



# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## Annual Report 2022/23

1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023

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Between 1<sup>st</sup> April 2022 and 31<sup>st</sup> March 2023:

- There was a total of 5,057 injury road traffic collisions recorded, resulting in 61 fatalities, 874 people seriously injured and 6,904 slightly injured.
- There were 68 fewer collisions recorded in 2022/23 when compared with 2021/22, and a small increase in casualties of 27 over the year.
- The 61 fatalities in 2022/23 was 16 more than the 45 recorded for the previous financial year.
- Over 50% of all child KSI casualties were pedestrians.
- There were 88 children (under 16) killed or seriously injured – 4 more than in 2021/22. In 2022/23, there were 150 KSIs in the 65 and over age group, which was 8 more than the number recorded in 2021/22.
- The most common principal causation factors for KSI casualties during 2022/23 were 'inattention or attention diverted' (118 KSI casualties) followed by 'wrong course/position' (85 KSI casualties), and 'impairment by drugs or alcohol - driver/rider' (76 KSI casualties).
- Mid Ulster district had the highest number of road deaths with 15 fatalities. Belfast City district recorded the most serious injuries in 2022/23 (135 seriously injured).

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# 1. Things you need to know about this release

## Coverage

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

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

This annual publication presents the most recent recorded injury collision and casualty statistics for the period 1st April 2022 to 31st March 2023. At the time of publication, CRFs had been processed for 99.3% of reported injury collisions for the 2022/23 financial year, including all fatal collisions.

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

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

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

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

## National Statistics

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

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

<https://www.statisticsauthority.gov.uk/correspondence/police-recorded-injury-road-traffic-collisions-and-casualties-northern-ireland-statistics/>

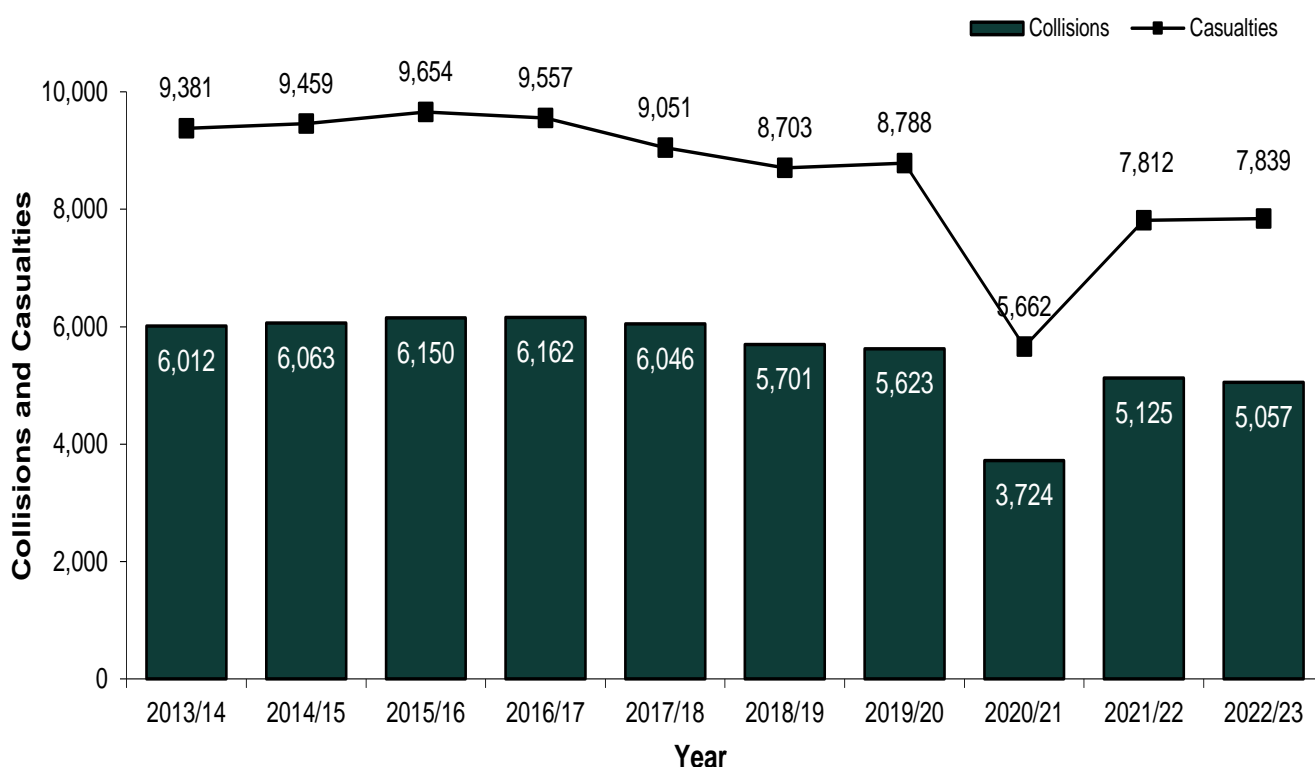
Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

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

## 2. Injury Road Traffic Collisions and Casualties

Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. Restrictions were eased during the summer months of 2020 before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, with enhanced restrictions and introduction of a vaccine pass in November 2021. As of 15th February 2022, all Covid-19 legal restrictions have been replaced by guidance. The reduction in collisions and casualties seen through the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021. Department for Infrastructure (DfI) traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#).

**Figure 1 Recorded injury road traffic collisions and casualties in Northern Ireland, 2013/14 to 2022/23**



### Overall collisions and casualties

There were 5,057 injury collisions recorded by the PSNI from 1st April 2022 to 31st March 2023 resulting in a total of 7,839 casualties comprising 61 fatalities, 874 people seriously injured and 6,904 people slightly injured. There were 68 fewer collisions recorded in 2022/23 when compared with 2021/22, and a small increase in casualties of 27 over the year.

