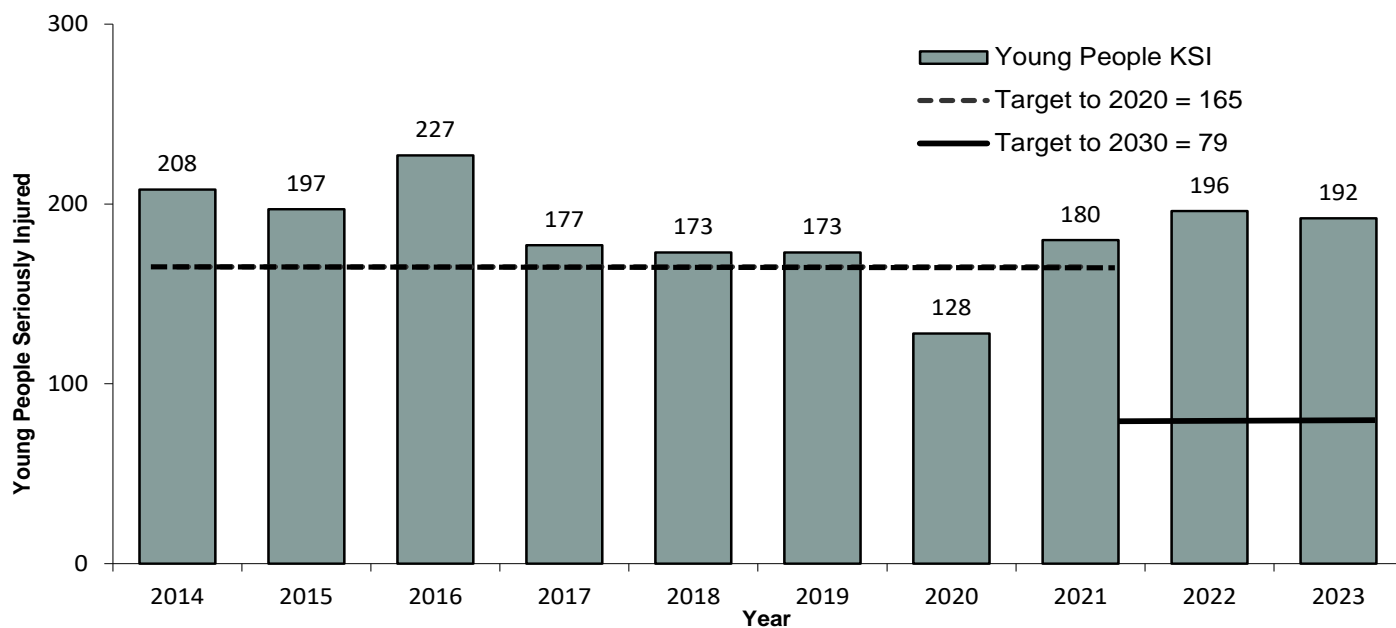
**Target C:** To reduce the number of children KSI by 60%. The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The 2023 figure was 54 child KSI above the target.

**Child (under 16) KSI casualty reduction target for 2030**



**Target D:** To reduce the number of young people KSI by 60%. The Strategy also has a target of a 60% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The recorded figure of 192 KSI in 2023 was 113 above the target.

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



## Section 1 – Casualty Information

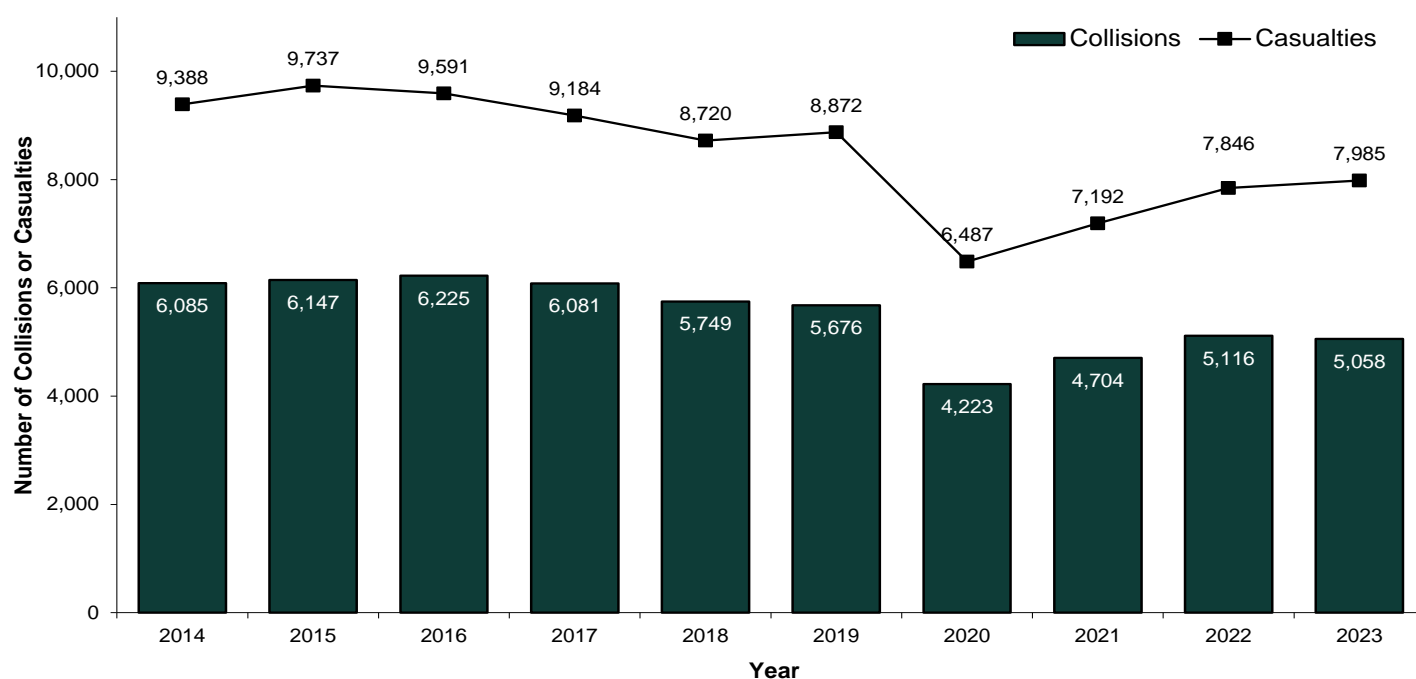
### Ten year trends – all collisions and casualties

**Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2014-2023**

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2014	74	577	5,434	<b>6,085</b>	79	710	8,599	<b>9,388</b>
2015	69	570	5,508	<b>6,147</b>	74	711	8,952	<b>9,737</b>
2016	65	689	5,471	<b>6,225</b>	68	828	8,695	<b>9,591</b>
2017	62	643	5,376	<b>6,081</b>	63	778	8,343	<b>9,184</b>
2018	53	625	5,071	<b>5,749</b>	55	730	7,935	<b>8,720</b>
2019	53	639	4,984	<b>5,676</b>	56	774	8,042	<b>8,872</b>
2020	51	518	3,654	<b>4,223</b>	56	596	5,835	<b>6,487</b>
2021	47	651	4,006	<b>4,704</b>	50	809	6,333	<b>7,192</b>
2022	52	748	4,316	<b>5,116</b>	55	910	6,881	<b>7,846</b>
2023	66	745	4,247	<b>5,058</b>	71	880	7,034	<b>7,985</b>

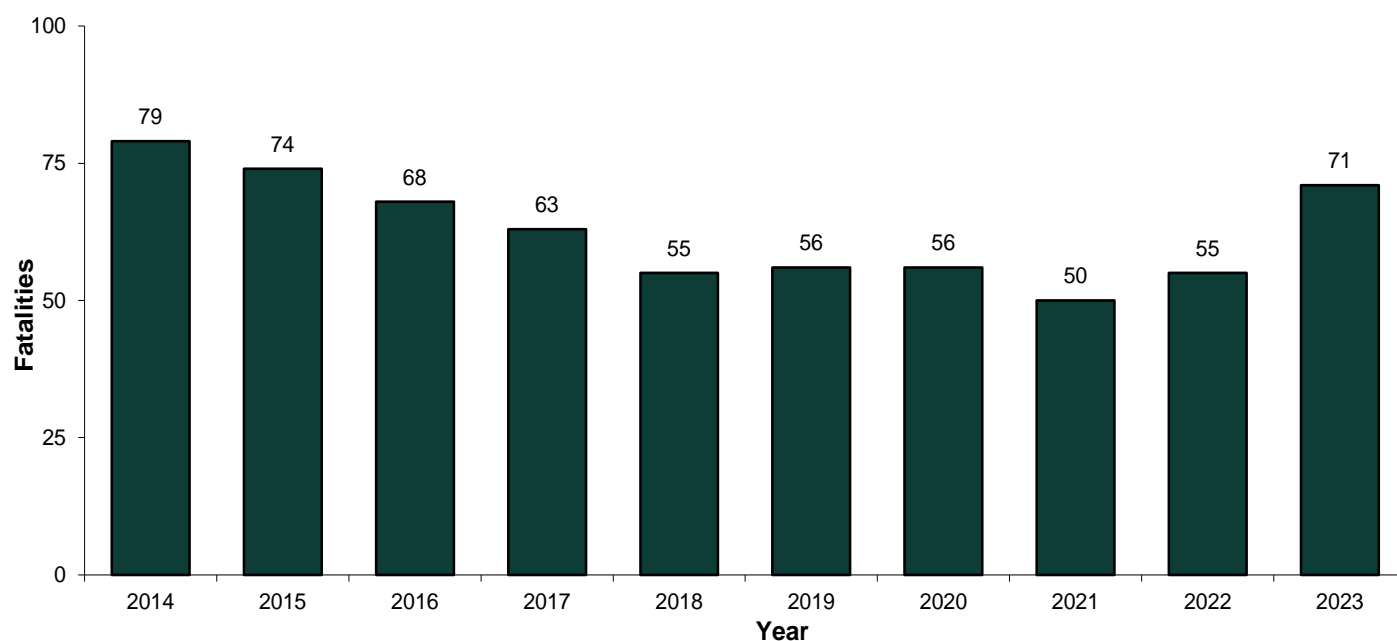
- The 5,058 injury road traffic collisions reported to the police in 2023 remains below pre-covid levels and was 58 fewer collisions than recorded in 2022. The reduction in collisions and casualties evident throughout the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021.
- This was similar in terms of casualties which, at 7,985, was also below pre-covid levels but was 139 casualties more than recorded in 2022.

**Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2014 to 2023**



## Fatalities – Trends over the last 10 years

**Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2014 to 2023**



- The number of fatalities decreased from 79 in 2014 to 50 in 2021 but has shown an increase of 21 fatalities to the 71 recorded for 2023. Road deaths decreased significantly from 2010 onwards when compared with the previous decade. Over the longer term, the highest number of road deaths was recorded in 1972 with 372 fatalities – some 301 more than in 2023. (See Appendix 1 and 2 for fatalities by year dating back to 1931).

**Table 1.2 Number of road traffic fatalities by road user type in Northern Ireland 2014–2023**

Road user type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians	18	19	15	15	16	17	6	8	16	20
Drivers of motor vehicles	30	31	31	25	23	26	25	20	23	21
Motorcyclists	13	4	4	9	7	3	8	14	9	13
Pedal Cyclists	3	0	3	2	1	2	4	0	1	2
Passengers	12	17	12	11	7	8	8	8	6	11
Pillion Passengers	1	0	1	0	0	0	1	0	0	0
Other road users	2	3	2	1	1	0	4	0	0	4
<b>Total</b>	<b>79</b>	<b>74</b>	<b>68</b>	<b>63</b>	<b>55</b>	<b>56</b>	<b>56</b>	<b>50</b>	<b>55</b>	<b>71</b>

- Drivers of motor vehicles were the largest casualty class for fatalities in 2023, accounting for 21 people killed, which was two fewer than in 2022.
- There were 35 vulnerable road users killed comprising the deaths of 20 pedestrians, 13 motorcyclists and 2 pedal cyclists. This was nine more deaths amongst vulnerable road users than in 2022 and 1 more than the 34 fatalities of vulnerable road users in 2014.
- The number of motorcyclists killed in 2023 (13) increased by four from the 9 recorded in 2022. The number of pedestrians fatally injured was 20 in 2023, which was over three times the recorded number in 2020 (6). There were two recorded pedal cyclist fatalities in 2023.

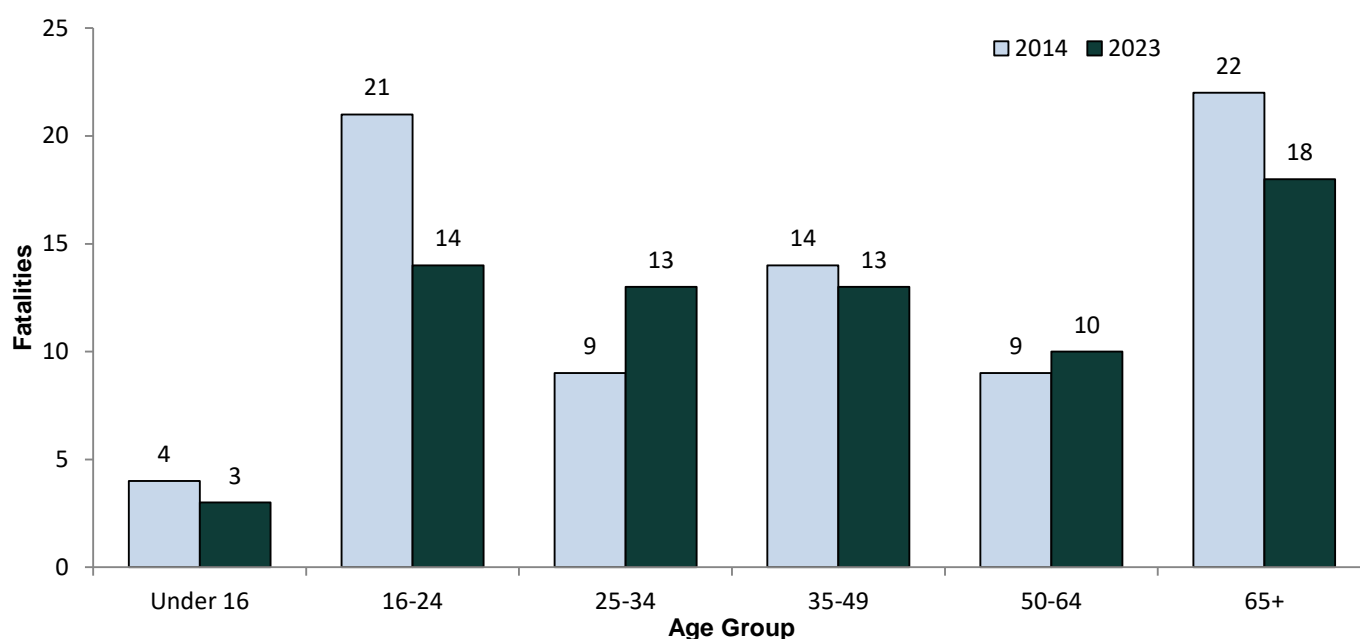
**Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2014–2023**

Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
<b>2014</b>	4	0	4	18	3	21	9	0	9	13	1	14	6	3	9	13	9	22	63	16	79
<b>2015</b>	3	2	5	15	3	18	5	2	7	8	0	8	11	5	16	11	9	20	53	21	74
<b>2016</b>	3	1	4	13	3	16	8	2	10	13	1	14	10	2	12	7	5	12	54	14	68
<b>2017</b>	3	1	4	10	2	12	9	3	12	7	3	10	9	3	12	7	6	13	45	18	63
<b>2018</b>	3	0	3	8	3	11	8	2	10	10	1	11	8	2	10	7	3	10	44	11	55
<b>2019</b>	0	1	1	9	2	11	8	0	8	5	3	8	6	2	8	9	11	20	37	19	56
<b>2020</b>	2	1	3	9	3	12	6	0	6	9	5	14	6	4	10	8	3	11	40	16	56
<b>2021</b>	2	1	3	8	2	10	8	1	9	11	0	11	9	1	10	5	2	7	43	7	50
<b>2022</b>	2	1	3	11	0	11	5	0	5	9	3	12	9	5	14	8	2	10	44	11	55
<b>2023</b>	1	2	3	11	3	14	12	1	13	8	5	13	8	2	10	12	6	18	52	19	71

*M=Male F=Female T=Total*

- Of the 71 people killed on Northern Ireland’s roads in 2023, 52 were male and 19 female. This is typical of the historically recorded pattern where males accounted for a higher proportion of fatalities than females.
- There were 3 children (under the age of 16) killed on Northern Ireland’s roads in 2023. This was equal to the number of child fatalities recorded in the previous three years.
- The number of road deaths for the 65+ age group was 18, which was eight more than the 10 recorded in 2022. This age group accounted for a quarter of road fatalities in 2023 (25.4%).
- Compared with ten years ago, the largest decrease in fatalities was in the 16-24 age group which decreased from 21 deaths in 2014 to 14 deaths in 2023. See chart comparing 2023 with 2014 below.

