



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

2023 Key Statistics Report

1st January 2023 to 31st December 2023

Date of Publication:

29th March 2024

Frequency of Publication:

Annually

Issued by:

PSNI Statistics Branch
Lisnasharragh
42 Montgomery Road
Belfast
BT6 9LD

✉ statistics@psni.police.uk

☎ 028 9065 0222 Ext. 24135

Web [PSNI Statistics](#)

Between 1st January 2023 and 31st December 2023:

- There was a total of 5,058 injury road traffic collisions recorded, resulting in 71 fatalities, 880 people seriously injured and 7,034 slightly injured.
- While overall casualty levels increased by 1.8% on 2022, they have not yet returned to pre Covid-19 levels. Conversely though, while KSI casualties were 1.5% lower than 2022, they remain higher than the totals seen prior to 2020.
- Drivers and pedestrians accounted for approximately three-fifths of all KSI casualties (59%).
- There were 83 children (under 16) killed or seriously injured – 9 fewer than in 2022. In 2023, there were 18 fatalities in the 65 and over age group which was 8 more than the number recorded in 2022.
- Newry, Mourne and Down district had the highest number of road deaths with 11 fatalities. Belfast City district recorded the most serious injuries in 2023 (127 people).
- 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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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 January 2023 to 31st 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.

National Statistics

National Statistics status means that these statistics are accredited official statistics¹ that meet the highest standards of trustworthiness, quality and public value, and as producers, it is our responsibility to maintain compliance with these standards.

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'.

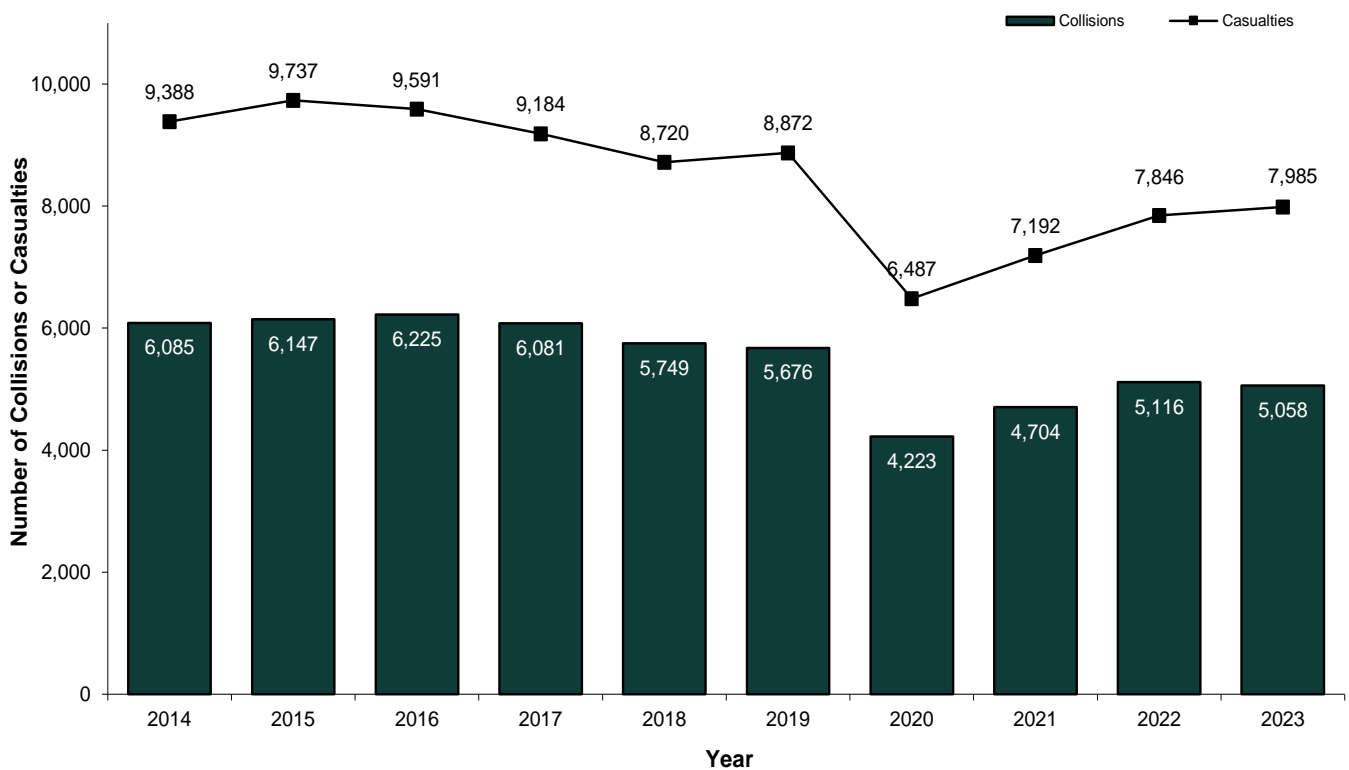
Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics \(opens in a new window\)](#) that all producers of official statistics should adhere to. You are welcome to contact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