### Fatal and Serious collisions and KSI casualties

The 61 people killed on Northern Ireland's roads in 2022/23 was 16 more than the total recorded in 2021/22 and 1 more than the 60 fatalities recorded in 2013/14. The figure for 2022/23 is equal to that seen during 2017/18 and 2018/19 and follows the lowest recorded number of fatalities in a financial year seen in 2021/22.

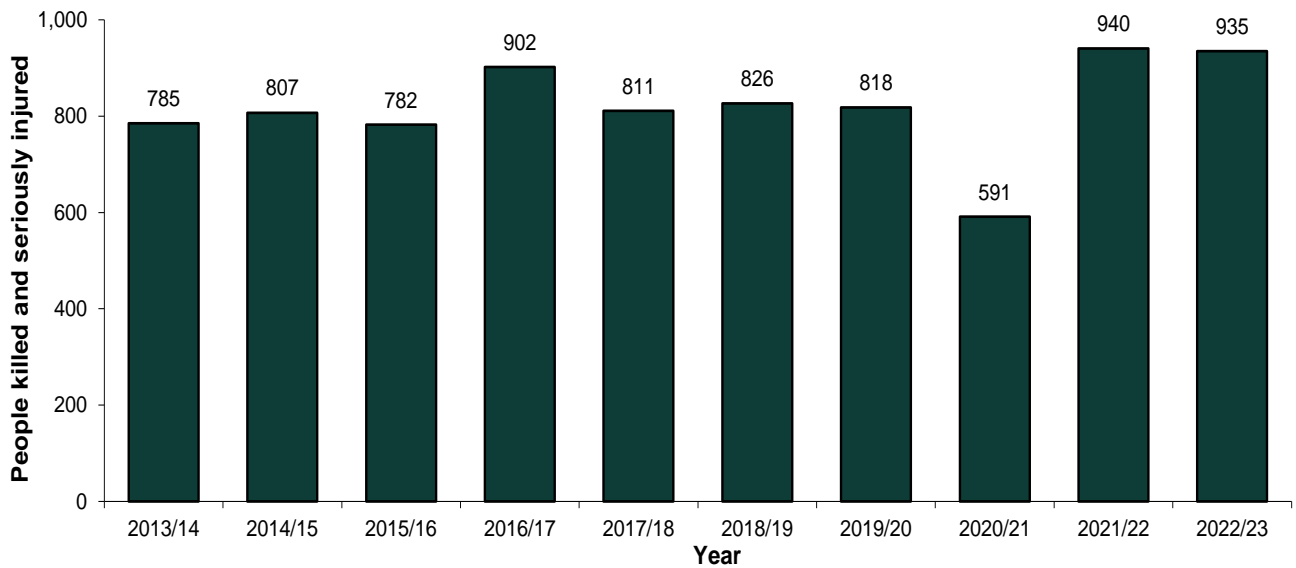
The number of fatal and serious casualties i.e. the number of KSI casualties overall stood at 935 in 2022/23, this was 5 fewer KSIs than the 940 recorded in 2021/22. In comparison with ten years ago, the number of fatal and serious collisions for 2022/23 was 105 more than 2013/14, with 150 additional KSI casualties (increases of 15.7% and 19.1% respectively). See Table 1 and Figure 2 below for KSI casualty totals in the last ten years.

**Table 1 Recorded injury road traffic collisions and casualties 2013/14 to 2022/23**

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
2013/14	57	611	5,344	<b>6,012</b>	60	725	785	8,596	<b>9,381</b>
2014/15	72	590	5,401	<b>6,063</b>	76	731	807	8,652	<b>9,459</b>
2015/16	69	569	5,512	<b>6,150</b>	75	707	782	8,872	<b>9,654</b>
2016/17	63	698	5,401	<b>6,162</b>	65	837	902	8,655	<b>9,557</b>
2017/18	60	625	5,361	<b>6,046</b>	61	750	811	8,240	<b>9,051</b>
2018/19	57	647	4,997	<b>5,701</b>	61	765	826	7,877	<b>8,703</b>
2019/20	54	637	4,932	<b>5,623</b>	56	762	818	7,970	<b>8,788</b>
2020/21	48	466	3,210	<b>3,724</b>	53	538	591	5,071	<b>5,662</b>
2021/22	42	725	4,358	<b>5,125</b>	45	895	940	6,872	<b>7,812</b>
2022/23	59	714	4,284	<b>5,057</b>	61	874	935	6,904	<b>7,839</b>

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

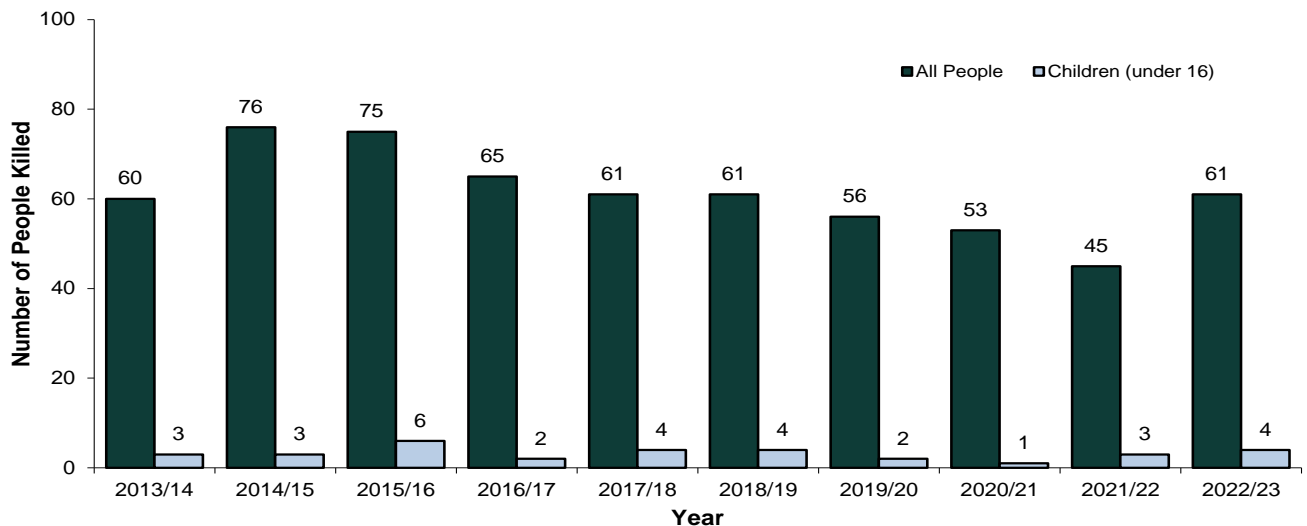
**Figure 2 People killed and seriously injured in road traffic collisions 2013/14 to 2022/23**