**Figure 1.3 Road fatalities by age group 2014 compared with 2023**





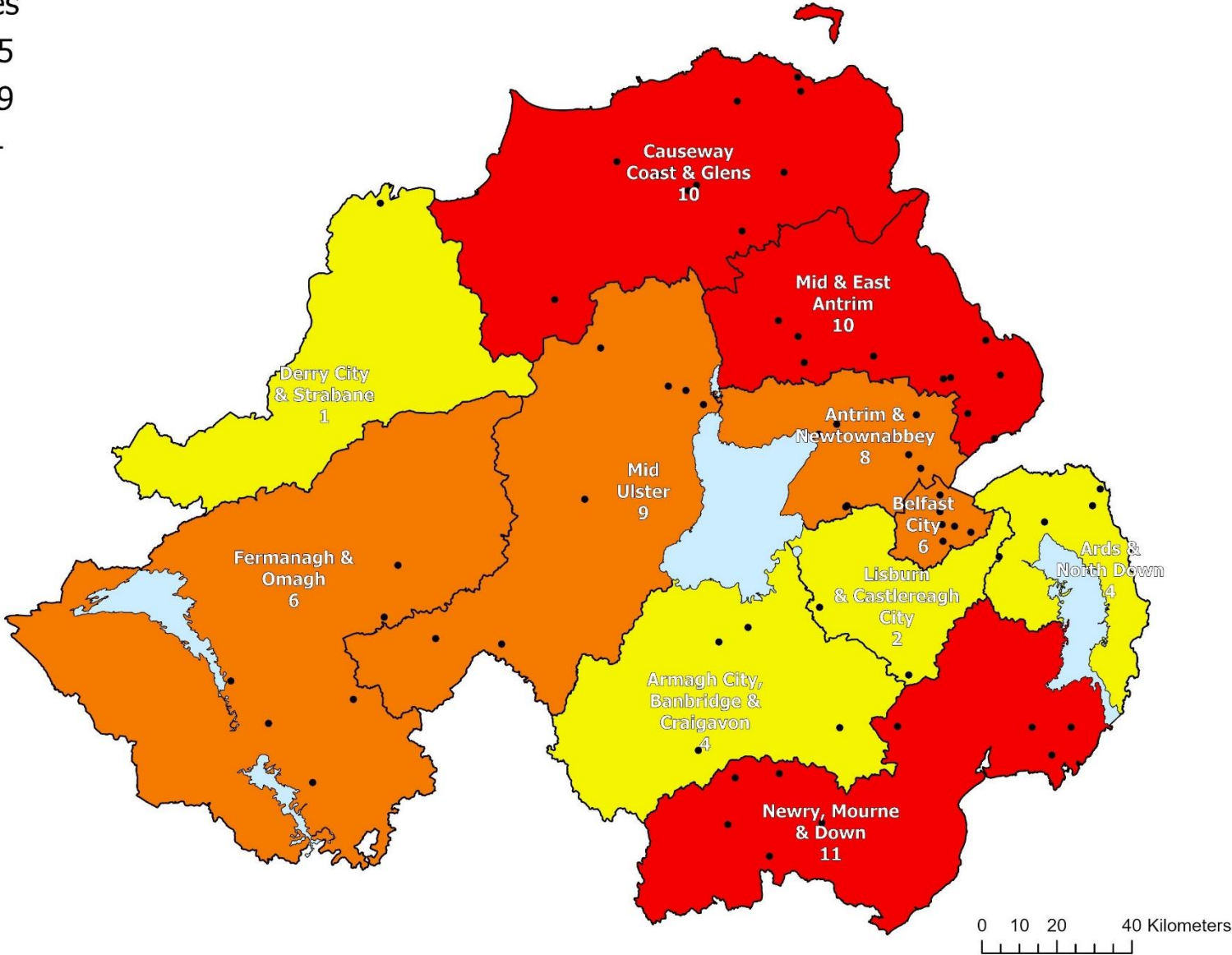
**Table 1.4 Fatalities by Police Area and District 2014–2023**

District	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Belfast City	7	6	3	3	4	4	3	3	7	6
Derry City & Strabane	5	4	7	5	2	1	2	2	2	1
Antrim & Newtownabbey	2	6	8	2	3	8	3	6	3	8
Ards & North Down	4	5	7	4	6	4	5	7	3	4
Causeway Coast & Glens	9	8	8	6	6	9	7	9	4	10
Lisburn & Castlereagh City	8	5	3	7	5	3	4	2	1	2
Mid & East Antrim	4	6	3	6	2	2	7	4	3	10
Armagh City, Banbridge & Craigavon	7	9	10	6	10	7	7	4	3	4
Fermanagh & Omagh	11	8	10	6	8	3	3	5	9	6
Mid Ulster	7	9	3	5	4	8	6	4	13	9
Newry, Mourne and Down	15	8	6	13	5	7	9	4	7	11
<b>Northern Ireland Total</b>	<b>79</b>	<b>74</b>	<b>68</b>	<b>63</b>	<b>55</b>	<b>56</b>	<b>56</b>	<b>50</b>	<b>55</b>	<b>71</b>

- Newry, Mourne and Down had the highest number of road traffic fatalities in 2023 with 11 deaths.
- Derry City & Strabane has from 2018 recorded low numbers of fatalities, with 2 or fewer recorded for each year to 2023.
- Mid & East Antrim reported the largest increase over the year, increasing from 3 in 2022 to 10 in 2023. Conversely, Mid Ulster recorded fatalities decreased by 4, to 9 deaths in 2023.
- Looking further back to 10 years ago, six of the eleven districts had fewer deaths recorded in 2023 than in 2014.

Figure 1.4 Fatalities by Police District 2023

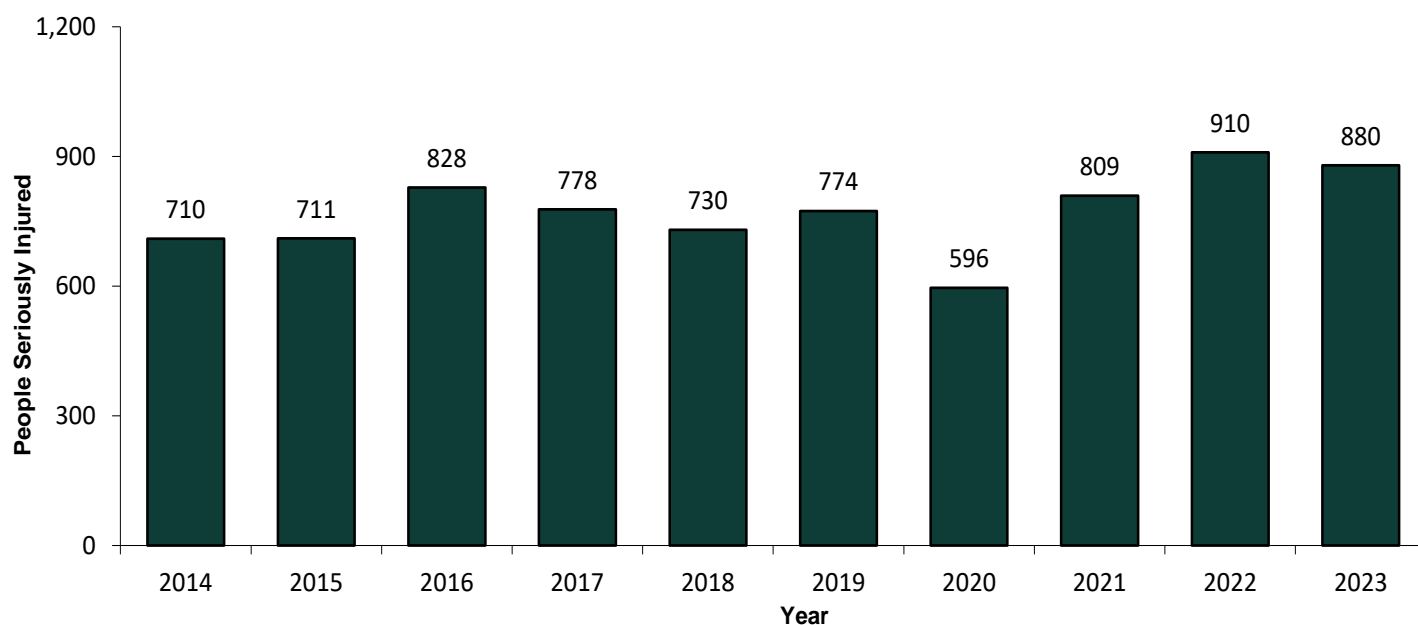
Fatalities  
0 - 5  
6 - 9  
10+



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## People seriously injured – Trends over the last 10 years

**Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2014 to 2023**



- The number of serious injuries declined markedly in 2020 in response to Covid-19 restrictions and the associated reduction in traffic. However, contrary to overall casualty numbers, serious injuries has returned to and exceeded pre-lockdown levels in the three years since.
- There were 880 people seriously injured on Northern Ireland’s roads in 2023 which was 30 fewer than the 910 recorded in 2022 (a decrease of 3.3%), but the second highest number recorded in the last ten years.

**Table 1.5 Number of people seriously injured by road user type in Northern Ireland 2014–2023**

Road user type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians	140	164	164	175	135	159	118	148	168	171
Drivers of motor vehicles	263	254	353	309	297	318	243	297	343	352
Motorcyclists	84	78	88	80	101	84	84	92	110	103
Pedal Cyclists	59	40	61	50	46	57	45	64	73	73
Passengers	155	163	156	149	134	144	92	185	196	161
Pillion Passengers	4	6	3	8	5	6	3	6	4	3
Other road users	5	6	3	7	12	6	11	17	16	17
<b>Total</b>	<b>710</b>	<b>711</b>	<b>828</b>	<b>778</b>	<b>730</b>	<b>774</b>	<b>596</b>	<b>809</b>	<b>910</b>	<b>880</b>

- Drivers of motor vehicles accounted for 40.0% of all seriously injured casualties in 2023. Pedestrians were next highest with 19.4%, followed by passengers (18.3%), motorcyclists (11.7%) and pedal cyclists (8.3%).
- All major categories of key road users in 2023 had more people seriously injured than recorded ten years ago in 2014. Drivers and pedestrians showed increases of 89 and 31 serious casualties respectively.

**Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2014–2023<sup>1, 2</sup>**

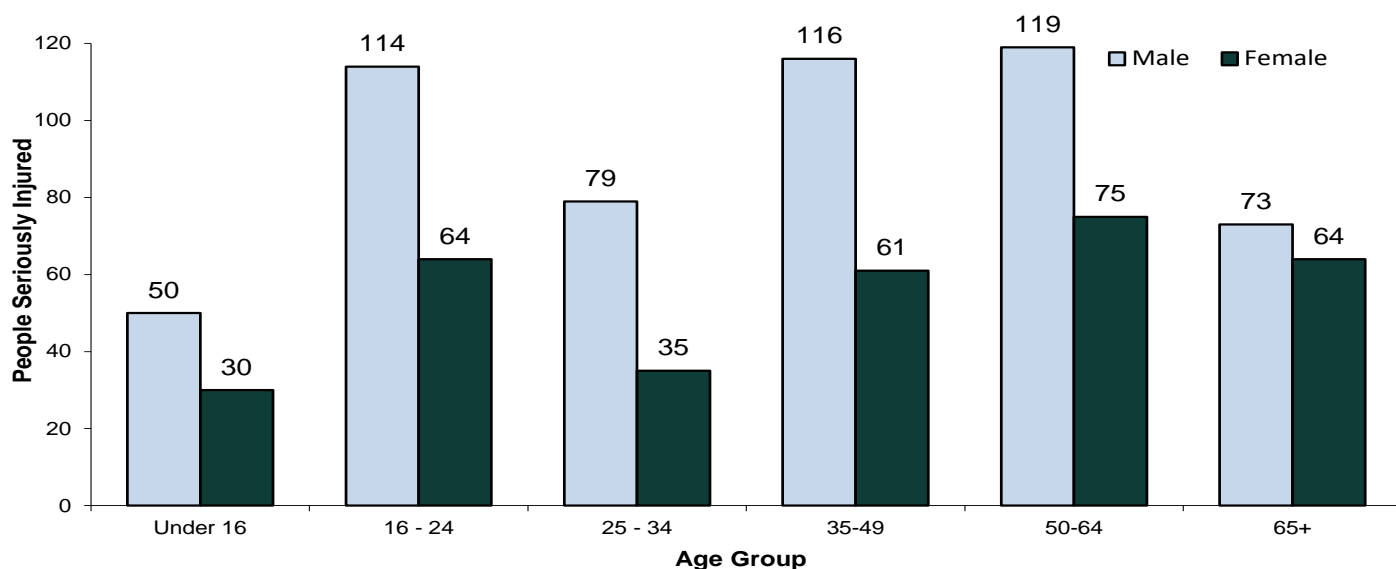
Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2014	40	26	66	127	60	187	89	33	122	105	34	139	73	37	110	35	46	81	472	238	710
2015	44	23	67	115	64	179	93	41	134	90	44	134	68	51	119	27	51	78	437	274	711
2016	47	31	78	146	65	211	75	40	115	110	56	166	88	49	137	63	58	121	529	299	828
2017	38	26	64	105	60	165	82	37	119	108	46	154	96	56	152	68	56	124	497	281	778
2018	40	20	60	103	59	162	99	34	133	96	37	133	84	48	132	62	48	110	484	246	730
2019	48	22	70	96	66	162	98	31	129	86	53	139	94	57	151	62	61	123	484	290	774
2020	35	17	52	71	45	116	78	33	111	70	37	107	83	43	126	47	37	84	384	212	596
2021	48	29	77	104	66	170	98	45	143	107	64	171	81	56	137	61	50	111	499	310	809
2022	51	38	89	108	77	185	96	48	144	110	56	166	106	62	168	85	73	158	556	354	910
2023	50	30	80	114	64	178	79	35	114	116	61	177	119	75	194	73	64	137	551	329	880

Notes:

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

2. M=Male F=Female T=Total

**Figure 1.6 Number of people seriously injured by age and gender - 2023**



- Males accounted for more than three-fifths of people seriously injured (62.6%) in 2023.
- More males were seriously injured than females for all age groups in 2023. The proportion of males to females ranged from 69.3% for the 25 to 34 age group to 53.3% for the 65+ age group.
- The highest proportion of those seriously injured in 2023 was among those aged 50 to 64 with 194, representing 22.0% of those who were seriously injured during the year.
- Comparing 2023 to 2022, the number of people seriously injured increased across the 35 to 49 and 50 to 64 age groups, with decreases recorded in all other age groups.
- In April 2022, DfI published more detailed [gender analysis of KSI casualties 2011-2020](#).