¹ Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. The Office for Statistics Regulation website provides further information on [Accredited official statistics](#).

2. Trends

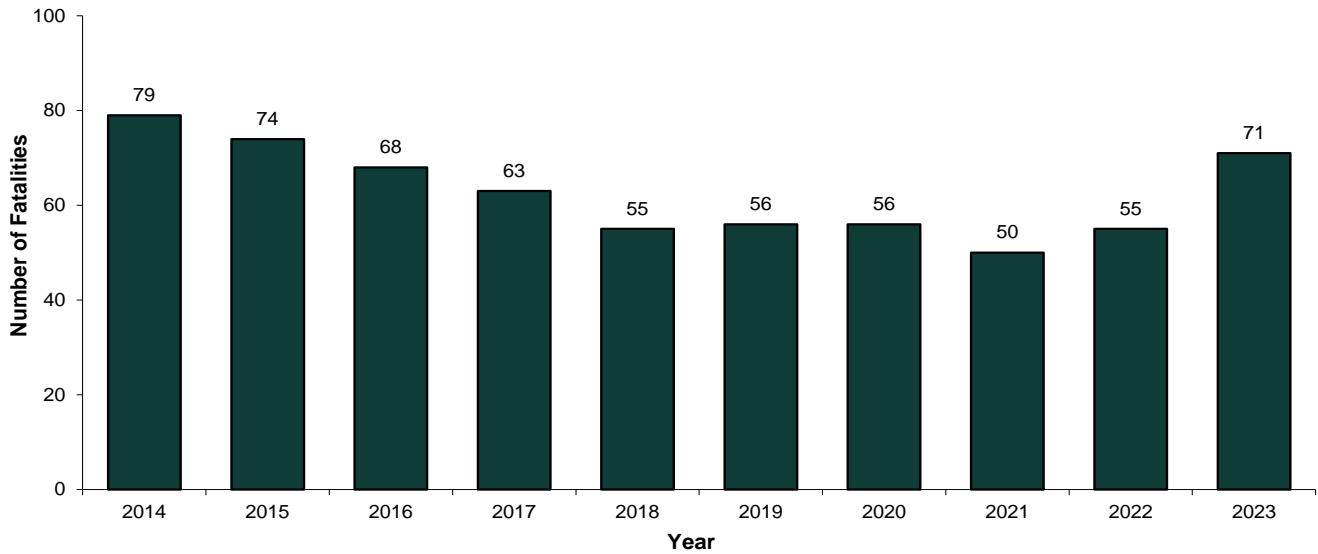
- There were 5,058 collisions recorded by the Police Service of Northern Ireland (PSNI) in 2023 resulting in a total of 7,985 casualties. This comprised 71 fatalities, 880 people seriously injured and a further 7,034 people slightly injured. The corresponding figures for 2022 were 5,116 collisions recorded by PSNI, of which there were 7,846 casualties comprising 55 fatalities, 910 people seriously injured and 6,881 people slightly injured.
- There were 58 fewer collisions and 139 more casualties recorded in 2023 compared to the previous year, representing a 1.1% decrease in collisions and a 1.8% increase in casualties. In terms of severity of injury, there were 16 more fatalities and 30 fewer seriously injured casualties, while the number of people slightly injured increased by 153.
- Appendix 3 (page 21) shows the total casualties by month for 2022 and 2023. In May 2023 there were 14 recorded fatalities as a result of a road traffic collision.
- With the exception of 2020 and 2021, the 2023 calendar year recorded the lowest number of collisions since 2005 (4,947).