## Child Fatalities

Figure 3 shows the number of fatalities each year in road traffic collisions over the ten-year period 2013/14 to 2022/23 and within these the numbers of deaths that involved children under the age of 16. There were four child fatalities in 2022/23, one more than the number of children killed in 2021/22.

**Figure 3 Fatalities recorded in road traffic collisions 2013/14 to 2022/23**



## Collisions involving children

There were 599 collisions involving child casualties recorded in 2022/23 comprising 4 fatal collisions, 78 serious collisions and 517 slight collisions. The 82 fatal and serious collisions which involved children in 2022/23 was the highest recorded in the ten-year period from 2013/14 to 2022/23.

### Child Casualties

The 789 child casualties recorded for the 2022/23 year comprised 4 fatalities, 84 children seriously injured and 701 children slightly injured. This was the second successive annual increase in the number of children injured but remains lower than the historical series seen prior to 2020/21. There were 9 more KSIs in 2022/23 than in 2013/14 but overall 149 fewer child casualties than in 2013/14.

**Table 2 Recorded injury road traffic collisions involving child casualties (under 16) 2013/14 to 2022/23**

Year	Collisions involving children				Child Casualties				Total
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	
2013/14	3	75	675	<b>753</b>	3	76	79	859	<b>938</b>
2014/15	3	62	630	<b>695</b>	3	67	70	820	<b>890</b>
2015/16	6	59	647	<b>712</b>	6	63	69	850	<b>919</b>
2016/17	2	78	661	<b>741</b>	2	83	85	873	<b>958</b>
2017/18	4	56	597	<b>657</b>	4	57	61	755	<b>816</b>
2018/19	4	58	586	<b>648</b>	4	64	68	785	<b>853</b>
2019/20	2	62	596	<b>660</b>	2	67	69	807	<b>876</b>
2020/21	1	50	385	<b>436</b>	1	55	56	477	<b>533</b>
2021/22	3	75	496	<b>574</b>	3	81	84	633	<b>717</b>
2022/23	4	78	517	<b>599</b>	4	84	88	701	<b>789</b>

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

### 3. Principal Causation Factors

The main principal causation factors for KSI casualties during 2022/23 were 'inattention or attention diverted' (118 KSI casualties) followed by 'wrong course/position' (85 KSI casualties) and 'impaired by alcohol/drugs - driver/rider' (76 KSI casualties).

The most common principal causation factors for all injury road traffic collisions in 2022/23 were 'inattention or attention diverted' (880 collisions), 'driving too close' (580 collisions) and 'emerging from a minor road without care' (393 collisions). The top three principal causation factors for all collisions remain unchanged between 2017/18 and 2022/23.

**Table 3 Most common principal causation factors in injury road traffic collisions, 2022/23**

Principal Factor	Number of collisions	KSI <sup>1</sup> casualties	Slight casualties	Total casualties
Inattention or attention diverted	<b>880</b>	118	1,203	<b>1,321</b>
Driving too close	<b>580</b>	18	962	<b>980</b>
Emerging from minor road without care	<b>393</b>	60	545	<b>605</b>
Crossing or entering road junction without care	<b>289</b>	62	441	<b>503</b>
Turning right without care	<b>277</b>	45	410	<b>455</b>
Impairment by drugs or alcohol - driver/rider	<b>262</b>	76	329	<b>405</b>
Wrong course/position	<b>235</b>	85	347	<b>432</b>
Overtaking on offside without care	<b>174</b>	60	258	<b>318</b>
Changing lane without care	<b>170</b>	15	244	<b>259</b>
Emerging from private road/entrance without care	<b>143</b>	21	188	<b>209</b>

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

#### Principal causation factors for child casualties

Table 4 below presents the main principal causation factors for collisions resulting in child casualties in 2022/23. The most common principal causation factors for child casualties who were either killed or seriously injured (KSIs) were 'heedless of traffic crossing carriageway' (21 child KSI casualties) and 'Inattention or attention diverted' (16 child KSI casualties).

The most common principal causation factors associated with all child injury road traffic collisions in 2022/23 were 'inattention or attention diverted' (115 collisions), 'driving too close' (60 collisions) and 'heedless of traffic crossing carriageway' (53 collisions). The top three are the same top three causation factors as seen in 2021/22.