**Table 1.7 People Seriously Injured by Police Area and District 2014–2023**

District	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Belfast City	106	115	125	128	93	130	77	102	163	127
Derry City & Strabane	64	35	43	43	51	56	35	59	47	53
Antrim & Newtownabbey	43	45	55	56	60	63	42	47	61	67
Ards & North Down	52	45	51	61	51	57	37	57	65	80
Causeway Coast & Glens	73	58	78	63	58	80	44	55	76	55
Lisburn & Castlereagh City	57	63	73	55	65	48	54	74	91	77
Mid & East Antrim	46	62	64	63	46	46	46	61	51	74
Armagh City, Banbridge & Craigavon	76	95	98	77	99	81	74	106	100	91
Fermanagh & Omagh	46	44	85	61	50	60	56	67	57	76
Mid Ulster	53	69	59	66	67	77	51	78	77	66
Newry, Mourne and Down	94	80	97	105	90	76	80	103	122	114
<b>Northern Ireland Total</b>	<b>710</b>	<b>711</b>	<b>828</b>	<b>778</b>	<b>730</b>	<b>774</b>	<b>596</b>	<b>809</b>	<b>910</b>	<b>880</b>

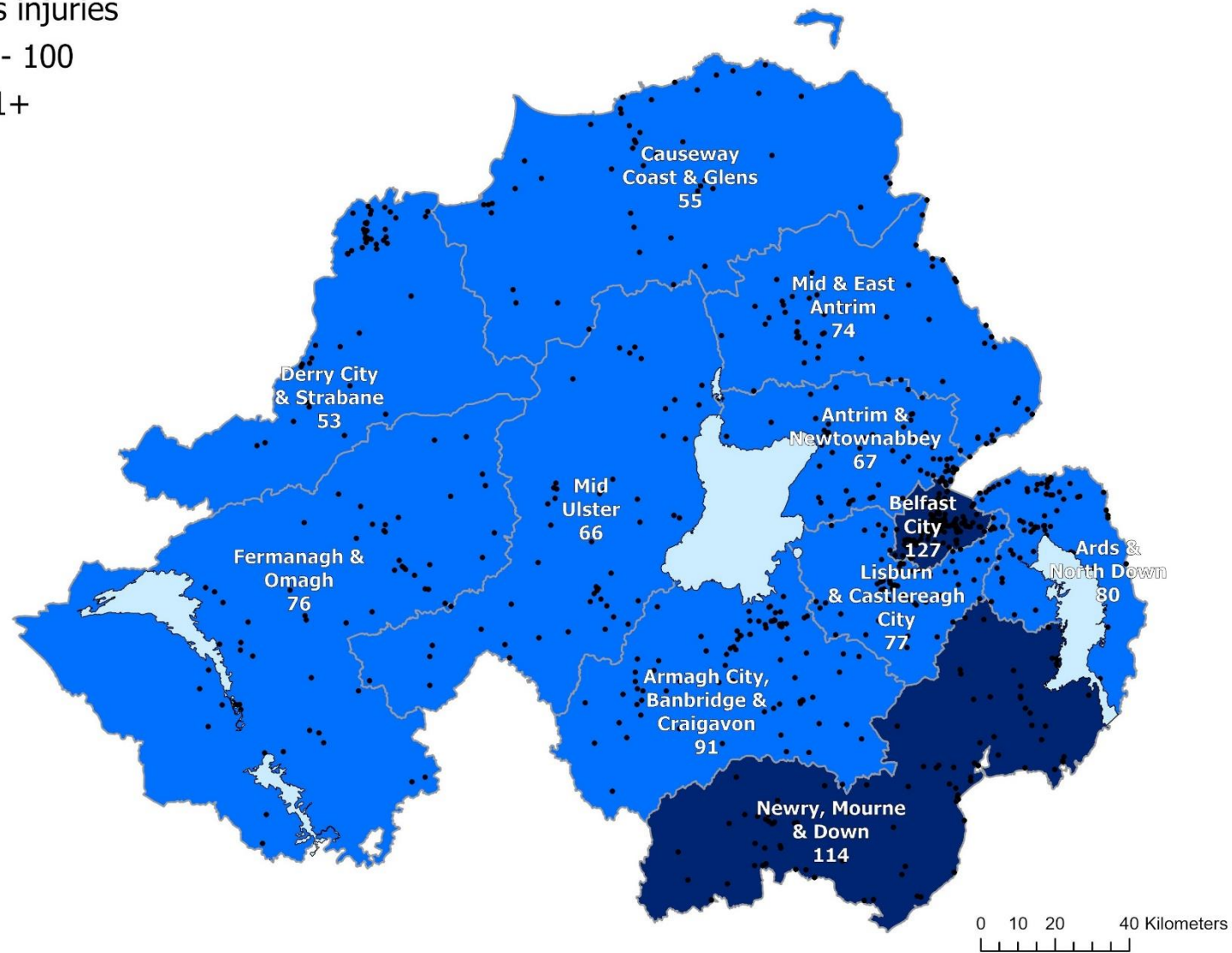
- Belfast City district had the largest number of people seriously injured in 2023 with 127 serious injuries recorded, while the district with the fewest was Derry City & Strabane with 53.
- In the context of the overall decrease in serious injuries, six of the eleven districts had fewer people seriously injured in 2023 compared with 2022, and only two districts had fewer serious casualties in 2023 when compared to 2014.

Figure 1.7 People seriously injured by Police District 2023

Serious injuries

51 - 100

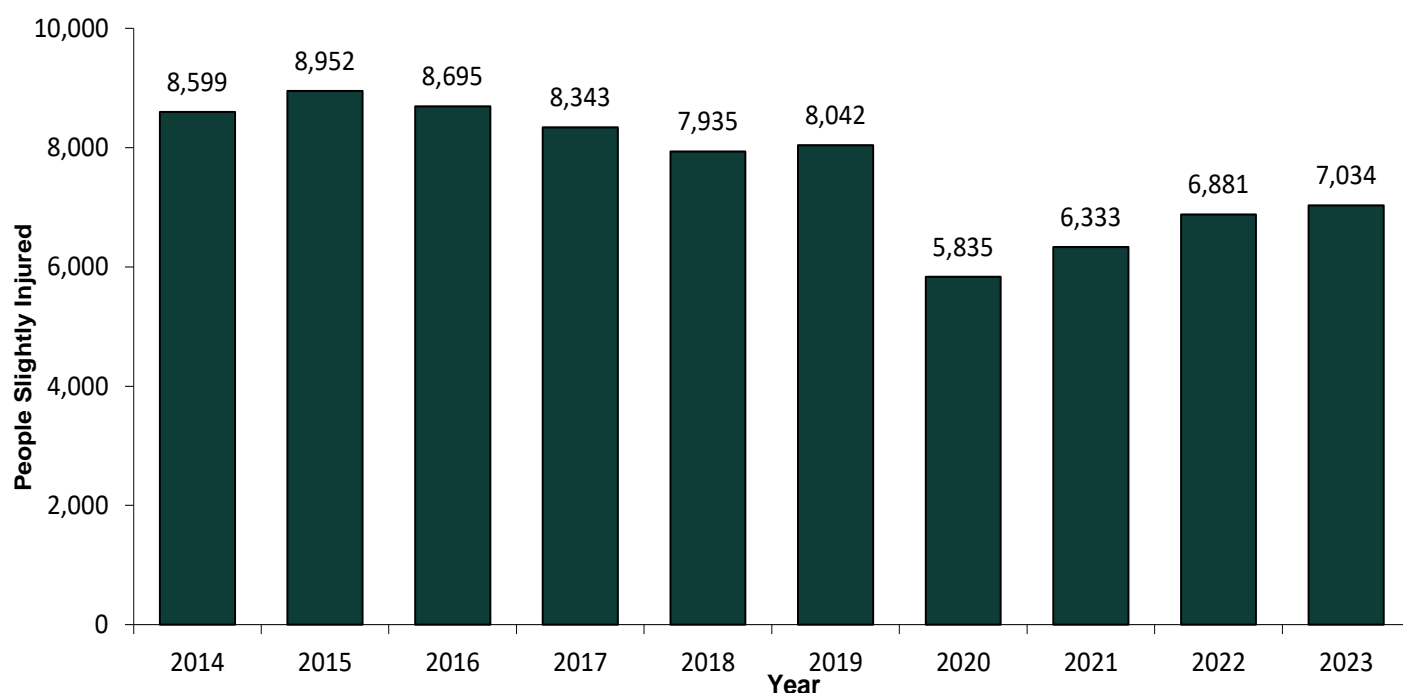
101+



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## People Slightly Injured – Trends over the last 10 years

**Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2014 to 2023**



- The number of people slightly injured increased in 2023, to 7,034 slight casualties. However, this was the fifth lowest number of slight casualties since 1984, when there were 6,096 recorded.

**Table 1.8 Number of people slightly injured by road user type in Northern Ireland 2014 – 2023**

Road user type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Pedestrians	611	604	552	539	536	462	359	379	406	453
Drivers of motor vehicles	4,786	5,071	5,003	4,851	4,563	4,585	3,367	3,664	4,026	3,975
Motorcyclists	192	202	193	185	185	185	118	185	181	158
Pedal Cyclists	271	239	266	267	240	231	207	218	230	189
Passengers	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206
Pillion Passengers	7	4	6	7	9	6	4	9	10	4
Other road users	47	51	50	41	51	53	46	39	54	49
<b>Total</b>	<b>8,599</b>	<b>8,952</b>	<b>8,695</b>	<b>8,343</b>	<b>7,935</b>	<b>8,042</b>	<b>5,835</b>	<b>6,333</b>	<b>6,881</b>	<b>7,034</b>

- When comparing 2023 to 2014, slight injuries decreased across all key road user groups. There was an overall decrease of 18.2% in slight injuries from 2014 to 2023.
- Drivers showed the largest decrease in slight injuries since 2022, with a decrease of 51 slight injuries in 2023 compared to the previous year. Passengers showed an increase 232 slight injuries over the same period.



## Analysis of vulnerable road users

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

### Pedestrians

**Table 1.9 Number of pedestrian casualties by severity of injury 2014 – 2023**

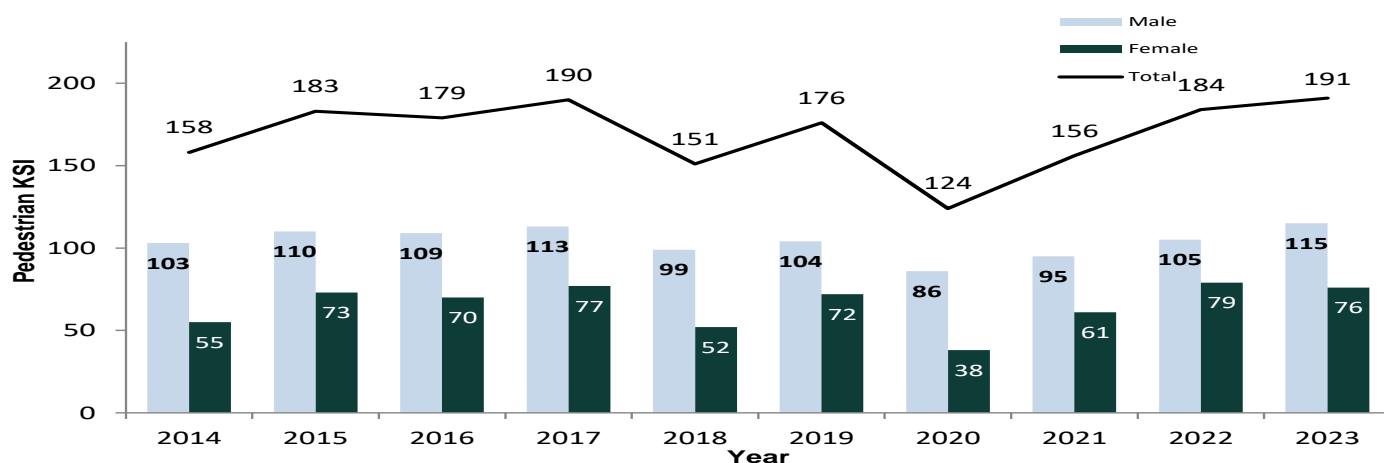
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	15	3	18	88	52	140	352	259	611	455	314	769
2015	9	10	19	101	63	164	346	258	604	456	331	787
2016	13	2	15	96	68	164	303	249	552	412	319	731
2017	11	4	15	102	73	175	289	250	539	402	327	729
2018	13	3	16	86	49	135	295	241	536	394	293	687
2019	10	7	17	94	65	159	249	211	462	353	283	638
2020	4	2	6	82	36	118	202	157	359	288	195	483
2021	6	2	8	89	59	148	211	168	379	306	229	535
2022	11	5	16	94	74	168	222	184	406	327	263	590
2023	15	5	20	100	71	171	272	181	453	387	257	644

Notes:

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

- There were 644 pedestrian casualties recorded in 2023, which was 54 more than 2022 and 109 more than in 2021. However, this was still an overall reduction of 16.3% from the 769 recorded in 2014. This compares with a 14.9% reduction in casualties overall during the last ten years.
- The 20 pedestrians killed in 2023 was four more than recorded for 2022 and returns to similar levels to 2014 and 2015. As with previous years, the majority of pedestrian casualties recorded in 2023 were male, accounting for three-fifths (60.1%) of pedestrian casualties overall.
- The under 16 age group accounted for the highest number of pedestrians killed or seriously injured with 44 (23.0%) out of the 191 pedestrian KSI casualties recorded in 2023 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2014.
- In June 2019, DfI published more detailed analysis of [pedestrian KSI casualties 2013-2017](#).

**Figure 1.9 Pedestrians killed or seriously injured by gender 2014 – 2023**





## Pedal cyclists

**Table 1.10 Number of pedal cyclist casualties by severity of injury 2014 – 2023**

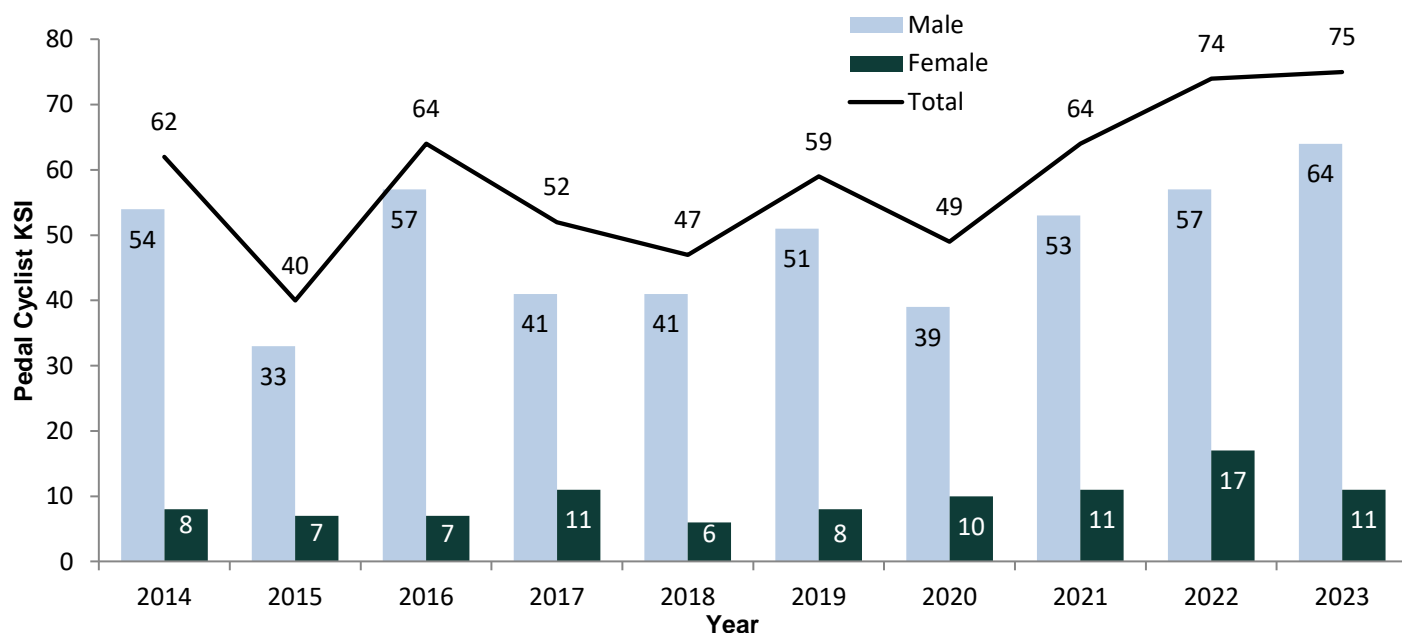
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	3	0	3	51	8	59	231	40	271	285	48	333
2015	0	0	0	33	7	40	203	36	239	236	43	279
2016	3	0	3	54	7	61	220	46	266	277	53	330
2017	2	0	2	39	11	50	222	45	267	263	56	319
2018	1	0	1	40	6	46	207	33	240	248	39	287
2019	2	0	2	49	8	57	201	30	231	252	38	290
2020	4	0	4	35	10	45	179	28	207	218	38	256
2021	0	0	0	53	11	64	178	39	218	231	50	282
2022	1	0	1	56	17	73	193	37	230	250	54	304
2023	2	0	2	62	11	73	160	29	189	224	40	264

Notes:

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

- There were 264 pedal cyclist casualties in 2023, 40 fewer than in 2022 and 69 fewer than the 333 recorded in 2014.
- The 75 pedal cyclists killed or seriously injured in 2023 was 1 more than recorded in 2022. There were two pedal cyclist fatalities in 2023.
- The majority of pedal cycle casualties in 2023 were males, accounting for 84.8% of the total.
- Those aged 50-64 represented the largest proportion of pedal cyclist KSI casualties, at 32.0%. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2014.
- In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