Figure 1 Reported injury road traffic collisions and casualties in Northern Ireland, 2014 - 2023



3. Fatalities

Figure 2 Fatalities resulting from road traffic collisions in Northern Ireland, 2014 - 2023



- For 2023 the number of people killed (71) is the highest recorded since 2015. 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).
- Drivers of motor vehicles accounted for 30% of fatalities in 2023, while pedestrians accounted for 28% of fatalities.
- There were 35 vulnerable road users killed in 2023 (20 pedestrians, 13 motorcyclists and 2 pedal cyclist) - an increase of 9 in total on 2022 and 13 more than in 2021.
- There were three child fatalities (under the age of 16) recorded in 2023, which was equal to the number of child fatalities recorded in 2020, 2021 and 2022. The older age group (65+) had 18 recorded fatalities in 2023 which was eight more than that recorded for this group in 2022 (10 fatalities).
- Of the 71 people killed on Northern Ireland's roads in 2022, 52 were male and 19 female.
- In 2023, May had the highest number of fatalities with 14 recorded, while the month of June recorded the lowest monthly fatality total with two fatalities.
- Newry, Mourne and Down had the highest number of road traffic fatalities in 2023 with 11 deaths, while Derry City and Strabane district recorded the lowest number of fatalities with 1 fatality.
- By comparison, there were 188^p deaths on roads recorded in the Republic of Ireland¹ in 2023 which was an increase of 33 fatalities on the 155 deaths which occurred in 2022. The latest calendar year figures available for Great Britain² covering 2022 showed 1,711 fatalities, a decline of 2% compared to 2019.

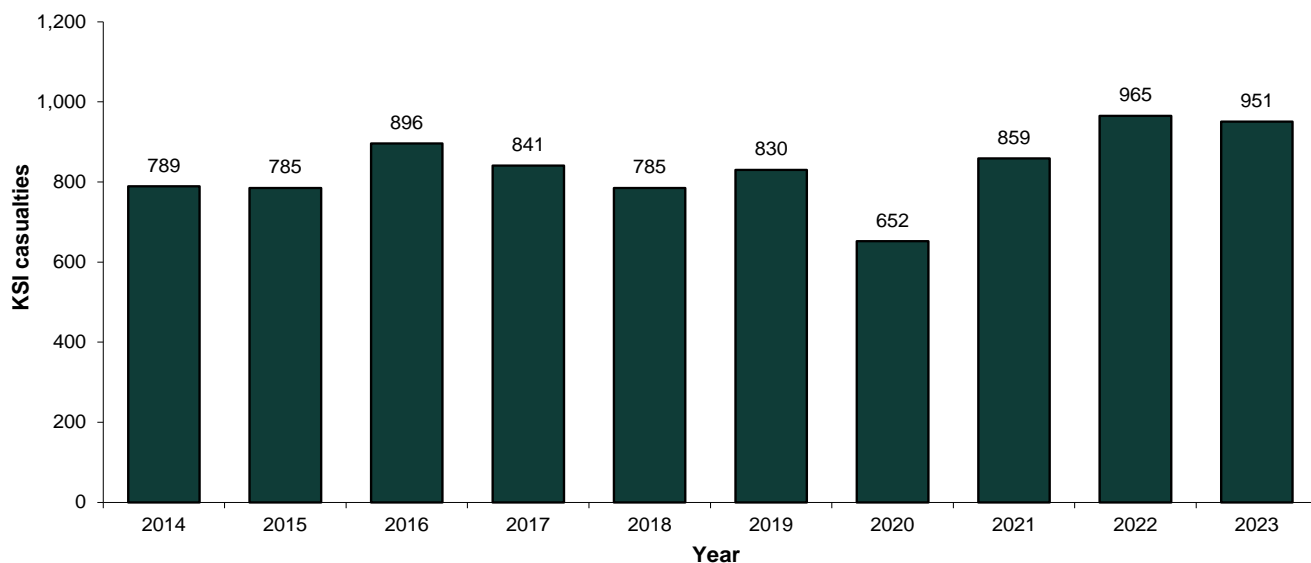
^p Provisional.