**Table 4 Most common principal causation factors in injury road traffic collisions involving child casualties (under 16), 2022/23**

Principal Factor	Number of collisions	KSI <sup>1</sup> casualties	Slight casualties	Total casualties
Inattention or attention diverted	<b>115</b>	16	148	<b>164</b>
Driving too close	<b>60</b>	2	84	<b>86</b>
<i>Heedless of traffic crossing carriageway<sup>2</sup></i>	<b>53</b>	21	32	<b>53</b>
Emerging from minor road without care	<b>42</b>	3	48	<b>51</b>
Crossing or entering road junction without care	<b>34</b>	3	45	<b>48</b>
Wrong course/position	<b>27</b>	8	33	<b>41</b>
Turning right without care	<b>25</b>	4	30	<b>34</b>
Overtaking on offside without care	<b>19</b>	0	24	<b>24</b>
Changing lane without care	<b>17</b>	2	23	<b>25</b>
Emerging from private road/entrance without care	<b>15</b>	0	24	<b>24</b>

<sup>1</sup> Killed or seriously injured <sup>2</sup> Pedestrian factors

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

- [Fatal and serious \(KSI\) road traffic collisions caused by drink driving, Northern Ireland 2013 – 2017](#)
- [Road safety issues in Northern Ireland](#)
- [KSI casualties caused by excessive speed in Northern Ireland, 2014 – 2018](#)

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

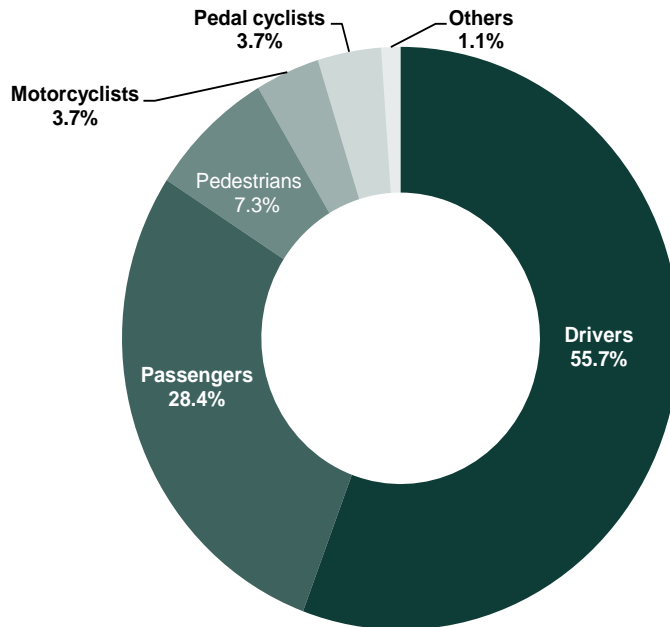


## 4. Road Traffic Collisions Casualty Breakdown

### Road traffic collision casualties by road user type

Figure 4 below shows the proportion of all casualties by road user type resulting from road traffic collisions in 2022/23. Drivers of motor vehicles accounted for the largest proportion of casualties (55.7%) followed by passengers (28.4%), pedestrians (7.3%), motorcyclists (3.7%) and pedal cyclists (3.7%). These are similar to the percentages for each group seen in 2021/22.

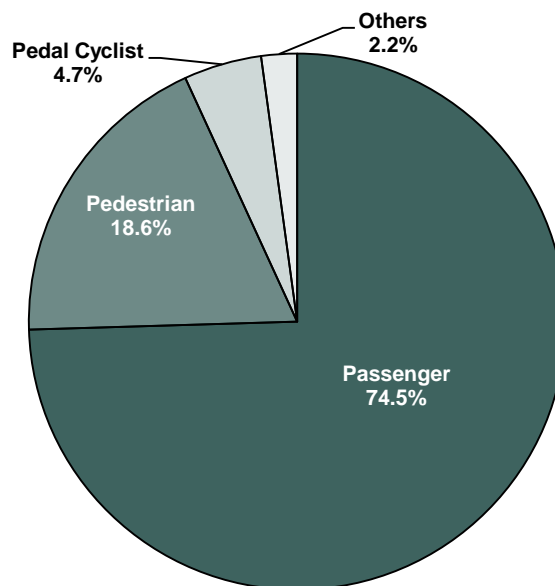
**Figure 4 Overall casualties by road user type, 2022/23**



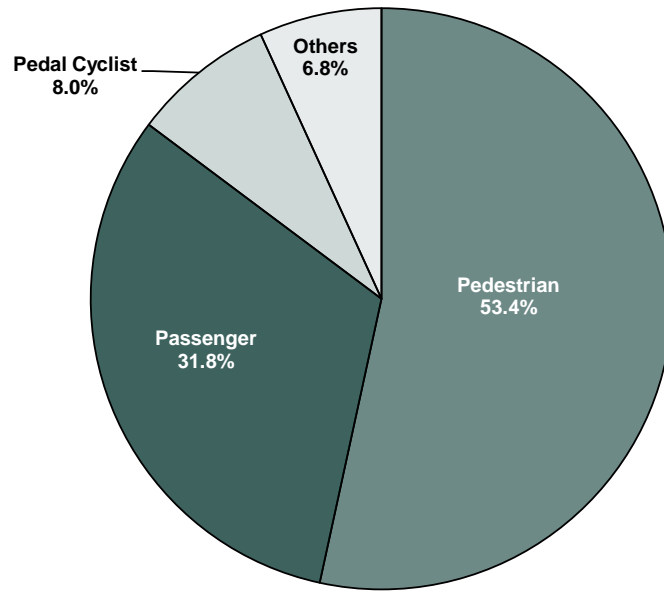
### Road traffic collision child casualties by road user type

Passengers (74.5%) made up the largest class of all child casualties in 2022/23, followed by pedestrians (18.6%) and pedal cyclists (4.7%). It is worth noting that while nearly three-quarters (74.5%) of all children injured this year were passengers, over half (53.4%) of children killed or seriously injured in 2022/23 were pedestrians. Appendix A provides a breakdown of child casualties by road user type. Figures 5 and 6 present all child casualties and KSI casualties of children by road user type respectively for 2022/23.