**Figure 1.10 Pedal cyclists killed or seriously injured by gender 2014 - 2023**



# Motorcyclists

**Table 1.11 Number of motorcycle casualties by severity of injury 2014 – 2023**

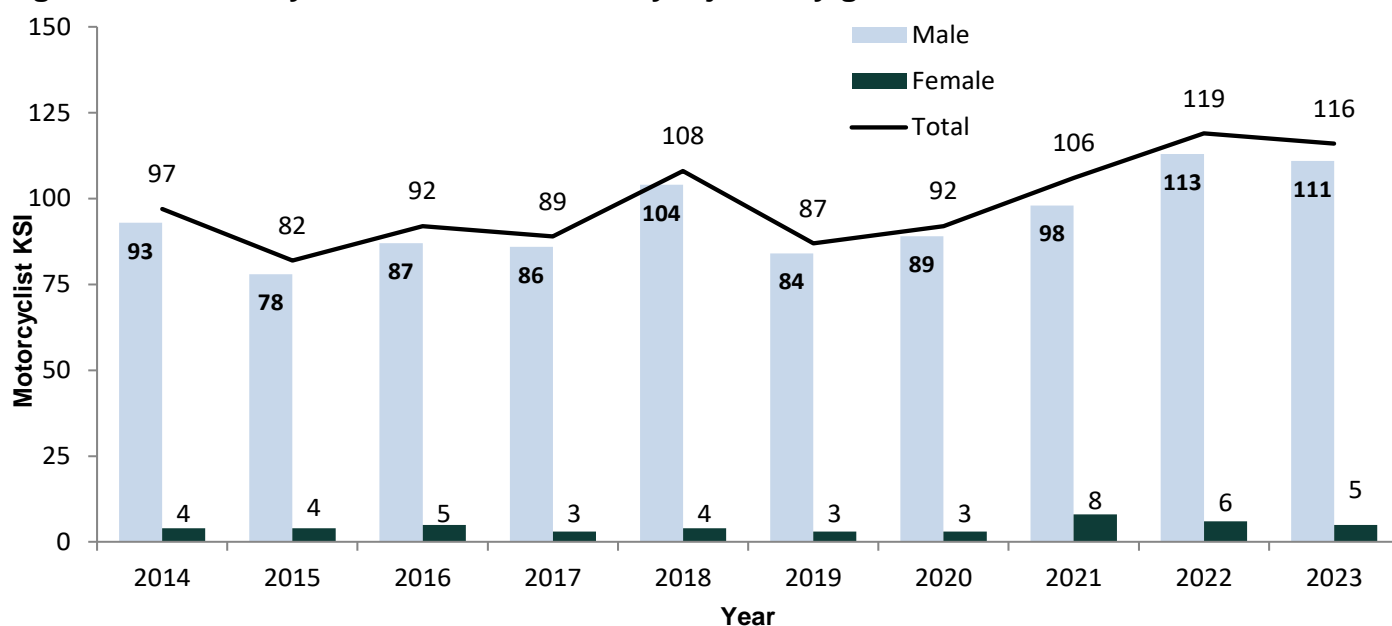
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	13	0	13	80	4	84	184	8	192	277	12	289
2015	4	0	4	74	4	78	189	13	202	267	17	284
2016	4	0	4	83	5	88	178	15	193	265	20	285
2017	9	0	9	77	3	80	175	10	185	261	13	274
2018	7	0	7	97	4	101	176	9	185	280	13	293
2019	3	0	3	81	3	84	172	13	185	256	16	272
2020	8	0	8	81	3	84	111	7	118	200	10	210
2021	14	0	14	84	8	92	176	8	185	274	16	291
2022	9	0	9	104	6	110	170	11	181	283	17	300
2023	12	1	13	99	4	103	152	6	158	263	11	274

Notes:

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

- There were 274 motorcyclists injured in 2023, which was 26 fewer than 2022. Over the ten years between 2014 and 2023, the number of motorcyclist casualties has remained relatively static, except for in 2020 which was the initial covid period.
- There were 4 more motorcyclist fatalities in 2023 than in 2022.
- Most motorcyclist KSI casualties in 2023 were in the 35-49 and 50-64 age groups which accounted for 62 (53.4%) of the 116 recorded. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2014.
- Male motorcyclists accounted for 95.7% of all killed or seriously injured motorcyclists in 2023.
- In June 2021, DfI published more detailed analysis of [motorcyclist KSIs 2015-2019](#).

**Figure 1.11 Motorcyclists killed or seriously injured by gender 2014 - 2023**

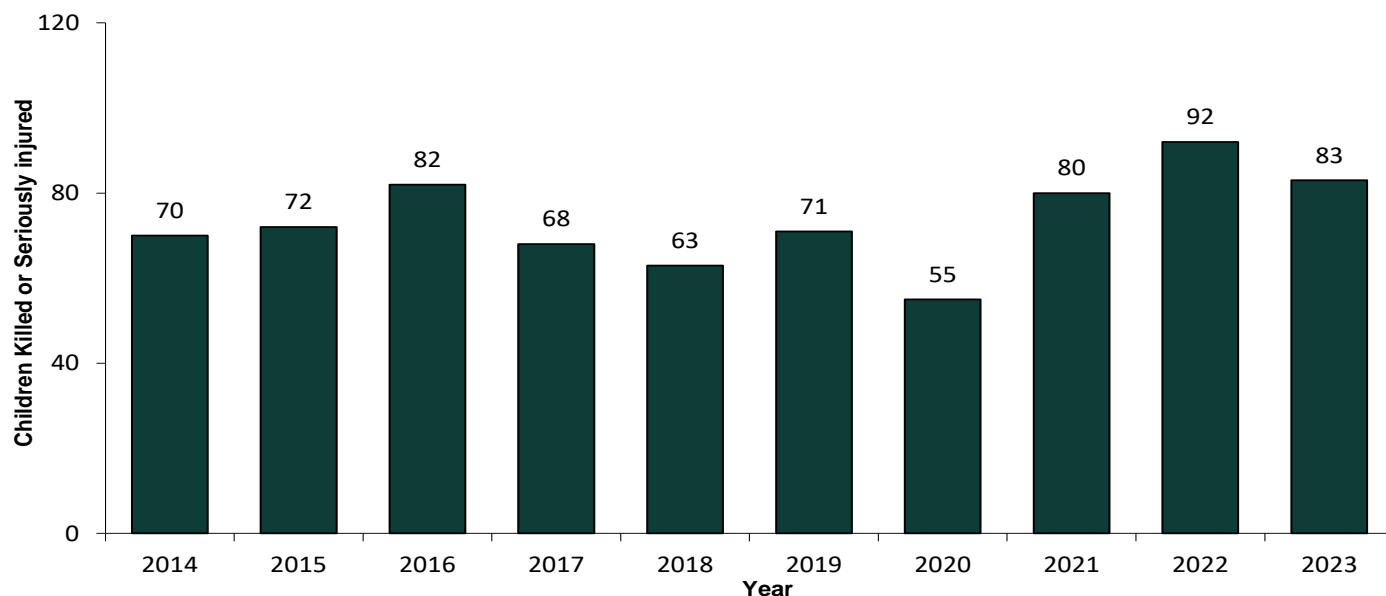


## Casualties by selected age group

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

### Children (Age Group under 16)

**Figure 1.12 Child casualties killed or seriously injured – 2014 to 2023**



- In the context of the overall increases, the 83 children (under 16) killed or seriously injured in 2023 was down by 9 on 2022, and up by 13 when compared with 2014.

**Table 1.12 Number of child casualties by gender and severity of injury 2014 – 2023**

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
<b>2014</b>	4	0	<b>4</b>	40	26	<b>66</b>	438	388	<b>827</b>	482	414	<b>897</b>
<b>2015</b>	3	2	<b>5</b>	44	23	<b>67</b>	443	408	<b>853</b>	490	433	<b>925</b>
<b>2016</b>	3	1	<b>4</b>	47	31	<b>78</b>	438	434	<b>872</b>	488	466	<b>954</b>
<b>2017</b>	3	1	<b>4</b>	38	26	<b>64</b>	410	384	<b>796</b>	451	411	<b>864</b>
<b>2018</b>	3	0	<b>3</b>	40	20	<b>60</b>	377	364	<b>741</b>	420	384	<b>804</b>
<b>2019</b>	0	1	<b>1</b>	48	22	<b>70</b>	412	405	<b>818</b>	460	428	<b>889</b>
<b>2020</b>	2	1	<b>3</b>	35	17	<b>52</b>	292	296	<b>589</b>	329	314	<b>644</b>
<b>2021</b>	2	1	<b>3</b>	48	29	<b>77</b>	291	285	<b>576</b>	341	315	<b>656</b>
<b>2022</b>	2	1	<b>3</b>	51	38	<b>89</b>	334	343	<b>677</b>	387	382	<b>769</b>
<b>2023</b>	1	2	<b>3</b>	50	30	<b>80</b>	381	365	<b>748</b>	432	397	<b>831</b>

Notes:

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

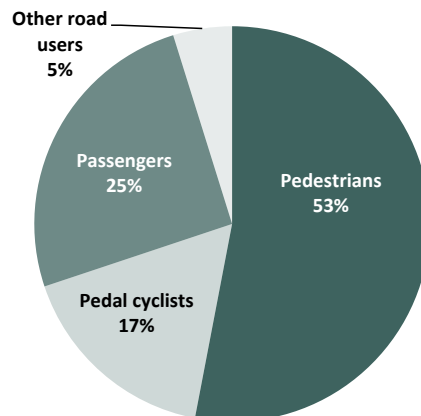
- The total number of child casualties increased by 62 over the year, to 831 in 2023, which is 7.4% lower than the 897 child casualties recorded in 2014.
- Over three-fifths (61.4%) of child KSI casualties in 2023 were male, while for all child casualties the proportion by gender was much more even with slightly over half (52.0%) being male.

**Table 1.13 Child casualties by road user type & severity of injury in Northern Ireland 2014 – 2023**

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Killed</b>										
Pedestrians	3	2	3	2	2	0	1	3	1	3
Pedal cyclists	1	0	0	0	0	0	1	0	1	0
Passengers	0	3	1	0	1	1	0	0	1	0
Other road users	0	0	0	2	0	0	1	0	0	0
<b>Total</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Seriously Injured</b>										
Pedestrians	34	37	50	50	38	34	29	42	48	41
Pedal cyclists	10	4	6	4	5	11	7	6	3	14
Passengers	21	22	19	8	16	24	15	22	32	21
Other road users	1	4	3	2	1	1	1	7	6	4
<b>Total</b>	<b>66</b>	<b>67</b>	<b>78</b>	<b>64</b>	<b>60</b>	<b>70</b>	<b>52</b>	<b>77</b>	<b>89</b>	<b>80</b>
<b>KSI</b>										
Pedestrians	37	39	53	52	40	34	30	45	49	44
Pedal cyclists	11	4	6	4	5	11	8	6	4	14
Passengers	21	25	20	8	17	25	15	22	33	21
Other road users	1	4	3	4	1	1	2	7	6	4
<b>Total</b>	<b>70</b>	<b>72</b>	<b>82</b>	<b>68</b>	<b>63</b>	<b>71</b>	<b>55</b>	<b>80</b>	<b>92</b>	<b>83</b>
<b>Slightly Injured</b>										
Pedestrians	169	161	145	137	126	113	89	90	109	105
Pedal cyclists	32	43	46	44	33	50	53	44	30	35
Passengers	623	643	676	611	576	650	443	427	525	595
Other road users	3	6	5	4	6	5	4	15	13	13
<b>Total</b>	<b>827</b>	<b>853</b>	<b>872</b>	<b>796</b>	<b>741</b>	<b>818</b>	<b>589</b>	<b>576</b>	<b>677</b>	<b>748</b>
<b>All Casualties</b>										
Pedestrians	206	200	198	189	166	147	119	135	158	149
Pedal cyclists	43	47	52	48	38	61	61	50	34	49
Passengers	644	668	696	619	593	675	458	449	558	616
Other road users	4	10	8	8	7	6	6	22	19	17
<b>Total</b>	<b>897</b>	<b>925</b>	<b>954</b>	<b>864</b>	<b>804</b>	<b>889</b>	<b>644</b>	<b>656</b>	<b>769</b>	<b>831</b>

- Four-fifths of all child casualties (80.1%) were passengers in motor vehicles in 2023, over half (53.0%) of children killed or seriously injured during the year were pedestrians.

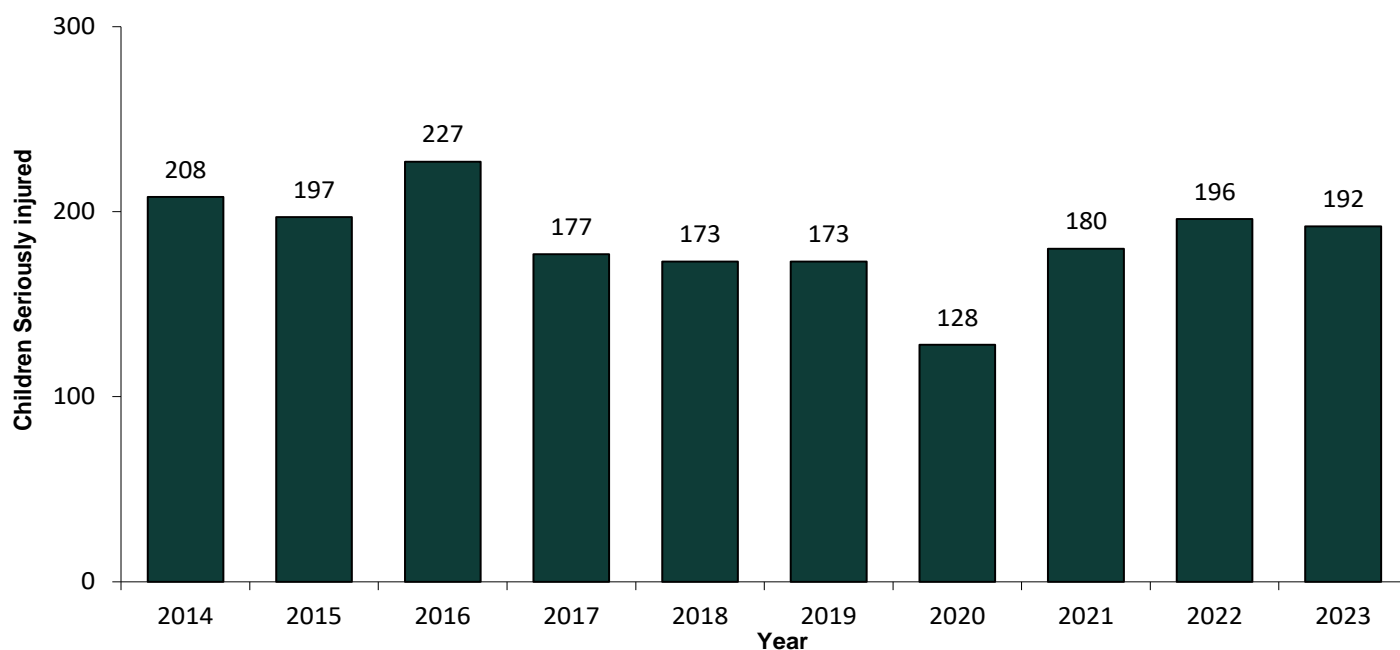
**Figure 1.13 Child casualties killed or seriously injured by road user type 2023<sup>1</sup>**



<sup>1</sup>. Due to rounding total may not add to 100%.

## Young People (Age group 16 to 24)

Figure 1.14 Young people killed or seriously injured – 2014 to 2023



- The 192 KSI casualties of young people (those aged between 16 and 24) was 4 fewer than the 196 recorded in 2022. These changes should be viewed in the context of the wider casualty increases in 2023.

Table 1.14 Number of casualties of young people by gender and severity of injury 2014 – 2023

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	18	3	21	127	60	187	1,009	947	1,956	1,154	1,010	2,164
2015	15	3	18	115	64	179	1,066	939	2,005	1,196	1,006	2,202
2016	13	3	16	146	65	211	893	891	1,784	1,052	959	2,011
2017	10	2	12	105	60	165	859	803	1,662	974	865	1,839
2018	8	3	11	103	59	162	797	767	1,564	908	829	1,737
2019	9	2	11	96	66	162	879	788	1,667	984	856	1,840
2020	9	3	12	71	45	116	684	548	1,232	764	596	1,360
2021	8	2	10	104	66	170	770	626	1,398	882	694	1,578
2022	11	0	11	108	77	185	761	711	1,472	880	788	1,668
2023	11	3	14	114	64	178	774	674	1,448	899	741	1,640

Notes:

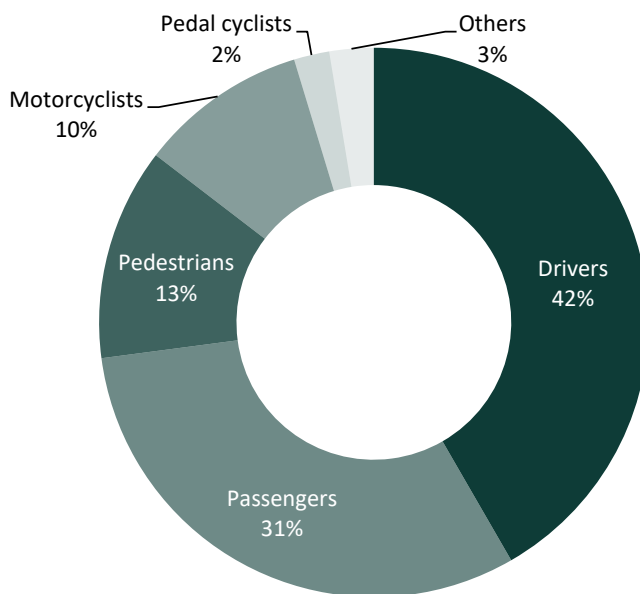
1. Unknown or missing gender are not presented in the table but are counted in the total

- In 2023 there were 14 fatalities of young people, which was three more than in the previous year and 7 fewer than the number recorded in 2014 (21 fatalities).
- Over half of all young casualties were males (54.8%), while nearly two-thirds of young KSI casualties were male (65.1%).
- In 2023, there were 524 fewer young people who were casualties in a road traffic collision than in 2014. Fatalities, seriously injured and slightly injured reduced by 7, 9 and 508 respectively.