¹ Source: Road Safety Authority – www.rsa.ie

² [Reported road casualties Great Britain, annual report: 2022](#)

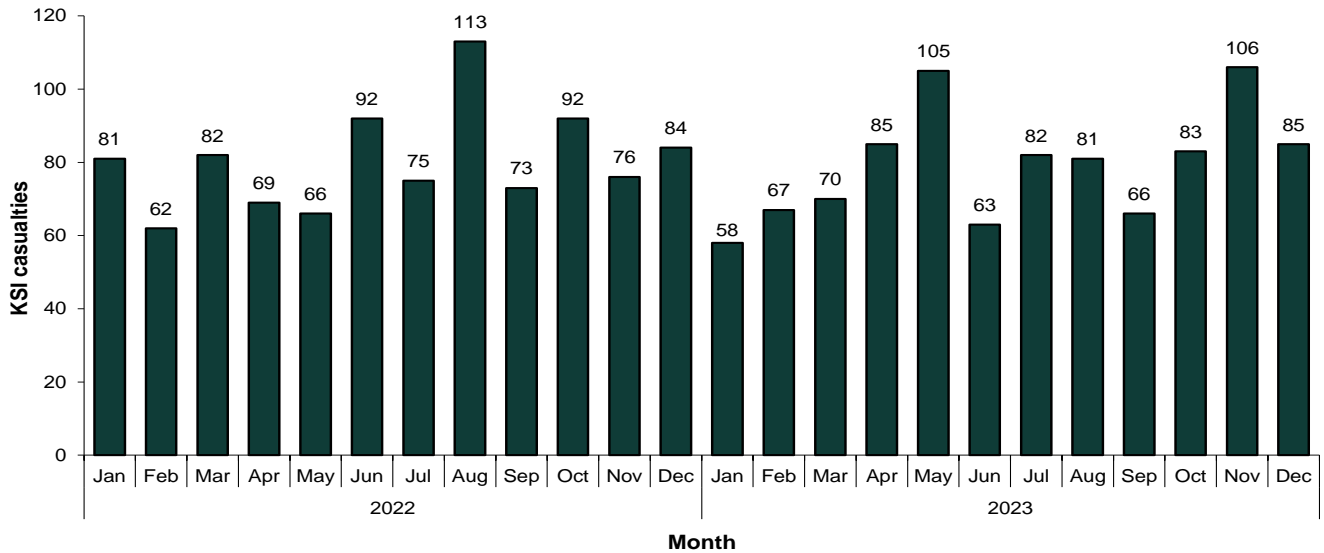
4. Killed or seriously injured

Figure 3 KSI casualties resulting from road traffic collisions in Northern Ireland, 2014 - 2023



- There were 951 people killed or seriously injured on Northern Ireland's roads in 2023. This was a decrease of 14 KSI casualties from 2022 (1.5%).
- In the longer-term, the 951 KSI casualties in 2023 represented an increase of 162 compared with 2014 but 2,309 fewer KSI casualties than the highest level recorded in 1977 (reduction of 70.8%).
- Drivers accounted for approximately two-fifths (39.2%) of those killed or seriously injured in 2023. Pedestrians were the second largest group of road users who were killed or seriously injured (20.1%), with passengers the third largest group of KSIs casualties (18.1%).
- Children (those aged under 16) accounted for 83 KSI casualties in 2023 which was 9 fewer than the previous year. Those aged 50 to 64 had the highest number of KSI casualties, accounting for 204 (21.5%) of all those killed or seriously injured in 2023.
- The 155 KSI casualties of older people (those aged 65 and over) in 2023 was 13 fewer than the 168 recorded for this age category in 2022.
- The majority of KSI casualties were males, accounting for over three fifths of those recorded in 2023 (603 of the 951 KSI casualties).
- 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).
- Belfast City district had the highest number of KSI casualties in 2023 with 133. (See Table 5).

Figure 4 KSI casualties resulting from road traffic collisions in Northern Ireland by month, 2022 - 2023



- The lowest monthly total for KSI casualties during 2022 and 2023 was recorded in January 2023 (58), the highest recorded was in August 2022 (113).
- The average number of people killed or seriously injured per month in 2023 was 79, compared with an average of 66 in 2014.

Table 1 Police recorded injury road traffic collisions and casualties by severity and year, 2014-2023

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
2014	74	577	5,434	6,085	79	710	789	8,599	9,388
2015	69	570	5,508	6,147	74	711	785	8,952	9,737
2016	65	689	5,471	6,225	68	828	896	8,695	9,591
2017	62	643	5,376	6,081	63	778	841	8,343	9,184
2018	53	625	5,071	5,749	55	730	785	7,935	8,720
2019	53	639	4,984	5,676	56	774	830	8,042	8,872
2020	51	518	3,654	4,223	56	596	652	5,835	6,487
2021	47	651	4,006	4,704	50	809	859	6,333	7,192
2022	52	748	4,316	5,116	55	910	965	6,881	7,846
2023	66	745	4,247	5,058	71	880	951	7,034	7,985

¹ Killed or seriously injured

5. Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2023 are presented in the table below.