**Figure 5 All child casualties by road user type, 2022/23**



**Figure 6 Child KSI casualties by road user type, 2022/23**



## Trends in casualty road user type over the last 5 years

**Table 5 Casualties by type of road user and severity, 2018/19 to 2022/23**

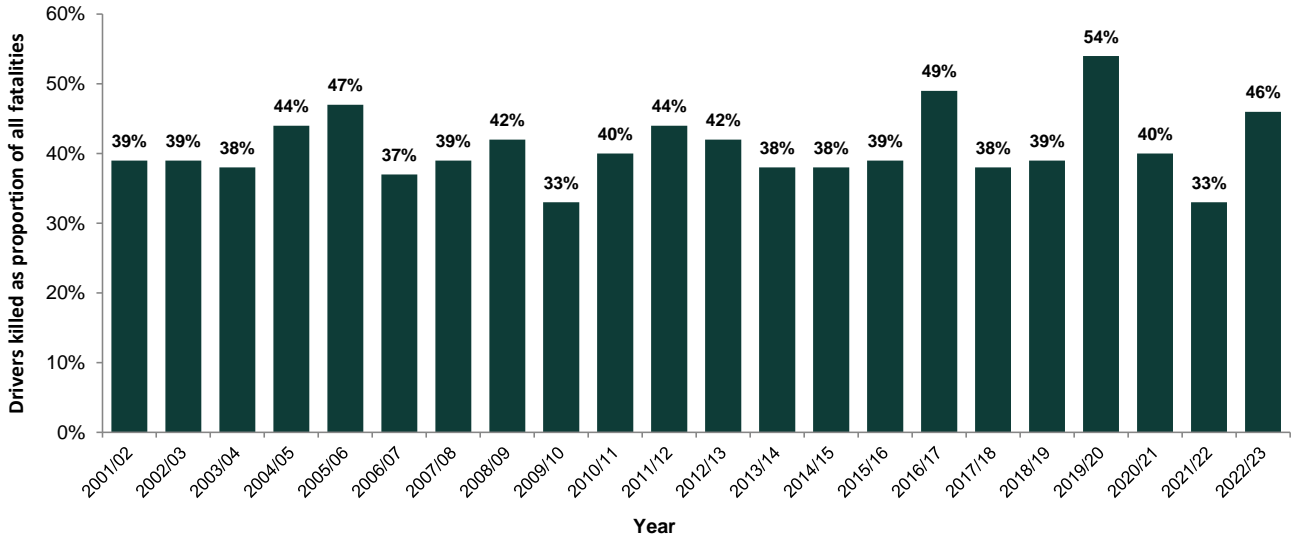
Type of Road User	2018/19	2019/20	2020/21	2021/22	2022/23
<b>Fatalities:</b>					
Pedestrians	18	13	6	10	18
Drivers of motor vehicles	24	30	21	15	28
Motorcyclists	7	4	11	11	10
Pedal cyclists	1	4	2	0	1
Passengers	10	5	8	9	4
Pillion passengers	0	0	1	0	0
Other road users	1	0	4	0	0
<b>Totals</b>	<b>61</b>	<b>56</b>	<b>53</b>	<b>45</b>	<b>61</b>
<b>Seriously Injured:</b>					
Pedestrians	141	159	93	174	152
Drivers of motor vehicles	325	309	210	337	340
Motorcyclists	103	85	84	97	107
Pedal cyclists	46	58	47	67	65
Passengers	132	141	87	201	187
Pillion passengers	6	4	5	4	4
Other road users	12	6	12	15	19
<b>Totals</b>	<b>765</b>	<b>762</b>	<b>538</b>	<b>895</b>	<b>874</b>
<b>KSI<sup>1</sup>:</b>					
<i>Pedestrians</i>	<i>159</i>	<i>172</i>	<i>99</i>	<i>184</i>	<i>170</i>
<i>Drivers of motor vehicles</i>	<i>349</i>	<i>339</i>	<i>231</i>	<i>352</i>	<i>368</i>
<i>Motorcyclists</i>	<i>110</i>	<i>89</i>	<i>95</i>	<i>108</i>	<i>117</i>
<i>Pedal cyclists</i>	<i>47</i>	<i>62</i>	<i>49</i>	<i>67</i>	<i>66</i>
<i>Passengers</i>	<i>142</i>	<i>146</i>	<i>95</i>	<i>210</i>	<i>191</i>
<i>Pillion passengers</i>	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>	<i>4</i>
<i>Other road users</i>	<i>13</i>	<i>6</i>	<i>16</i>	<i>15</i>	<i>19</i>
<b>Totals</b>	<b>826</b>	<b>818</b>	<b>591</b>	<b>940</b>	<b>935</b>
<b>Slightly Injured:</b>					
Pedestrians	541	473	274	449	404
Drivers of motor vehicles	4,481	4,560	2,914	4,013	3,998
Motorcyclists	200	168	119	193	176
Pedal cyclists	254	222	210	219	223
Passengers	2,347	2,492	1,496	1,955	2,038
Pillion passengers	8	5	4	10	10
Other road users	46	50	54	33	55
<b>Totals</b>	<b>7,877</b>	<b>7,970</b>	<b>5,071</b>	<b>6,872</b>	<b>6,904</b>
<b>All Casualties:</b>					
Pedestrians	700	645	373	633	574
Drivers of motor vehicles	4,830	4,899	3,145	4,365	4,366
Motorcyclists	310	257	214	301	293
Pedal cyclists	301	284	259	286	289
Passengers	2,489	2,638	1,591	2,165	2,229
Pillion passengers	14	9	10	14	14
Other road users	59	56	70	48	74
<b>Totals</b>	<b>8,703</b>	<b>8,788</b>	<b>5,662</b>	<b>7,812</b>	<b>7,839</b>

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

### Fatalities by road user type

Out of the 61 road fatalities in 2022/23, 28 were drivers (46%), see Figure 7. Pedestrians had the next highest number of fatalities in 2022/23 with 18, eight more than the number recorded in 2021/22 and three times the number recorded in 2020/21 (6). There were 10 motorcyclist deaths, one less than that recorded in both 2020/21 and 2021/22 (11). Passenger fatalities accounted for 7% of all fatalities in 2022/23 (4). There was one pedal cyclist road fatality in 2022/23.