**Table 1.15 Number of young people killed or seriously injured by road user type 2014 – 2023**

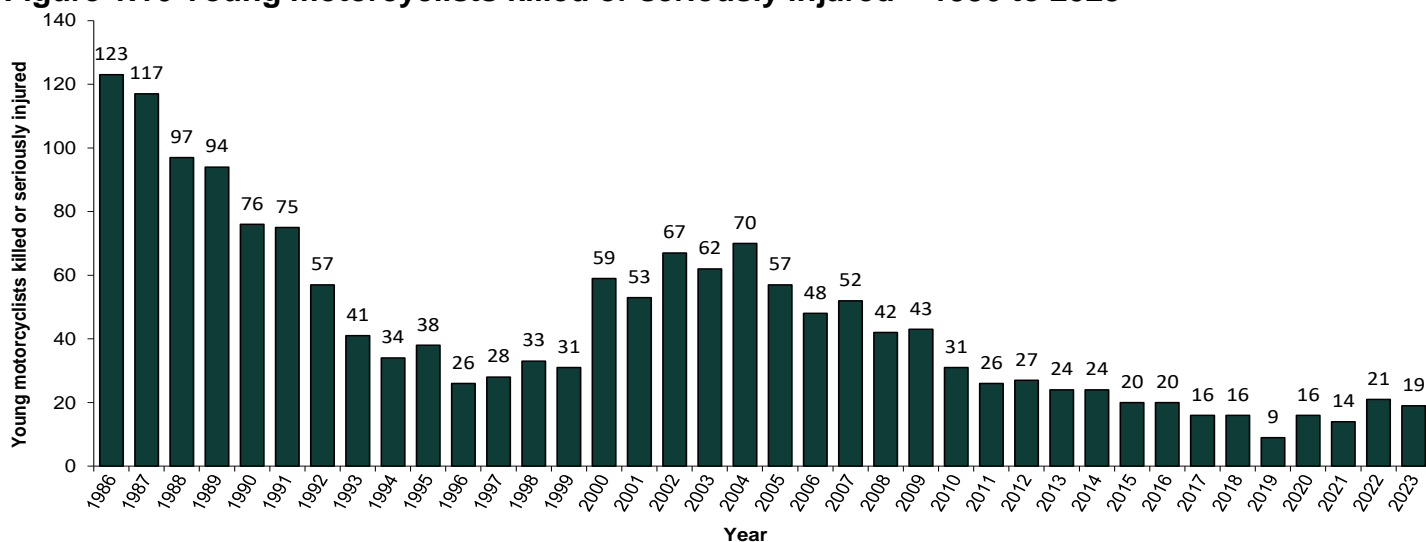
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>KSI</b>										
Pedestrians	19	33	23	26	22	24	16	23	24	24
Drivers of motor vehicles	96	72	105	80	79	75	62	64	83	80
Motorcyclists	24	20	20	16	16	9	16	14	21	19
Pedal cyclists	5	4	8	2	4	4	4	6	4	4
Passengers	62	66	66	49	49	58	26	69	54	60
Pillion Passengers	2	1	4	2	1	2	2	2	0	0
Other road users	0	1	1	2	2	1	2	2	10	5
<b>Total</b>	<b>208</b>	<b>197</b>	<b>227</b>	<b>177</b>	<b>173</b>	<b>173</b>	<b>128</b>	<b>180</b>	<b>196</b>	<b>192</b>

**Figure 1.15 Young people killed or seriously injured by road user type - 2023**



- The most common casualty class for young people killed or seriously injured in 2023 were drivers, with 80 out of the 192 KSI casualties being from this category (41.7%).
- The number of young motorcyclists killed or seriously injured in 2023 was 19. This was a decrease of 5 on the number recorded in 2014. The chart below shows the historical trend since records on severity of injury by age group were first collated in 1986.

**Figure 1.16 Young motorcyclists killed or seriously injured – 1986 to 2023**



## Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2014 – 2023

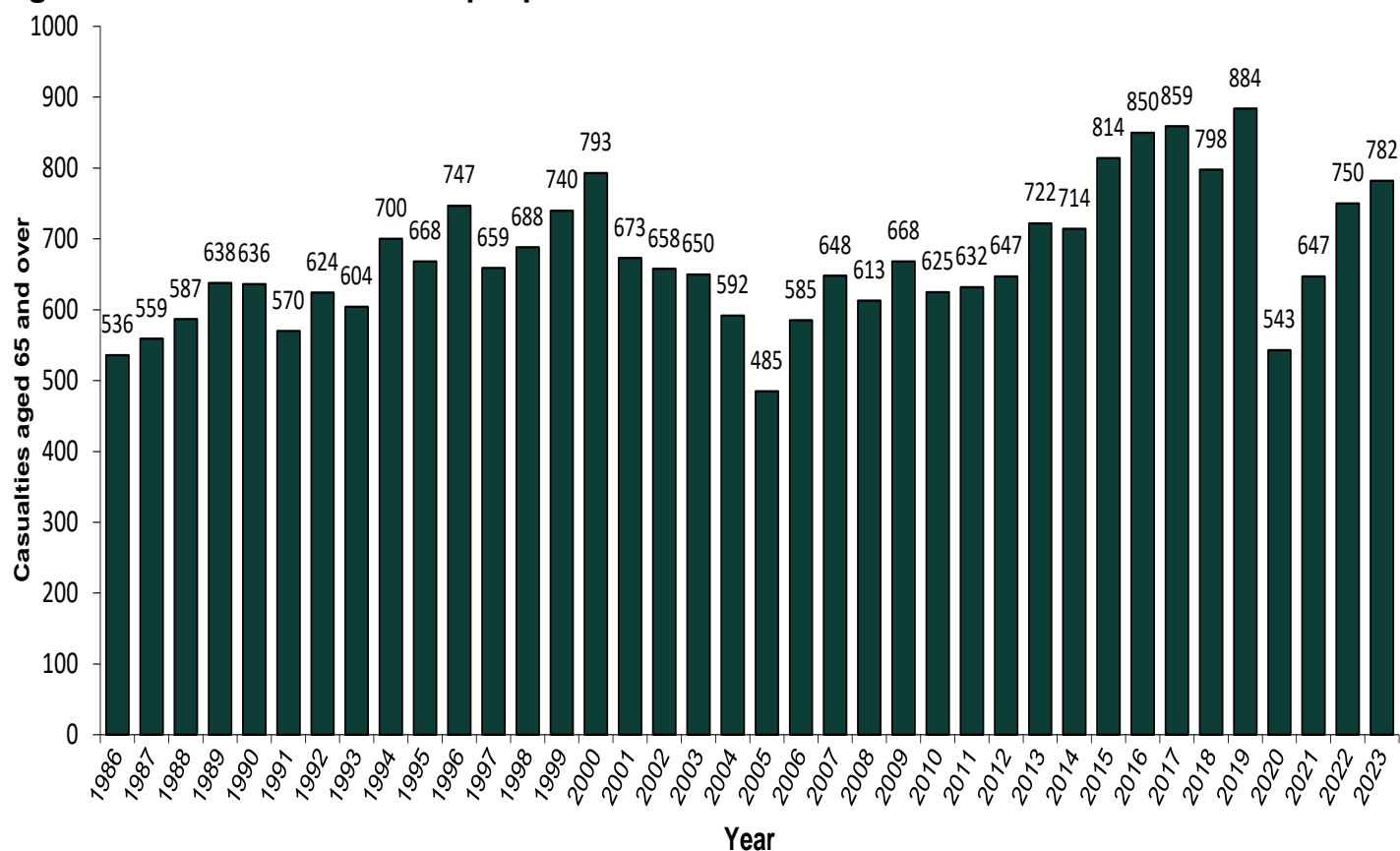
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2014	13	9	22	35	46	81	284	327	611	332	382	714
2015	11	9	20	27	51	78	346	370	716	384	430	814
2016	7	5	12	63	58	121	360	357	717	430	420	850
2017	7	6	13	68	56	124	377	345	722	452	407	859
2018	7	3	10	62	48	110	324	354	678	393	405	798
2019	9	11	20	62	61	123	355	386	741	426	458	884
2020	8	3	11	47	37	84	240	208	448	295	248	543
2021	5	2	7	61	50	111	277	252	529	343	304	647
2022	8	2	10	85	73	158	297	285	582	390	360	750
2023	12	6	18	73	64	137	339	288	627	424	358	782

Notes:

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

- There were 782 older people (those aged 65 plus) injured in 2023, including 18 fatalities and 137 seriously injured.
- The annual increase in casualty levels during the current reporting period is reflected among this older age group. However, the total casualties in 2023 was 102 fewer than the series high recorded in 2019 (884). See chart below for a yearly breakdown from 1986.

Figure 1.17 Casualties of older people – 1986 to 2023



**Table 1.17 Number of older people killed or seriously injured by road user type 2014 – 2023**

Road User Type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>KSI</b>										
Pedestrians	38	29	39	42	30	47	22	29	39	43
Drivers of motor vehicles	38	36	64	57	53	63	45	48	72	62
Motorcyclists	2	3	6	5	8	2	5	5	11	11
Pedal cyclists	2	2	5	3	4	5	3	9	9	7
Passengers	21	25	19	29	23	25	18	22	36	28
Pillion Passengers	0	0	0	0	0	0	0	0	0	0
Other road users	2	3	0	1	2	1	2	5	1	4
<b>Total</b>	<b>103</b>	<b>98</b>	<b>133</b>	<b>137</b>	<b>120</b>	<b>143</b>	<b>95</b>	<b>118</b>	<b>168</b>	<b>155</b>

- In terms of road user category, drivers accounted for the highest number of KSI casualties of older people in 2023 with 62 recorded (40.0%).
- In July 2021, DfI published more detailed analysis of [older driver KSIs 2010-2019](#).



## Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

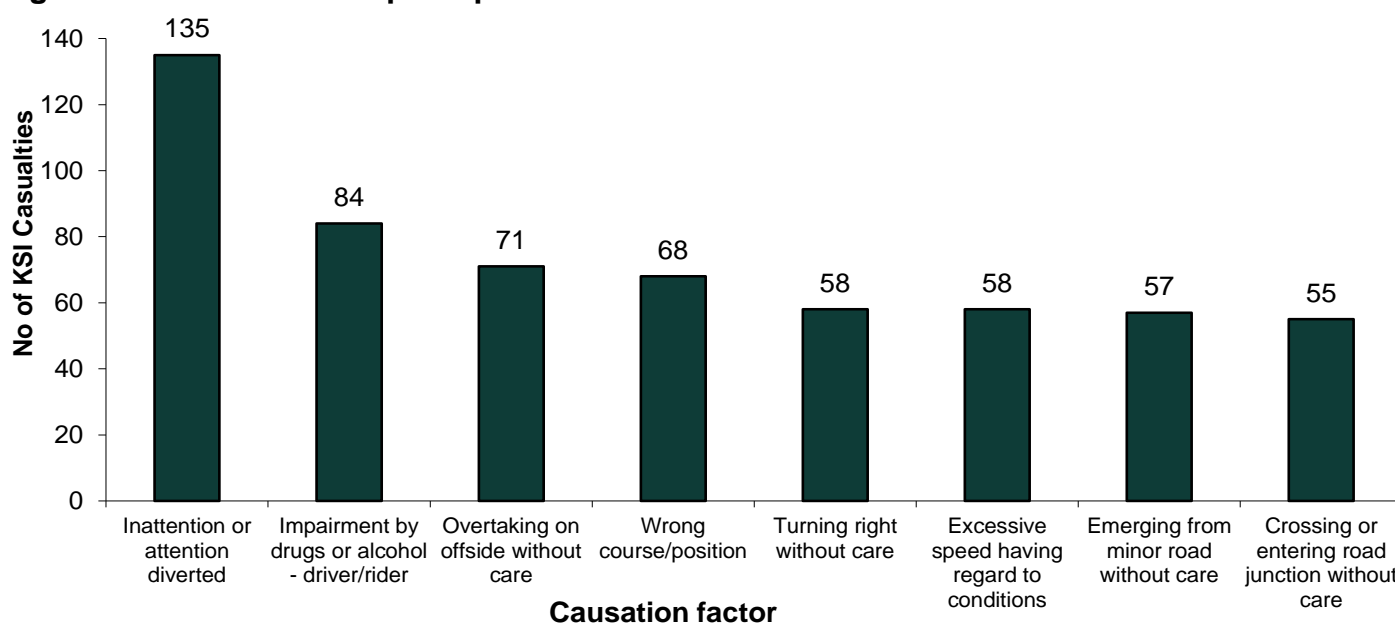
### Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2023 were ‘inattention or attention diverted’ (135 KSI casualties), followed by ‘impairment by drugs or alcohol - driver/rider’ (84 KSI casualties) and ‘overtaking on offside without care’ (71 KSI casualties). These 3 causations were responsible for 30.5% of all KSI casualties in 2023.
- The most common principal causation factors for all casualties were ‘inattention or attention diverted’ (1,320 casualties) followed by ‘driving too close’ (1,052 casualties) and ‘emerging from minor road without care’ (590 casualties). These three causations alone were responsible for over one-third (37.1%) of all casualties in 2023.

**Table 2.1 Most common principal causation factors in road traffic collisions 2023**

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	823	135	1,185	<b>1,320</b>
Driving too close	638	17	1,035	<b>1,052</b>
Emerging from minor road without care	378	57	533	<b>590</b>
Impairment by drugs or alcohol - driver/rider	285	84	375	<b>459</b>
Crossing or entering road junction without care	284	55	426	<b>481</b>
Turning right without care	255	58	384	<b>442</b>
Wrong course/position	205	68	331	<b>399</b>
Overtaking on offside without care	187	71	252	<b>323</b>
Changing lane without care	176	15	246	<b>261</b>
Excessive speed having regard to conditions	156	58	250	<b>308</b>

**Figure 2.1 Most common principal causation factors for KSI casualties 2023**



- The top three principal causation factors for all casualties remain unchanged between 2012 and 2023. Appendix 5 provides a longer-term overview of the causation factors for casualties.