Table 2 Most common principal causation factors in injury road traffic collisions, 2023

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

¹ Killed or seriously injured

- 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 3 causation factors alone accounted for more than a third of all casualties in 2023 (37.1%).
- 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).

6. Road user type

Figure 5 Overall casualties by road user type, 2023

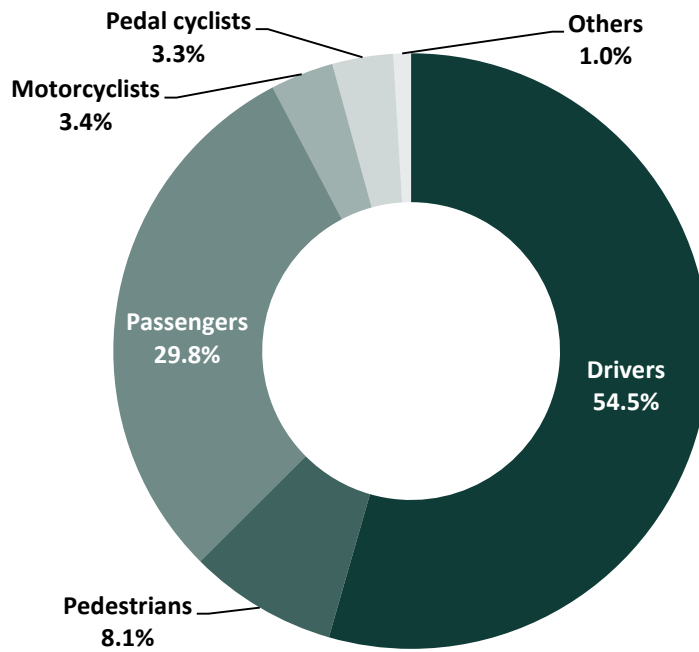
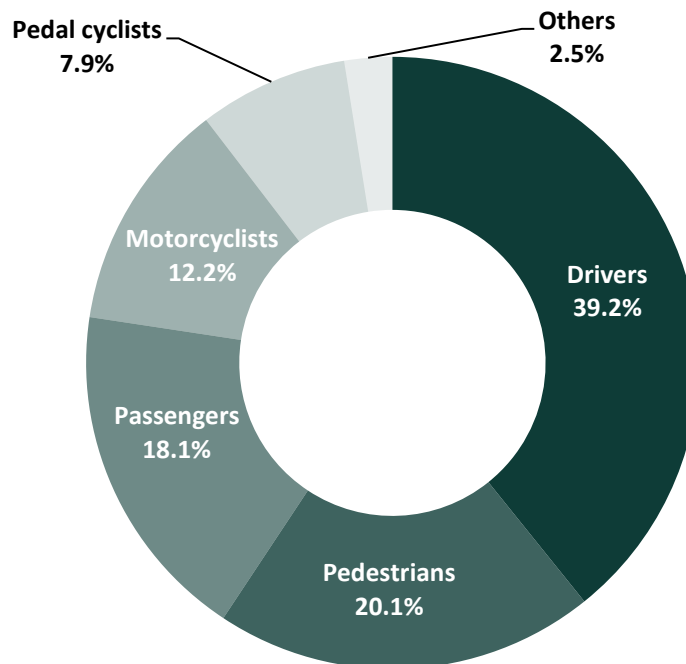
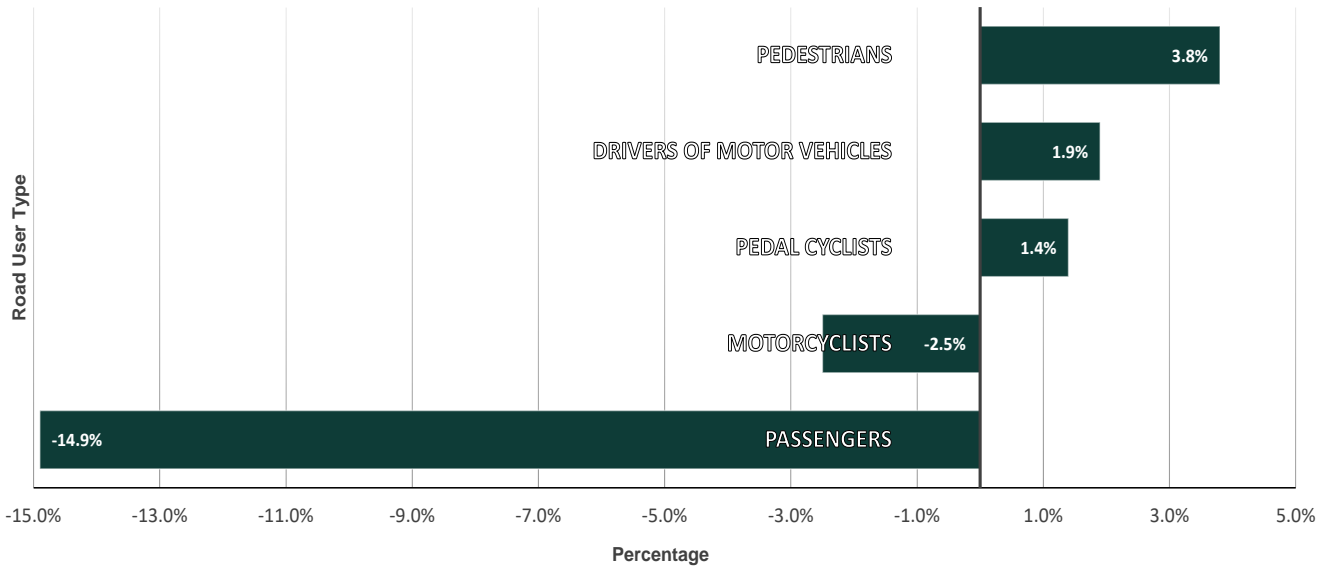