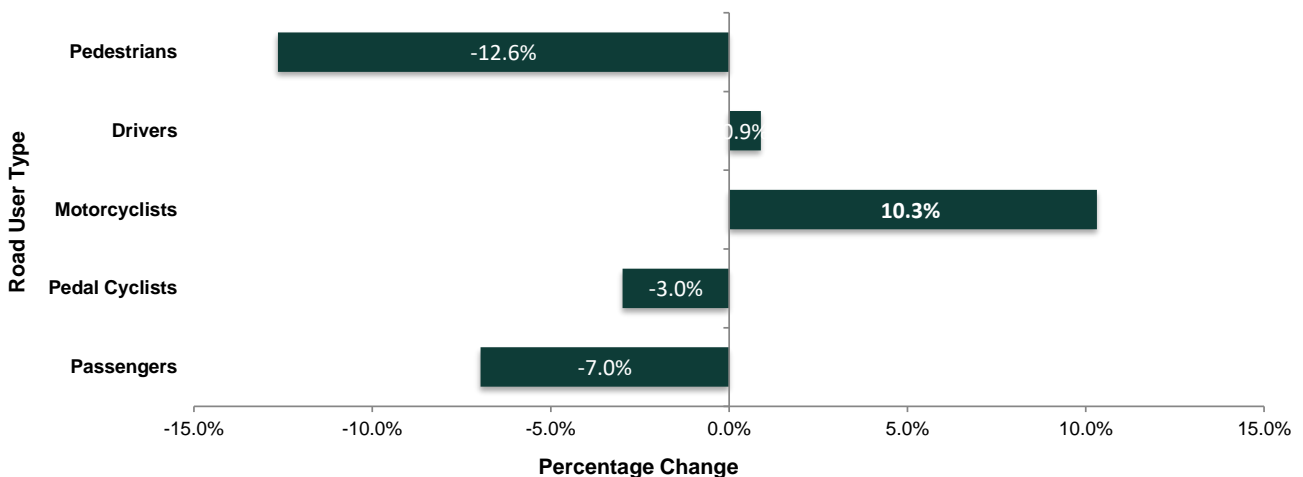
**Figure 7 Number of drivers killed as a proportion of the total number of deaths, 2001/02 to 2022/23**



### People seriously injured by road user type

When comparing people seriously injured in 2022/23 with 2021/22, there has been a small decrease overall in those seriously injured (21 fewer than 2021/22). The number of motorcyclists seriously injured since last year increased by 10 (up 10.3%), the number of pedestrians decreased by 22 (down 12.6%) and the number of passengers down by 14 (down 7.0%). Drivers and pedal cyclist serious injuries remained relatively unchanged (increase by 3 and decrease by 2 respectfully), see Figure 8 below.

**Figure 8 Percentage change of people seriously injured amongst the main road user types when comparing 2021/22 with 2022/23**



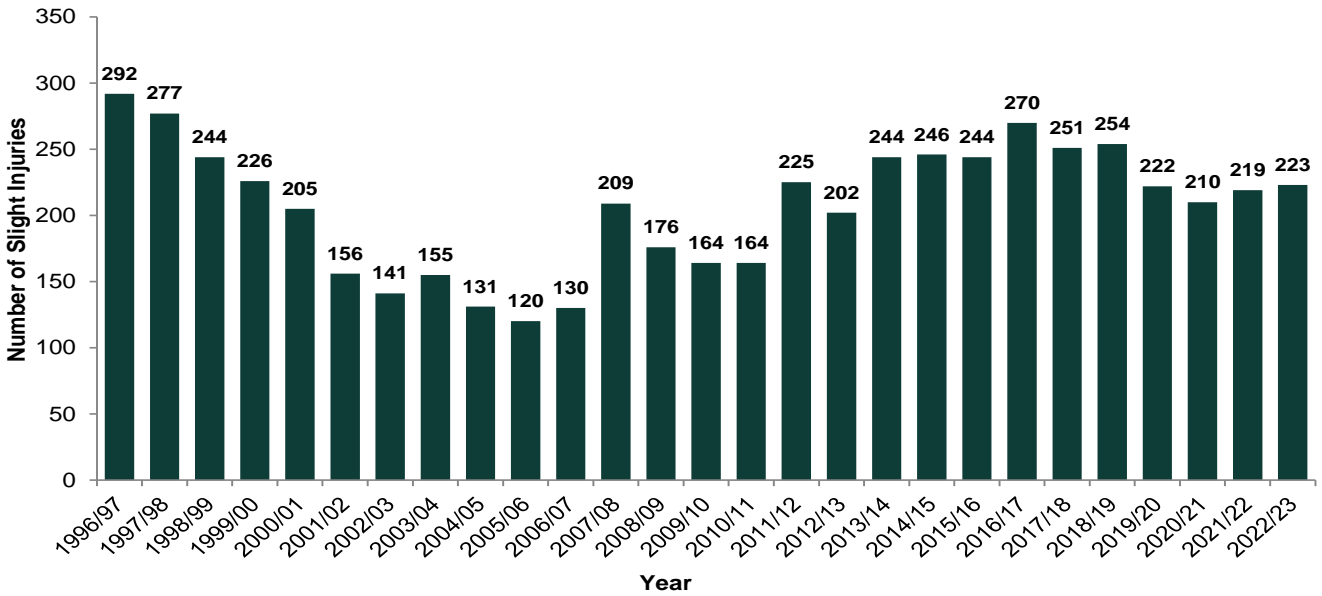
DFI has published a number detailed research reports relevant to KSI casualties by road user type including:

- [Pedestrian KSI casualties 2013 to 2017, published in June 2019](#)
- [Pedal cyclist KSI casualties 2014 to 2018, published in June 2020](#)
- [Motorcyclist KSI casualties 2015 to 2019, published in June 2021](#)

### People slightly injured by road user type

The small increase in people slightly injured since 2021/22 was primarily as a result of the increase seen in numbers of slightly injured passengers (up 83). The number of pedestrians, motorcyclists and drivers slightly injured in 2022/23 was lower than in 2021/22 (45, 17 and 15 fewer respectively). The number of pedal cyclists slightly injured was relatively unchanged between 2021/22 and 2022/23 (an increase of 4 slightly injured casualties), see Figure 9. Nearly nine out of ten people slightly injured in 2022/23 were either a driver (57.9%) or a passenger (29.5%).