**Table 2.2 Selected causation factors for KSI casualties 2014 – 2023**

Year	Impaired by alcohol or drugs - driver/rider			Careless Driving <sup>1</sup>			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2014	16	62	78	35	350	385	14	74	88
2015	8	64	72	32	373	405	14	67	81
2016	17	64	81	32	449	481	8	85	93
2017	8	76	84	29	424	453	13	72	85
2018	9	69	78	25	427	452	10	61	71
2019	6	64	70	21	465	486	11	60	71
2020	6	40	46	34	349	383	6	53	59
2021	5	97	102	27	459	486	4	47	51
2022	5	76	81	28	576	604	4	54	58
2023	5	79	84	37	539	576	5	53	58

- There were 37 deaths attributed to careless driving<sup>1</sup> in 2023, which was 9 more than in 2022. It was 32 higher than deaths attributed to excessive speed and 32 higher than deaths due to impairment of the driver/rider.
- The 5 deaths due to excessive speed in 2023 was the second lowest recorded for this causation in the last ten years. Similarly, 5 deaths due to impairment by alcohol / drugs was the lowest recorded over the same time period.
- There were 576 KSI casualties in 2023 which were attributed to careless driving<sup>1</sup> compared to 84 for impairment by alcohol or drugs – driver/rider and 58 for excessive speed.
- Not all collisions are assessed to be the fault of the driver as evidenced by the table below. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

**Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2023**

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	68	217	285	84	375	459
Excessive speed having regard to conditions	41	115	156	58	250	308
Careless driving <sup>1</sup>	482	3,184	3,666	576	5,360	5,936
Other driver rider fault	46	166	212	48	278	326
<b>Total</b>	<b>637</b>	<b>3,682</b>	<b>4,319</b>	<b>766</b>	<b>6,263</b>	<b>7,029</b>
Passenger Fault	2	29	31	2	31	33
Pedestrian Fault	98	172	270	99	192	291
Vehicle Defects	20	64	84	22	102	124
Obstructions	4	30	34	4	45	49
Physical/Road	20	93	113	21	139	160
Weather	24	142	166	31	212	243
Miscellaneous	6	35	41	6	50	56
<b>Total</b>	<b>811</b>	<b>4,247</b>	<b>5,058</b>	<b>951</b>	<b>7,034</b>	<b>7,985</b>

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

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

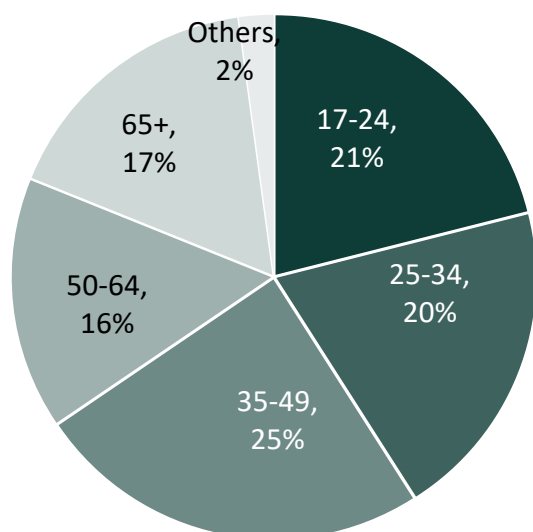
**Table 2.4 Driver/rider responsibility<sup>1</sup> by age and gender 2023**

Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
<b>Under 17</b>	12	1	0	<b>13</b>	50	9	0	<b>59</b>
<b>17 - 24</b>	97	30	0	<b>127</b>	597	267	0	<b>864</b>
<b>25 - 34</b>	99	21	0	<b>120</b>	600	265	0	<b>865</b>
<b>35 - 49</b>	100	48	0	<b>148</b>	650	350	0	<b>1,000</b>
<b>50 - 64</b>	74	20	0	<b>94</b>	439	227	0	<b>666</b>
<b>65+</b>	64	37	0	<b>101</b>	363	187	1	<b>551</b>
<b>Unknown</b>	3	0	30	<b>33</b>	12	4	295	<b>311</b>
<b>Total</b>	<b>449</b>	<b>157</b>	<b>30</b>	<b>636</b>	<b>2,711</b>	<b>1,309</b>	<b>296</b>	<b>4,316</b>

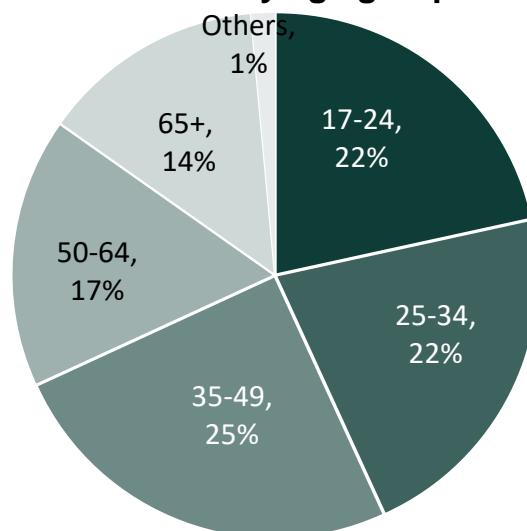
- Of the 636 fatal and serious collisions in 2023 where the causation was driver/rider responsibility<sup>1</sup>, 449 were the responsibility of a male driver, 157 were caused by a female driver and 30 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 74.1% of fatal and serious collisions and 67.4% of collisions overall with driver/rider responsibility, where a gender is known.
- Drivers aged 35-49 were most likely to be responsible for fatal and serious collisions (25%), where age is known. See Figure 2.2 below.
- More males than females were responsible for all collisions and KSI collisions occurring in 2023 in each of the different age groups.

**Figure 2.2 Drivers responsibility by age group<sup>1</sup>, 2023**

**Drivers Responsible for fatal and serious collisions by age group**



**Drivers Responsible for overall collisions by age group**



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

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

- [Fatal and Serious \(KSI\) Road Traffic Collisions caused by Drink Driving, Northern Ireland 2018-2022](#)
- [Road safety issues in Northern Ireland](#)
- [KSI casualties caused by excessive speed in Northern Ireland, 2014-2018.](#)

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

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

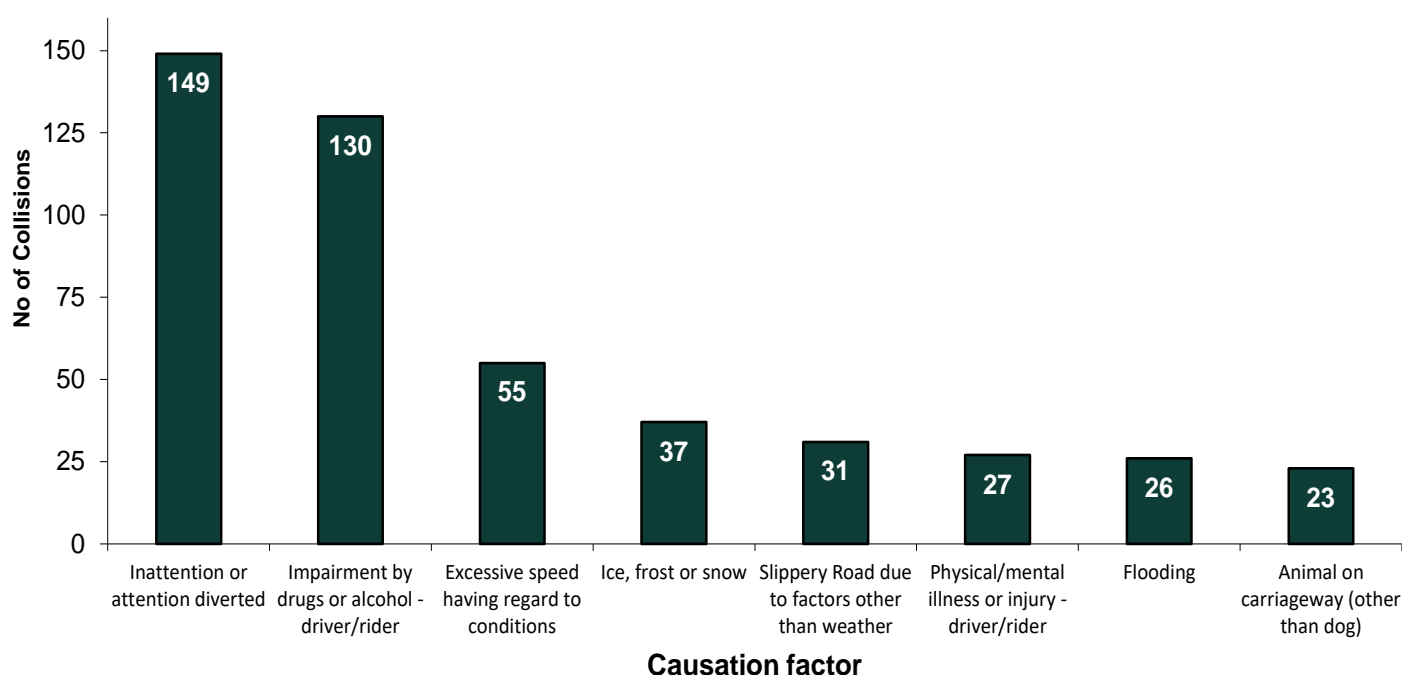
## Single vehicle collisions

**Table 2.5 Single vehicle collisions by year and resulting casualties 2014 - 2023**

Year	Number of single vehicle injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2014	19	140	815	974	20	173	1093	1,286
2015	16	127	790	933	18	150	1087	1,255
2016	21	162	737	920	22	186	952	1,160
2017	16	150	698	864	17	174	903	1,094
2018	15	127	638	780	15	149	820	984
2019	16	140	705	861	16	166	941	1,123
2020	14	115	504	633	14	121	640	775
2021	11	124	563	698	11	143	734	888
2022	11	154	544	709	11	183	738	932
2023	15	170	529	714	15	204	734	953

- There were 714 single vehicle collisions recorded in 2023, representing 14.1% of all collisions which was the third lowest proportion over the last 10 years.
- The proportions are relatively equal in terms of severity of injury with single vehicle collisions comprising over one-fifth (22.7%) of fatal collisions, similar to serious collisions (22.8%). However, the proportion for slight collisions is one in eight (12.5%).
- The most common causation factor for all single vehicle collisions occurring in 2023 was 'inattention or attention diverted' (149, 20.9%), followed by 'impairment by alcohol or drugs by drivers or riders' (130, 18.2%), and then 'excessive speed having regard to conditions' with 55 (7.7%). See Figure 2.3 below.
- In terms of causation, 'inattention or attention diverted' accounted for the highest number of those killed or seriously injured in single vehicle collisions with 57 KSIs, accounting for more than a quarter (26.0%) of the 219 KSI casualties recorded for single vehicle collisions.

**Figure 2.3 Main causes of all single vehicle collisions 2023**



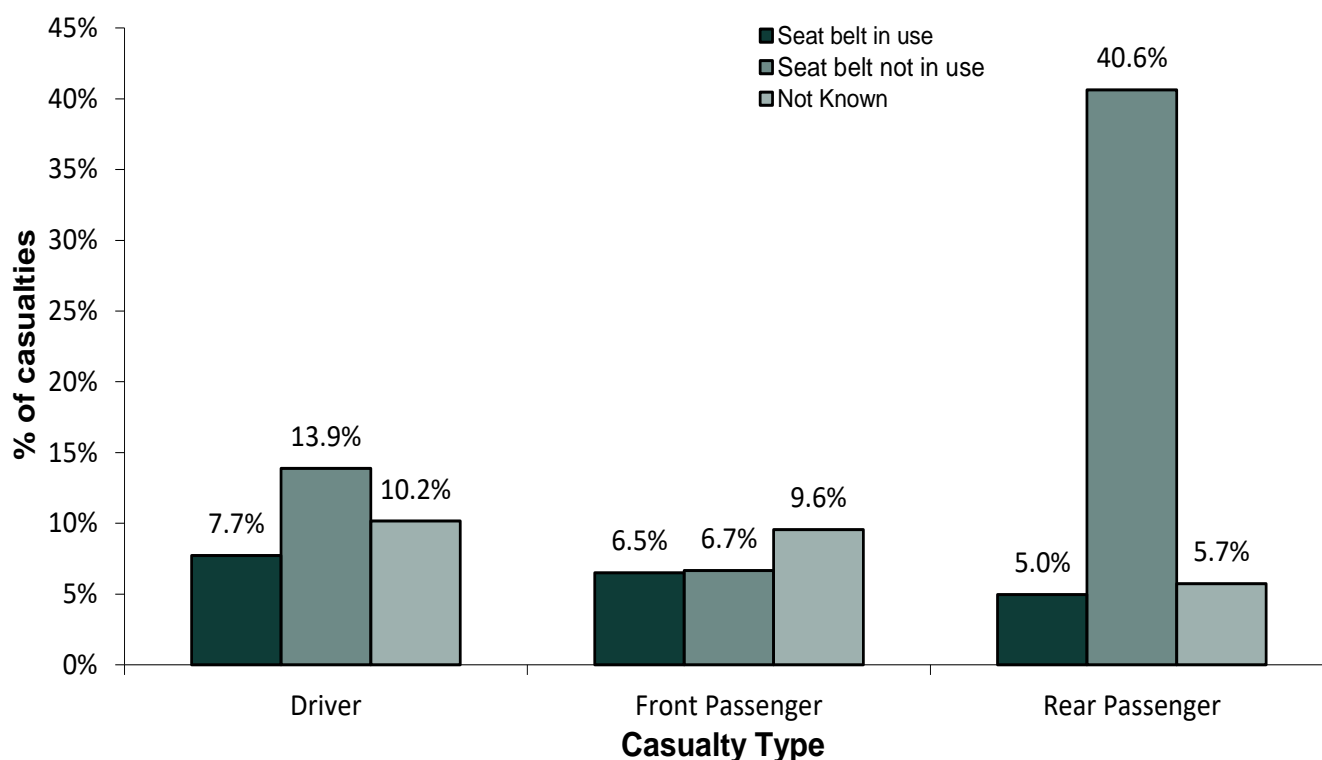
## Seat belt wearing rates of those casualties involved in road traffic collisions

There were 4,293 drivers injured in vehicles in which a seat belt is normally worn. Of these 69.4% were wearing a seat belt at the time of the collision, 1.7% were not wearing a seat belt and for the remaining 28.9% it was unknown whether or not a seat belt was in use.

The figures below are based on cases where seatbelt usage is known.

- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2023, 0.4% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 2.8% of driver casualties who were not wearing a seat belt. Similarly, 7.3% of driver casualties were seriously injured when wearing a seat belt compared to 11.1% of those not wearing a seat belt.
- Seatbelt status was known for 999 out of the 1,365 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 45 (4.5%) were not wearing a seat belt.
- Of the 864 rear seat passengers injured in 2023, seatbelt status was known for 637. Of these, 32 (5.0%) were not wearing a seat belt.
- Figure 2.4 shows that 7.7% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 13.9% of drivers who were not wearing a seatbelt. The difference was more pronounced for rear seat passengers, with 5.0% who were wearing a seatbelt killed or seriously injured compared with 40.6% who were not. The proportion of front seat passengers killed or seriously injured when comparing seatbelt usage shows a similar proportion of KSI incidence when a seatbelt was in use (6.5%) compared to where a seatbelt was not in use (6.7%).

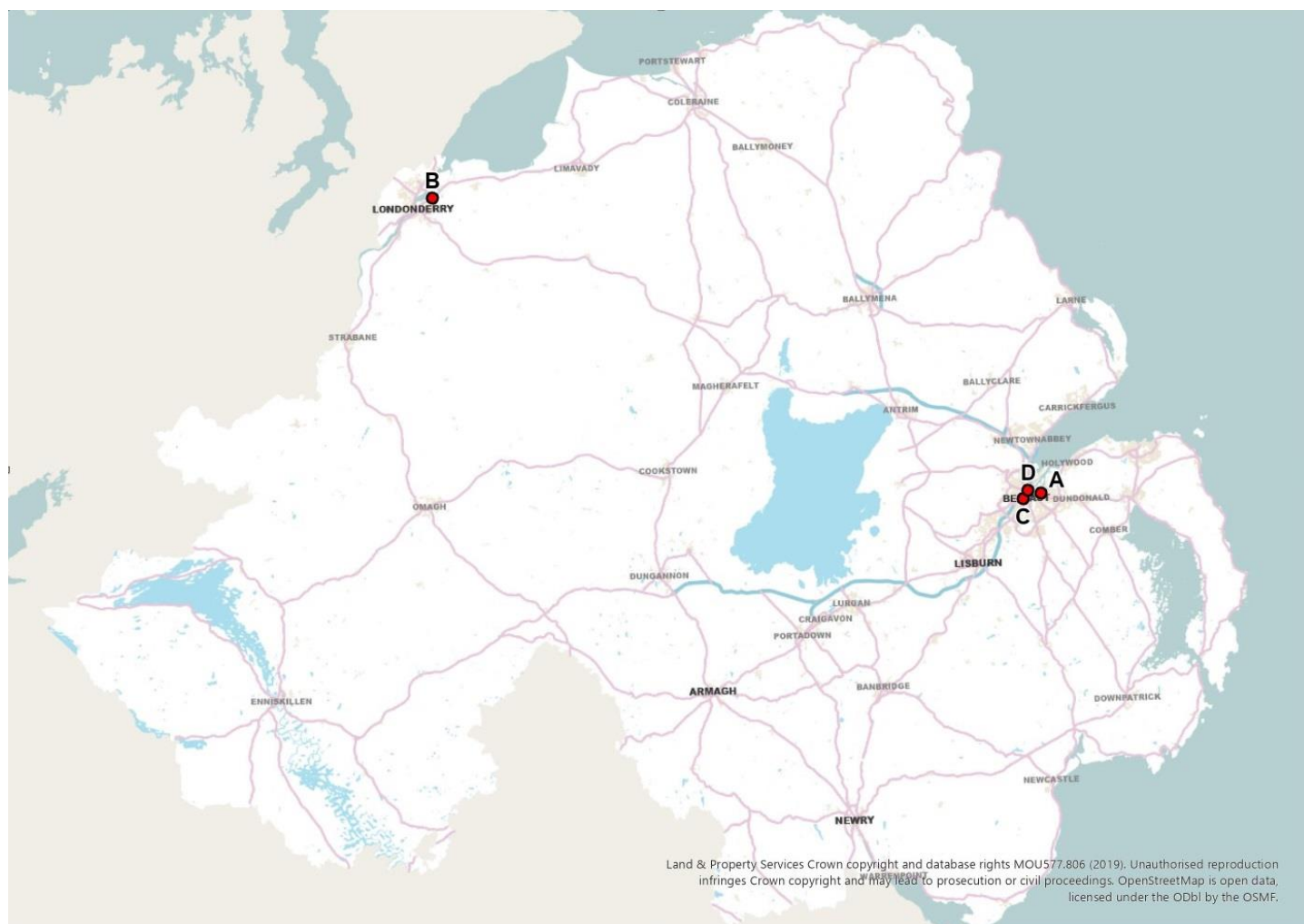
**Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2023**



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

### Where did collisions occur in 2023?

Figure 3.1: The top four collision sites in Northern Ireland within a 50 metre radius – 2023



Using mapping software it is possible to identify sites that have a high number of collisions within a specified distance. Using a radius of 50 metres the top 4 sites for all collisions identified occurring in 2023 were the following:

- **A – Sydenham By-Pass / Dee Street, Belfast City District.** There were 16 collisions within 50 metres of this junction.
- **B – Madams Bank Road / Caw Roundabout, Derry City and Strabane District.** There were 12 collisions within 50 metres of this junction.
- **C – Grosvenor Road / Durham Street, Belfast City District.** There were 10 collisions within 50 metres of this junction.
- **D – York Street / M2 Motorway On-Slip York Street, Belfast City District.** There were 10 collisions within 50 metres of this junction.



### Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2023

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

#### Figure 3.2: Belfast City District fatal and serious collisions (Queen Street and Wellington Place)

There were 25 KSI collisions in 2023 in the kilometre radius surrounding where Queen Street meets Wellington Place.





### Figure 3.3: Belfast City District fatal and serious collisions (Castlereagh Street and Templemore Avenue)

There were 11 KSI collisions in 2023 in the kilometre radius surrounding where Castlereagh Street meets Templemore Avenue.



**Figure 3.4: Belfast City District fatal and serious collisions (Hillhead Avenue and Stewartstown Road).**

There were 10 KSI collisions in 2023 in the kilometre radius surrounding where Hillhead Avenue meets the Stewartstown Road.



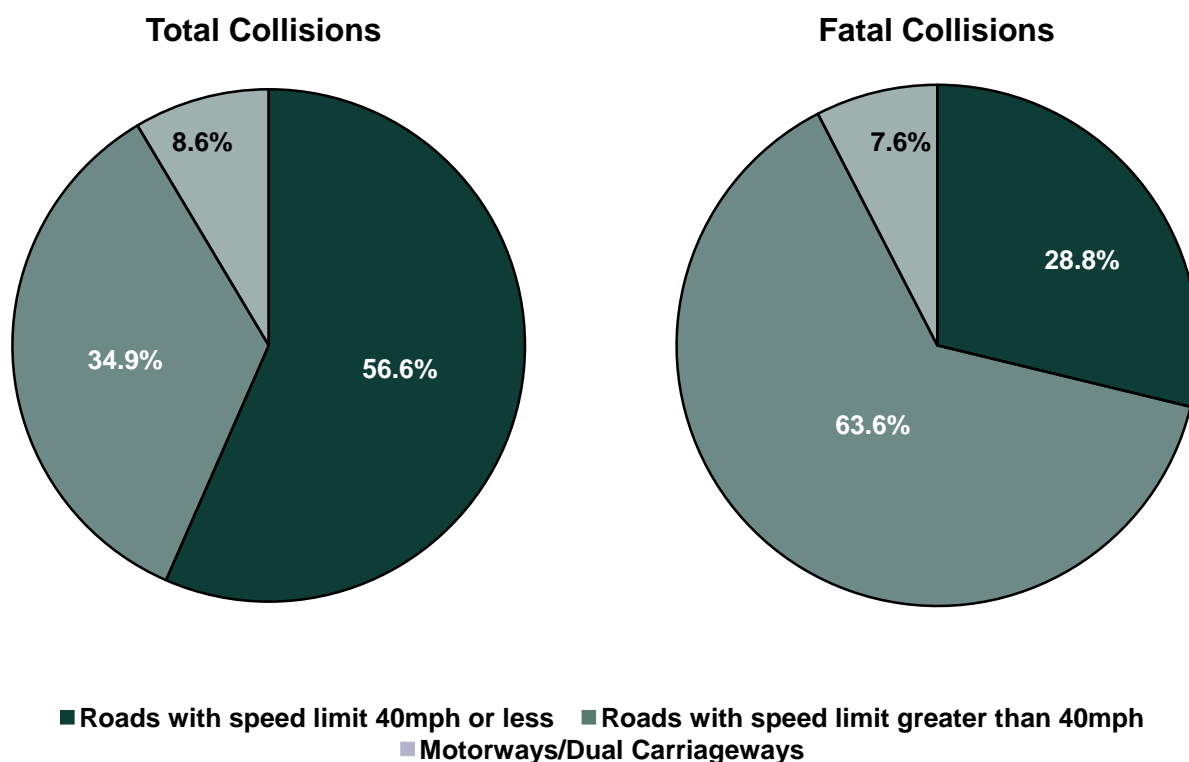
<sup>1</sup> This is using the ranking criteria that each circle must be comprised of different collisions.

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

## Speed limit of road

- In 2023 fatal collisions were most likely to occur on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways).
- Of the 5,058 injury collisions recorded by the police in 2023, 2,861 (56.6%) occurred on urban roads with a speed limit of 40 mph or less while 1,764 (34.9%) took place on rural roads and the remaining 433 (8.6%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 3,014 of all casualties (37.7%) and 499 out of the 951 killed or seriously injured (52.5%).

**Figure 3.5 Road traffic collisions and fatal collisions by speed limit of road 2023**



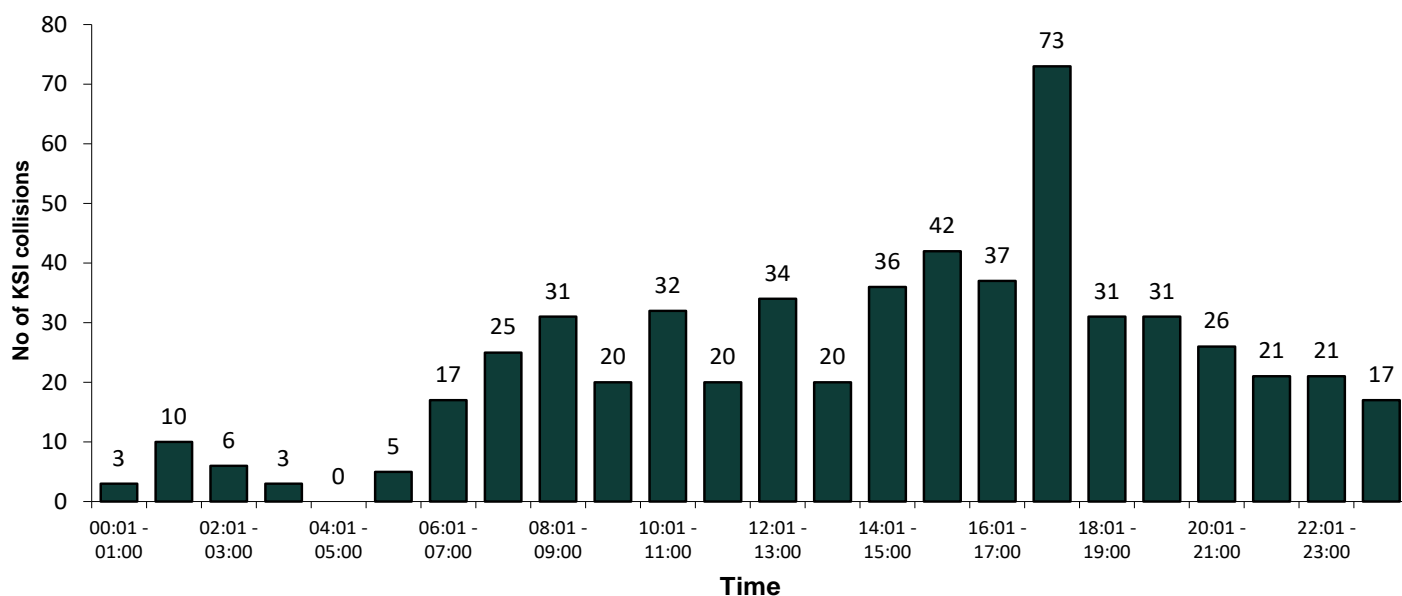
- In terms of casualties, there were 47 people killed on rural roads in 2023 which accounted for two-thirds of all fatalities (66.2%).
- Two of the three children killed on Northern Ireland roads in 2023 were on an urban road.
- There were 128 young people (aged between 16 and 24) killed or seriously injured in 2023 on rural roads, equating to 66.7% of the total of 192 for this age group.



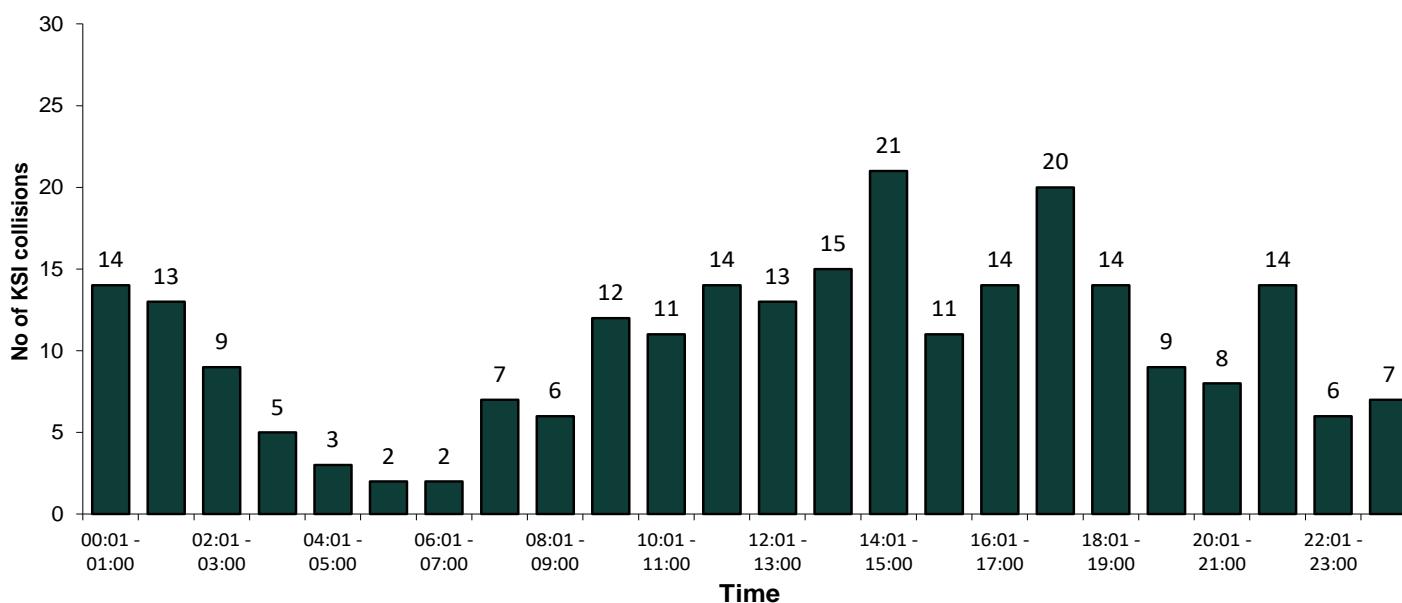
## When did 2023 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of KSI collisions occurred between 5pm and 6pm (93 collisions, 11.5%).
- There were similarities between the pattern of collisions at weekends and during the working week. The afternoon/evening time of 2pm to 6pm accounted for over a third (33.4%) of all fatal and serious collisions between Monday and Friday, compared with over a quarter (26.4%) for the same hours on Saturday and Sunday.
- However, over 14% of KSI collisions on weekends happened between midnight and 3am, in comparison with 3.4% for the same hours between Monday and Friday. Nearly fifteen percent (14.8%) of KSI collisions from Monday to Friday happened between 8am and 11am. This contrasts with nearly twelve percent (11.6%) of KSI collisions at weekends happening during the same three hour period.
- Sundays and Wednesdays had the most fatalities recorded in 2023 with 14 recorded on each of those days. Monday had the least fatalities recorded in 2023 with 5.

**Figure 3.6 Weekday fatal and serious collisions by hour 2023**



**Figure 3.7 Weekend fatal and serious collisions by hour 2023**



**Figure 3.8 Fatal and serious collisions by time and day of week 2023**

		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
	0001 - 0100	2	1	0	0	0	4	10	17	0001 - 0100
	0101 - 0200	2	2	2	2	2	5	8	23	0101 - 0200
	0201 - 0300	0	2	1	2	1	2	7	15	0201 - 0300
	0301 - 0400	2	0	0	0	1	1	4	8	0301 - 0400
	0401 - 0500	0	0	0	0	0	0	3	3	0401 - 0500
	0501 - 0600	1	1	0	3	0	0	2	7	0501 - 0600
	0601 - 0700	4	3	0	4	6	2	0	19	0601 - 0700
	0701 - 0800	3	5	5	6	6	2	5	32	0701 - 0800
	0801 - 0900	7	6	6	4	8	3	3	37	0801 - 0900
	0901 - 1000	4	4	6	4	2	8	4	32	0901 - 1000
	1001 - 1100	6	8	9	3	6	6	5	43	1001 - 1100
	1101 - 1200	3	2	6	1	8	7	7	34	1101 - 1200
	1201 - 1300	11	1	1	6	15	8	5	47	1201 - 1300
	1301 - 1400	1	2	7	5	5	8	7	35	1301 - 1400
	1401 - 1500	4	5	9	10	8	11	10	57	1401 - 1500
No of KSI	1501 - 1600	8	9	6	9	10	9	2	53	1501 - 1600
0-1	1601 - 1700	6	8	8	8	7	7	7	51	1601 - 1700
2-3	1701 - 1800	18	6	22	14	13	11	9	93	1701 - 1800
4-5	1801 - 1900	2	7	9	4	9	8	6	45	1801 - 1900
6-7	1901 - 2000	4	6	6	4	11	4	5	40	1901 - 2000
8-9	2001 - 2100	4	6	4	6	6	5	3	34	2001 - 2100
10+	2101 - 2200	4	6	1	5	5	7	7	35	2101 - 2200
	2201 - 2300	3	7	4	2	5	4	2	27	2201 - 2300
	2301 - 2400	4	3	1	2	7	4	3	24	2301 - 2400
	<b>All</b>	<b>103</b>	<b>100</b>	<b>113</b>	<b>104</b>	<b>141</b>	<b>126</b>	<b>124</b>	<b>811</b>	<b>All</b>

- The peak hours of collisions involving KSI casualties were between 2pm and 6pm when 31.3% of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Wednesday between 4pm and 7pm with 39 having occurred in 2023 during this time period. Friday had the most KSI collisions by day of the week with 141 of the 811 occurring on this day (17.4%).
- Table 3.1 shows that March had the lowest number of fatal and serious collisions in 2023 with 48 (5.9%). May and November each had the most with 87 fatal and serious collisions (10.7%).

**Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2023**

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	14	3	5	6	12	7	7	54
February	5	7	5	16	10	5	12	60
March	4	6	4	6	10	8	10	48
April	6	14	10	9	9	10	15	73
May	14	13	18	8	12	10	12	87
June	10	7	4	7	15	10	5	58
July	10	7	11	4	9	10	15	66
August	4	7	10	13	9	13	15	71
September	4	8	7	6	15	15	4	59
October	14	14	10	7	9	10	12	76
November	12	5	17	13	15	17	8	87
December	6	9	12	9	16	11	9	72
<b>Total</b>	<b>103</b>	<b>100</b>	<b>113</b>	<b>104</b>	<b>141</b>	<b>126</b>	<b>124</b>	<b>811</b>

## Type of vehicles involved in injury road traffic collisions in 2023

- When looking at types of vehicles involved in road traffic collisions in 2023, cars formed the largest group with 7,671 (81.6%) involved in injury road traffic collisions. This was followed by 838 goods vehicles (8.9%) and 289 motorcycles including mopeds (3.1%).
- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (30 per 1,000). Motorcycles and cars had 11 and 7 collisions per 1,000 licensed vehicles respectively.