Figure 6 KSI casualties by road user type, 2023



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (54.5%) followed by passengers (29.8%) and pedestrians (8.1%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 7.7%.
- In terms of KSI casualties, drivers accounted for approximately two-fifths of those killed or seriously injured (39.2%). Pedestrians were the second largest group of road users who were killed or seriously injured (20.1%), despite comprising only 8.1% of all casualties. Passengers accounted for 18.1% of KSI casualties.

Figure 7 Change in the number of KSI casualties by key road user type in 2023 compared with 2022



- Figure 7 above shows that the key road user types showed an increase in KSI casualties between 2022 and 2023 with the exception of passengers which showed a decrease. Pedestrians showed the largest percentage increase at 3.8%, 7 more KSI than 2022, followed by driver KSI casualties which increased by 1.9% (+7 KSI). Passenger KSI decreased by 14.9% when compared with the previous year (30 fewer KSI).

Table 3 Police recorded road traffic casualties by road user type, 2019 to 2023

Type of Road User	2019	2020	2021	2022	2023
Fatalities:					
Pedestrians	17	6	8	16	20
Drivers of motor vehicles	26	25	20	23	21
Motorcyclists	3	8	14	9	13
Pedal cyclists	2	4	0	1	2
Passengers	8	8	8	6	11
Pillion passengers	0	1	0	0	0
Other road users	0	4	0	0	4
Totals	56	56	50	55	71
Seriously Injured:					
Pedestrians	159	118	148	168	171
Drivers of motor vehicles	318	243	297	343	352
Motorcyclists	84	84	92	110	103
Pedal cyclists	57	45	64	73	73
Passengers	144	92	185	196	161
Pillion passengers	6	3	6	4	3
Other road users	6	11	17	16	17
Totals	774	596	809	910	880
KSI¹:					
<i>Pedestrians</i>	<i>176</i>	<i>124</i>	<i>156</i>	<i>184</i>	<i>191</i>
<i>Drivers of motor vehicles</i>	<i>344</i>	<i>268</i>	<i>317</i>	<i>366</i>	<i>373</i>
<i>Motorcyclists</i>	<i>87</i>	<i>92</i>	<i>106</i>	<i>119</i>	<i>116</i>
<i>Pedal cyclists</i>	<i>59</i>	<i>49</i>	<i>64</i>	<i>74</i>	<i>75</i>
<i>Passengers</i>	<i>152</i>	<i>100</i>	<i>193</i>	<i>202</i>	<i>172</i>
<i>Pillion passengers</i>	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>	<i>3</i>
<i>Other road users</i>	<i>6</i>	<i>15</i>	<i>17</i>	<i>16</i>	<i>21</i>
Totals	830	652	859	965	951
Slightly Injured:					
Pedestrians	462	359	379	406	453
Drivers of motor vehicles	4,585	3,367	3,664	4,026	3,975
Motorcyclists	185	118	185	181	158
Pedal cyclists	231	207	218	230	189
Passengers	2,520	1,734	1,839	1,974	2,206
Pillion passengers	6	4	9	10	4
Other road users	53	46	39	54	49
Totals	8,042	5,835	6,333	6,881	7,034
All Casualties:					
Pedestrians	638	483	535	590	644
Drivers of motor vehicles	4,929	3,635	3,981	4,392	4,348
Motorcyclists	272	210	291	300	274
Pedal cyclists	290	256	282	304	264
Passengers	2,672	1,834	2,032	2,176	2,378
Pillion passengers	12	8	15	14	7
Other road users	59	61	56	70	70
Totals	8,872	6,487	7,192	7,846	7,985