**Figure 9 Pedal cyclists slightly injured 1996/97 to 2022/23**



### Gender and age of road traffic collision casualties

#### Fatalities

Of the 61 fatalities on Northern Ireland’s roads in 2022/23, 50 were male and 11 were female. Nearly two thirds of fatalities were aged over 35 in 2022/23.

#### People seriously injured

Over three fifths (61.9%) of those seriously injured during 2022/23 were male. Over a fifth of those seriously injured were aged 16 - 24.

#### People slightly injured

There were more males slightly injured in 2022/23 than females (52.5% and 47.5% respectively), this represented 345 more males slightly injured than females. The proportion of persons injured in each individual age group was similar for males as it was for females.

**Table 6 Casualties by severity of injury, age group and gender, 2021/22 and 2022/23**

Month	2021/22					2022/23				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Male:</b>										
Under 16	2	48	50	325	375	3	49	52	354	406
16 - 24	7	111	118	819	937	11	111	122	765	887
25 - 34	6	105	111	713	824	7	88	95	725	820
35 - 49	8	113	121	835	956	8	116	124	858	982
50 - 64	9	95	104	615	719	10	106	116	612	728
65 +	7	80	87	299	386	11	71	82	301	383
Unknown	0	0	0	4	4	0	0	0	9	9
<b>Total</b>	<b>39</b>	<b>552</b>	<b>591</b>	<b>3,610</b>	<b>4,201</b>	<b>50</b>	<b>541</b>	<b>591</b>	<b>3,624</b>	<b>4,215</b>
<b>Female:</b>										
Under 16	1	33	34	308	342	1	35	36	347	383
16 – 24	0	77	77	695	772	0	75	75	706	781
25 – 34	1	52	53	678	731	0	45	45	618	663
35 – 49	0	74	74	762	836	4	48	52	768	820
50 – 64	2	54	56	536	592	5	63	68	549	617
65 +	2	53	55	279	334	1	67	68	286	354
Unknown	0	0	0	1	1	0	0	0	5	5
<b>Total</b>	<b>6</b>	<b>343</b>	<b>349</b>	<b>3,259</b>	<b>3,608</b>	<b>11</b>	<b>333</b>	<b>344</b>	<b>3,279</b>	<b>3,623</b>
<b>Unknown/ Other</b>										
16 - 24	0	0	0	2	2	0	0	0	0	0
25 - 34	0	0	0	1	1	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>All</b>										
Under 16	3	81	84	633	717	4	84	88	701	789
16 - 24	7	188	195	1,516	1,711	11	186	197	1,471	1,668
25 - 34	7	157	164	1,392	1,556	7	133	140	1,343	1,483
35 - 49	8	187	195	1,597	1,792	12	164	176	1,626	1,802
50 - 64	11	149	160	1,151	1,311	15	169	184	1,161	1,345
65 +	9	133	142	578	720	12	138	150	587	737
Unknown	0	0	0	5	5	0	0	0	15	15
<b>Total</b>	<b>45</b>	<b>895</b>	<b>940</b>	<b>6,872</b>	<b>7,812</b>	<b>61</b>	<b>874</b>	<b>935</b>	<b>6,904</b>	<b>7,839</b>

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

## 5. Road Traffic Casualties by District

**Table 7** Casualties in recorded injury road traffic collisions by severity of injury and district, 2021/22 and 2022/23

Police District	2021/22					2022/23				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Belfast City</b>	4	136	140	1,690	<b>1,830</b>	6	135	141	1,714	<b>1,855</b>
<b>Derry City &amp; Strabane</b>	1	65	66	563	<b>629</b>	2	44	46	587	<b>633</b>
Antrim & Newtownabbey	6	55	61	527	<b>588</b>	5	62	67	535	<b>602</b>
Ards & North Down	7	60	67	484	<b>551</b>	4	66	70	483	<b>553</b>
Causeway Coast & Glens	5	65	70	528	<b>598</b>	5	67	72	462	<b>534</b>
Lisburn & Castlereagh City	2	80	82	540	<b>622</b>	2	77	79	519	<b>598</b>
Mid & East Antrim	3	60	63	394	<b>457</b>	4	55	59	345	<b>404</b>
Armagh City, Banbridge & Craigavon	2	107	109	635	<b>744</b>	3	103	106	750	<b>856</b>
Fermanagh & Omagh	6	70	76	355	<b>431</b>	8	77	85	407	<b>492</b>
Mid Ulster	4	91	95	488	<b>583</b>	15	69	84	473	<b>557</b>
Newry, Mourne & Down	5	106	111	668	<b>779</b>	7	119	126	629	<b>755</b>
<b>Total</b>	<b>45</b>	<b>895</b>	<b>940</b>	<b>6,872</b>	<b>7,812</b>	<b>61</b>	<b>874</b>	<b>935</b>	<b>6,904</b>	<b>7,839</b>

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

### Location of casualties

Outside of Belfast City District, which accounted for over a fifth of all road traffic casualties with 1,855 (23.7%), the next highest district was Armagh City, Banbridge & Craigavon with 856 (10.9%) followed by Newry, Mourne & Down with 755 (9.6%). Mid & East Antrim district had the fewest casualties recorded with 404 (5.2%) in 2022/23.

### Location of fatalities

In 2022/23 the greatest number of fatalities took place in the Mid Ulster district where there were 15 road deaths recorded during the year. Derry City & Strabane and Lisburn & Castlereagh City districts recorded the lowest number of district fatalities in 2022/23 with two fatalities recorded in each district.