**Table 3.2 Number of vehicles involved in injury road traffic collisions 2023**

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles <sup>1</sup>
Motorcycle	13	109	167	289	3.1	11
Car	77	886	6,708	7,671	81.6	7
Goods Vehicles	16	107	715	838	8.9	5
Buses / coaches	2	19	135	156	1.7	30
Agricultural Vehicles	2	5	59	66	0.7	2
Other/Unknown Vehicles	5	106	275	386	4.1	--
<b>Total</b>	<b>115</b>	<b>1,232</b>	<b>8,059</b>	<b>9,406</b>	<b>100</b>	<b>7</b>

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

- Motorcyclists had the highest combined fatal and serious collision rate by category with 5 KSI collisions per 1,000 licensed vehicles in 2023.

## Weather conditions

**Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2023**

Weather	Total
Fine (without high wind)	587
Rain (without high wind)	112
Snow (without high wind)	3
Fine (with high wind)	8
Rain (with high wind)	21
Snow (with high wind)	1
Fog or mist - if hazard	5
Strong sun (glaring)	23
Other	7
Unknown	44
<b>Total</b>	<b>811</b>

## Section 4 – Death rate in comparison with other countries

### How does Northern Ireland compare?

As the latest fatality information for a list of selected countries is only available for 2022, this report compares Northern Ireland's road deaths with a selected list of countries for the 2022 calendar year.

**Table 4.1 International comparisons of road deaths by selected country<sup>1</sup> 2022**

Country	2022 <sup>2,3</sup>	
	Number of road deaths	Road deaths per million population
England	1,443	25
Wales	95	30
Scotland	173	32
Northern Ireland	55	29
United Kingdom	1,750	26
France	3,260	48
Germany	2,776	33
Irish Republic	157	31
Italy	3,170	54
Bulgaria	531	78
Netherlands	737	42
Portugal	614	60
Spain	1,759	37
Sweden	227	22
Norway	116	21
Australia	1,188	44
Republic of Korea	2,735	53
United States of America	42,795	127

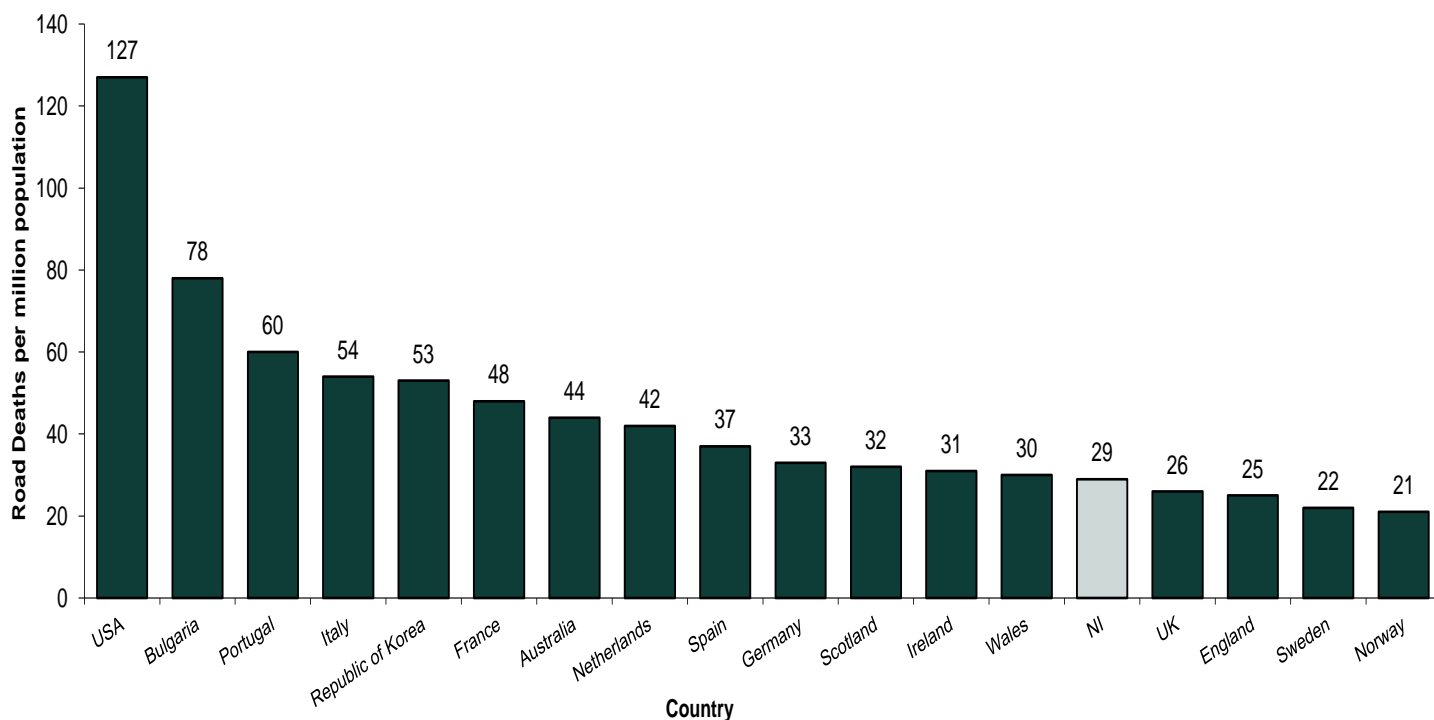
Notes:

1. Source: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT and CARE (EU road accidents database)

2. The latest data available internationally for all these countries is for 2022

3. Provisional data

**Figure 4.1 Road deaths per million population by selected country 2022**



- The 55 deaths recorded in Northern Ireland for 2022 equates to a rate of 29 deaths per million population. The rate of deaths per million in NI was 4 more than England, 3 fewer than Scotland and one fewer than in Wales in 2022. The Irish Republic had 31 deaths per million population in 2022.
- At the top end of the scale, USA had the highest death rate recorded in 2022 with 127 road deaths per million population. Norway had the fewest with 21 road deaths per million.
- In August 2019, DfI produced a detailed International Comparison of Road Traffic Fatalities, explaining the longer-term trends and the context behind them - <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/international-comparison-of-road-traffic-fatalities.pdf>



## Appendix 1: Road Deaths in Northern Ireland 1931 – 2023



## Appendix 2: Recorded injury road traffic collision and casualties by severity<sup>1</sup>- 1931–2023

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

Note: Injuries were split into serious and slight injuries in 1971

### Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2014 – 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Pedestrians</b>										
Killed	18	19	15	15	16	17	6	8	16	20
Seriously injured	140	164	164	175	135	159	118	148	168	171
Slightly injured	611	604	552	539	536	462	359	379	406	453
<b>Total</b>	<b>769</b>	<b>787</b>	<b>731</b>	<b>729</b>	<b>687</b>	<b>638</b>	<b>483</b>	<b>535</b>	<b>590</b>	<b>644</b>
<b>Drivers of motor vehicles</b>										
Killed	30	31	31	25	23	26	25	20	23	21
Seriously injured	263	254	353	309	297	318	243	297	343	352
Slightly injured	4,786	5,071	5,003	4,851	4,563	4,585	3,367	3,664	4,026	3,975
<b>Total</b>	<b>5,079</b>	<b>5,356</b>	<b>5,387</b>	<b>5,185</b>	<b>4,883</b>	<b>4,929</b>	<b>3,635</b>	<b>3,981</b>	<b>4,392</b>	<b>4,348</b>
<b>Motorcyclists</b>										
Killed	13	4	4	9	7	3	8	14	9	13
Seriously injured	84	78	88	80	101	84	84	92	110	103
Slightly injured	192	202	193	185	185	185	118	185	181	158
<b>Total</b>	<b>289</b>	<b>284</b>	<b>285</b>	<b>274</b>	<b>293</b>	<b>272</b>	<b>210</b>	<b>291</b>	<b>300</b>	<b>274</b>
<b>Pedal cyclists</b>										
Killed	3	0	3	2	1	2	4	0	1	2
Seriously injured	59	40	61	50	46	57	45	64	73	73
Slightly injured	271	239	266	267	240	231	207	218	230	189
<b>Total</b>	<b>333</b>	<b>279</b>	<b>330</b>	<b>319</b>	<b>287</b>	<b>290</b>	<b>256</b>	<b>282</b>	<b>304</b>	<b>264</b>
<b>Passengers</b>										
Killed	12	17	12	11	7	8	8	8	6	11
Seriously injured	155	163	156	149	134	144	92	185	196	161
Slightly injured	2,685	2,781	2,625	2,453	2,351	2,520	1,734	1,839	1,974	2,206
<b>Total</b>	<b>2,852</b>	<b>2,961</b>	<b>2,793</b>	<b>2,613</b>	<b>2,492</b>	<b>2,672</b>	<b>1,834</b>	<b>2,032</b>	<b>2,176</b>	<b>2,378</b>
<b>Pillion Passengers</b>										
Killed	1	0	1	0	0	0	1	0	0	0
Seriously injured	4	6	3	8	5	6	3	6	4	3
Slightly injured	7	4	6	7	9	6	4	9	10	4
<b>Total</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>15</b>	<b>14</b>	<b>7</b>
<b>Other road users</b>										
Killed	2	3	2	1	1	0	4	0	0	4
Seriously injured	5	6	3	7	12	6	11	17	16	17
Slightly injured	47	51	50	41	51	53	46	39	54	49
<b>Total</b>	<b>54</b>	<b>60</b>	<b>55</b>	<b>49</b>	<b>64</b>	<b>59</b>	<b>61</b>	<b>56</b>	<b>70</b>	<b>70</b>
<b>All road users</b>										
Killed	79	74	68	63	55	56	56	50	55	71
Seriously injured	710	711	828	778	730	774	596	809	910	880
Slightly injured	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034
<b>Total</b>	<b>9,388</b>	<b>9,737</b>	<b>9,591</b>	<b>9,184</b>	<b>8,720</b>	<b>8,872</b>	<b>6,487</b>	<b>7,192</b>	<b>7,846</b>	<b>7,985</b>

## Appendix 4: Road traffic child collision casualties by road user type and severity: 2014 – 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Pedestrians</b>										
Killed	3	2	3	2	2	0	1	3	1	3
Seriously injured	34	37	50	50	38	34	29	42	48	41
Slightly injured	169	161	145	137	126	113	89	90	109	105
<b>Total</b>	<b>206</b>	<b>200</b>	<b>198</b>	<b>189</b>	<b>166</b>	<b>147</b>	<b>119</b>	<b>135</b>	<b>158</b>	<b>149</b>
<b>Drivers of motor vehicles</b>										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	0	1	1	0	0	0	0	0	0	0
Slightly injured	1	3	1	2	1	2	2	0	2	1
<b>Total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>
<b>Motorcyclists</b>										
Killed	0	0	0	1	0	0	0	0	0	0
Seriously injured	0	1	1	0	0	0	0	4	3	1
Slightly injured	1	2	1	0	1	1	0	5	3	1
<b>Total</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>2</b>
<b>Pedal cyclists</b>										
Killed	1	0	0	0	0	0	1	0	1	0
Seriously injured	10	4	6	4	5	11	7	6	3	14
Slightly injured	32	43	46	44	33	50	53	44	30	35
<b>Total</b>	<b>43</b>	<b>47</b>	<b>52</b>	<b>48</b>	<b>38</b>	<b>61</b>	<b>61</b>	<b>50</b>	<b>34</b>	<b>49</b>
<b>Passengers</b>										
Killed	0	3	1	0	1	1	0	0	1	0
Seriously injured	21	22	19	8	16	24	15	22	32	21
Slightly injured	623	643	676	611	576	650	443	427	525	595
<b>Total</b>	<b>644</b>	<b>668</b>	<b>696</b>	<b>619</b>	<b>593</b>	<b>675</b>	<b>458</b>	<b>449</b>	<b>558</b>	<b>616</b>
<b>Other road users (including pillion passengers)</b>										
Killed	0	0	0	1	0	0	1	0	0	0
Seriously injured	1	2	1	2	1	1	1	3	3	3
Slightly injured	1	1	3	2	4	2	2	10	8	11
<b>Total</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>13</b>	<b>11</b>	<b>14</b>
<b>All road users</b>										
Killed	4	5	4	4	3	1	3	3	3	3
Seriously injured	66	67	78	64	60	70	52	77	89	80
Slightly injured	827	853	872	796	741	818	589	576	677	748
<b>Total</b>	<b>897</b>	<b>925</b>	<b>954</b>	<b>864</b>	<b>804</b>	<b>889</b>	<b>644</b>	<b>656</b>	<b>769</b>	<b>831</b>

## Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2014 - 2023

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Impairment by drugs or alcohol - driver/rider</b>										
Killed	16	8	17	8	9	6	6	5	5	5
Seriously injured	62	64	64	76	69	64	40	97	76	79
Slightly injured	336	369	426	382	350	362	339	361	322	375
<b>Total</b>	<b>414</b>	<b>441</b>	<b>507</b>	<b>466</b>	<b>428</b>	<b>432</b>	<b>385</b>	<b>463</b>	<b>403</b>	<b>459</b>
<b>Excessive Speed having regard to conditions</b>										
Killed	14	14	8	13	10	11	6	4	#	5
Seriously injured	74	67	85	72	61	60	53	47	#	53
Slightly injured	425	401	426	288	244	301	263	243	200	250
<b>Total</b>	<b>513</b>	<b>482</b>	<b>519</b>	<b>373</b>	<b>315</b>	<b>372</b>	<b>322</b>	<b>294</b>	<b>258</b>	<b>308</b>
<b>Careless Driving</b>										
Killed	35	32	32	29	25	21	34	27	28	37
Seriously injured	350	373	449	424	427	465	349	459	576	539
Slightly injured	6,249	6,732	6,545	6,285	5,967	6,201	4,319	4,806	5,334	5,360
<b>Total</b>	<b>6,634</b>	<b>7,137</b>	<b>7,026</b>	<b>6,738</b>	<b>6,419</b>	<b>6,687</b>	<b>4,702</b>	<b>5,292</b>	<b>5,938</b>	<b>5,936</b>
<b>Alcohol or Drugs – Pedestrian</b>										
Killed	*	5	*	*	#	*	*	*	*	4
Seriously injured	#	14	#	#	#	#	#	#	#	15
Slightly injured	42	55	37	34	43	33	18	18	20	28
<b>Total</b>	<b>54</b>	<b>74</b>	<b>53</b>	<b>48</b>	<b>63</b>	<b>50</b>	<b>27</b>	<b>34</b>	<b>33</b>	<b>47</b>
<b>Other Pedestrian Fault</b>										
Killed	6	8	4	5	5	#	*	*	8	10
Seriously injured	86	91	78	97	55	#	#	#	81	70
Slightly injured	300	287	263	241	248	201	153	163	176	164
<b>Total</b>	<b>392</b>	<b>386</b>	<b>345</b>	<b>343</b>	<b>308</b>	<b>278</b>	<b>209</b>	<b>235</b>	<b>265</b>	<b>244</b>
<b>Other factors</b>										
Killed	#	7	#	#	*	9	7	10	9	10
Seriously injured	#	102	#	#	#	100	92	122	111	124
Slightly injured	1,247	1,108	998	1,113	1,083	944	743	742	829	857
<b>Total</b>	<b>1,381</b>	<b>1,217</b>	<b>1,141</b>	<b>1,216</b>	<b>1,187</b>	<b>1,053</b>	<b>842</b>	<b>874</b>	<b>949</b>	<b>991</b>
<b>All factors</b>										
Killed	79	74	68	63	55	56	56	50	55	71
Seriously injured	710	711	828	778	730	774	596	809	910	880
Slightly injured	8,599	8,952	8,695	8,343	7,935	8,042	5,835	6,333	6,881	7,034
<b>Total</b>	<b>9,388</b>	<b>9,737</b>	<b>9,591</b>	<b>9,184</b>	<b>8,720</b>	<b>8,872</b>	<b>6,487</b>	<b>7,192</b>	<b>7,846</b>	<b>7,985</b>

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

## Notes

### User Guide

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

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

### Quality

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

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

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

### E-Scooters

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

### Daily Fatal Spreadsheet

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

### Additional Data

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

### Comparisons with other regions

The Department for Transport (DfT) published the most recent provisional statistics for Great Britain on 30th May 2024, covering the calendar year 2023. Key points from the publication are as below:

The reported road casualties in Great Britain for the calendar year 2023 estimate there were:

- 1,645 fatalities, a decline of 4% compared to 2022.
- 29,643 killed or seriously injured (KSI) casualties, little change compared to 2022.
- 132,063 casualties of all severities, a decline of 3% compared to 2022.

### [Reported road casualties Great Britain, provisional results: 2023](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 30th April 2024, show that there were 185 fatalities in 2023, an increase of 30 deaths on the previous year.

## **Revisions**

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

## **Feedback**

**We welcome comment and feedback on these statistics. If you would like to forward your views, receive notification of new publications or be kept informed of developments relating to PSNI statistics, please email your contact details using the email address provided on the cover page.**