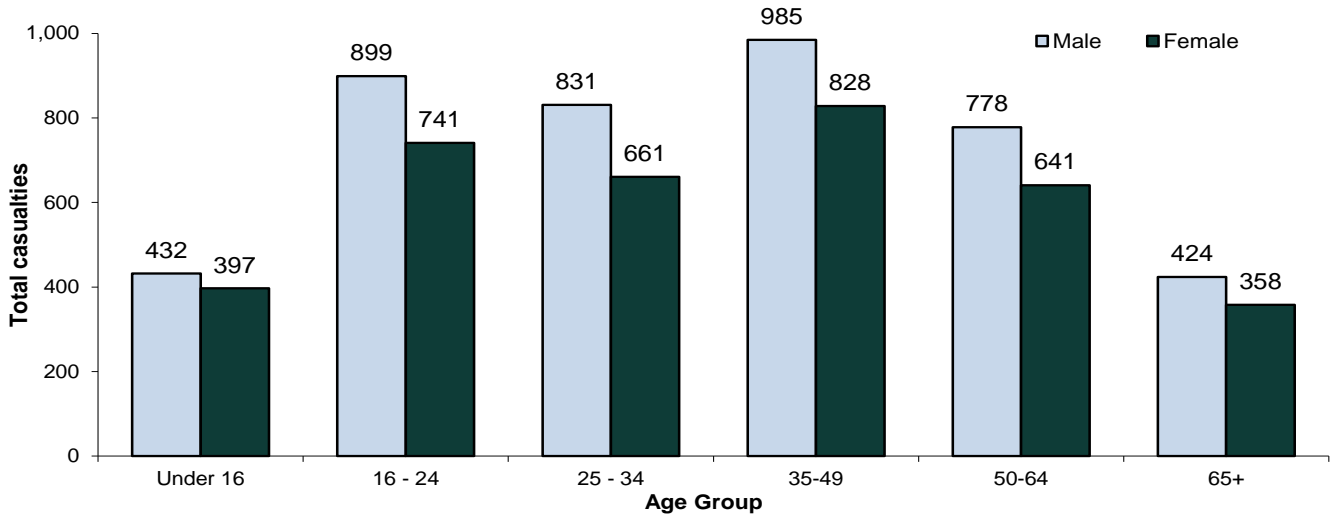
¹ Killed or seriously injured

² From 1st April 2022 e-scooter casualties are classified as Other Road Users.