### Location of serious casualties

Belfast City district had the most people seriously injured by District in 2022/23 with 135 casualties with serious injuries recorded. Derry City & Strabane district recorded the lowest number of serious injuries in 2022/23 with 44.

Six of the eleven districts showed a decrease in serious casualties when comparing 2022/23 to 2021/22. The largest decrease was in Mid Ulster with a reduction of 22 seriously injured casualties.

## 6. Appendix A

### Appendix A Child casualties (Under 16) by type of road user, age group and severity 2021/22 and 2022/23

Type of road user	2021/22				2022/23			
	Under 5	5 - 10	11 - 15	Total	Under 5	5 - 10	11 - 15	Total
<b>Fatalities</b>								
Pedestrians	0	2	1	3	1	0	1	2
Pedal Cyclists	0	0	0	0	0	1	0	1
Passengers	0	0	0	0	0	1	0	1
Others	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>
<b>Seriously injured</b>								
Pedestrians	7	17	23	47	2	13	30	45
Pedal Cyclists	0	1	2	3	0	3	3	6
Passengers	4	10	11	25	6	12	9	27
Others	0	2	4	6	1	0	5	6
<b>Total</b>	<b>11</b>	<b>30</b>	<b>40</b>	<b>81</b>	<b>9</b>	<b>28</b>	<b>47</b>	<b>84</b>
<b>KSI casualties</b>								
Pedestrians	7	19	24	50	3	13	31	47
Pedal Cyclists	0	1	2	3	0	4	3	7
Passengers	4	10	11	25	6	13	9	28
Others	0	2	4	6	1	0	5	6
<b>Total</b>	<b>11</b>	<b>32</b>	<b>41</b>	<b>84</b>	<b>10</b>	<b>30</b>	<b>48</b>	<b>88</b>
<b>Slightly injured</b>								
Pedestrians	9	41	63	113	11	37	52	100
Pedal cyclists	1	17	24	42	2	14	14	30
Passengers	119	167	176	462	126	229	205	560
Others	0	8	8	16	1	1	9	11
<b>Total</b>	<b>129</b>	<b>233</b>	<b>271</b>	<b>633</b>	<b>140</b>	<b>281</b>	<b>280</b>	<b>701</b>
<b>All child casualties</b>								
Pedestrians	16	60	87	163	14	50	83	147
Pedal Cyclists	1	18	26	45	2	18	17	37
Passengers	123	177	187	487	132	242	214	588
Others	0	10	12	22	2	1	14	17
<b>Total</b>	<b>140</b>	<b>265</b>	<b>312</b>	<b>717</b>	<b>150</b>	<b>311</b>	<b>328</b>	<b>789</b>

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



## 7. Appendix B

### Appendix B Child casualties (Under 16) by severity of injury and district, 2021/22 and 2022/23

Police District	2021/22					2022/23				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Belfast City</b>	1	17	18	180	<b>198</b>	0	17	17	179	<b>196</b>
<b>Derry City &amp; Strabane</b>	0	12	12	49	<b>61</b>	0	6	6	50	<b>56</b>
Antrim & Newtownabbey	0	5	5	50	<b>55</b>	0	3	3	60	<b>63</b>
Ards & North Down	1	6	7	38	<b>45</b>	0	7	7	46	<b>53</b>
Causeway Coast & Glens	0	3	3	44	<b>47</b>	1	6	7	38	<b>45</b>
Lisburn & Castlereagh City	1	3	4	41	<b>45</b>	1	14	15	49	<b>64</b>
Mid & East Antrim	0	6	6	44	<b>50</b>	0	3	3	47	<b>50</b>
Armagh City, Banbridge & Craigavon	0	9	9	49	<b>58</b>	0	7	7	79	<b>86</b>
Fermanagh & Omagh	0	5	5	29	<b>34</b>	1	1	2	39	<b>41</b>
Mid Ulster	0	8	8	45	<b>53</b>	1	8	9	49	<b>58</b>
Newry, Mourne & Down	0	7	7	64	<b>71</b>	0	12	12	65	<b>77</b>
<b>Total</b>	<b>3</b>	<b>81</b>	<b>84</b>	<b>633</b>	<b>717</b>	<b>4</b>	<b>84</b>	<b>88</b>	<b>701</b>	<b>789</b>

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

## 8. Appendix C

### Appendix C Recorded injury road traffic collision and casualty statistics by month 2022/23

Month	Collisions				Casualties				Total
	Fatal	Serious	Slight	All injury collisions	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	
April	3	55	354	<b>412</b>	3	66	69	546	<b>615</b>
May	2	54	358	<b>414</b>	2	64	66	559	<b>625</b>
June	6	68	361	<b>435</b>	6	86	92	588	<b>680</b>
July	5	55	296	<b>356</b>	5	70	75	503	<b>578</b>
August	9	78	387	<b>474</b>	9	104	113	597	<b>710</b>
September	6	58	373	<b>437</b>	6	67	73	620	<b>693</b>
October	5	73	406	<b>484</b>	5	87	92	681	<b>773</b>
November	4	61	395	<b>460</b>	4	72	76	625	<b>701</b>
December	6	63	338	<b>407</b>	8	76	84	561	<b>645</b>
January	4	50	383	<b>437</b>	4	54	58	618	<b>676</b>
February	5	55	290	<b>350</b>	5	62	67	466	<b>533</b>
March	4	44	343	<b>391</b>	4	66	70	540	<b>610</b>
<b>Total</b>	<b>59</b>	<b>714</b>	<b>4,284</b>	<b>5,057</b>	<b>61</b>	<b>874</b>	<b>935</b>	<b>6,904</b>	<b>7,839</b>

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

## 10. 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 1st 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 1st 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 24th May 2023, covering the calendar year 2022. Key points from the publication are as below.

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

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

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

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

### Revisions

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

## **Feedback**

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