Please see publication notes section for further details

7. Age and gender

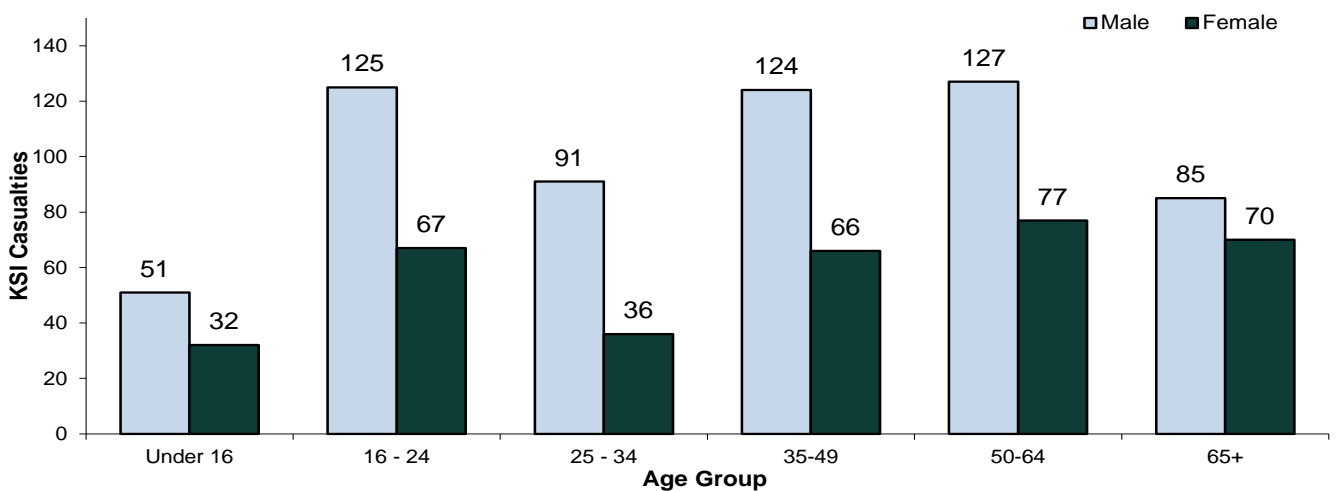
Figure 8 Total casualties by age and gender¹, 2023



¹ Chart does not include those where gender or age is unknown

- The gender split for all traffic casualties in 2023 was 54.5% male compared to 45.5% female. This was similar to the proportion observed in 2022.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for 22.7% of all casualties recorded in 2023. Overall, the proportion split of all casualties across the age bands in 2023 was similar to that seen in 2022.
- There were more male casualties recorded than females for each age category in 2023.

Figure 9 KSI casualties by age and gender¹, 2023



¹ Chart does not include those where gender or age is unknown

- Males accounted for over three fifths of all KSI casualties recorded in 2023 (representing 63.4%).
- The age group with the highest proportion of those killed or seriously injured was ages 50 to 64, representing over one fifth (21.5%) of KSI casualties in 2023.
- There were more males killed or seriously injured than females for all age groups in 2023.

Table 4 Police recorded road traffic casualties by age and gender, 2022 and 2023

Month	2022					2023				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male										
Under 16	2	51	53	334	387	1	50	51	381	432
16 - 24	11	108	119	761	880	11	114	125	774	899
25 - 34	5	96	101	728	829	12	79	91	740	831
35 - 49	9	110	119	854	973	8	116	124	861	985
50 - 64	9	106	115	604	719	8	119	127	651	778
65 +	8	85	93	297	390	12	73	85	339	424
Unknown	0	0	0	9	9	0	0	0	5	5
Total	44	556	600	3,587	4,187	52	551	603	3,751	4,354
Female										
Under 16	1	38	39	343	382	2	30	32	365	397
16 - 24	0	77	77	711	788	3	64	67	674	741
25 - 34	0	48	48	623	671	1	35	36	625	661
35 - 49	3	56	59	777	836	5	61	66	762	828
50 - 64	5	62	67	549	616	2	75	77	564	641
65 +	2	73	75	285	360	6	64	70	288	358
Unknown	0	0	0	5	5	0	0	0	3	3
Total	11	354	365	3,293	3,658	19	329	348	3,281	3,629
Unknown/ Other										
Under 16	0	0	0	0	0	0	0	0	2	2
Unknown	0	0	0	1	1	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	2	2
All										
Under 16	3	89	92	677	769	3	80	83	748	831
16 - 24	11	185	196	1,472	1,668	14	178	192	1,448	1,640
25 - 34	5	144	149	1,351	1,500	13	114	127	1,365	1,492
35 - 49	12	166	178	1,631	1,809	13	177	190	1,623	1,813
50 - 64	14	168	182	1,153	1,335	10	194	204	1,215	1,419
65 +	10	158	168	582	750	18	137	155	627	782
Unknown	0	0	0	15	15	0	0	0	8	8
Total	55	910	965	6,881	7,846	71	880	951	7,034	7,985

¹ Killed or seriously injured

8. District

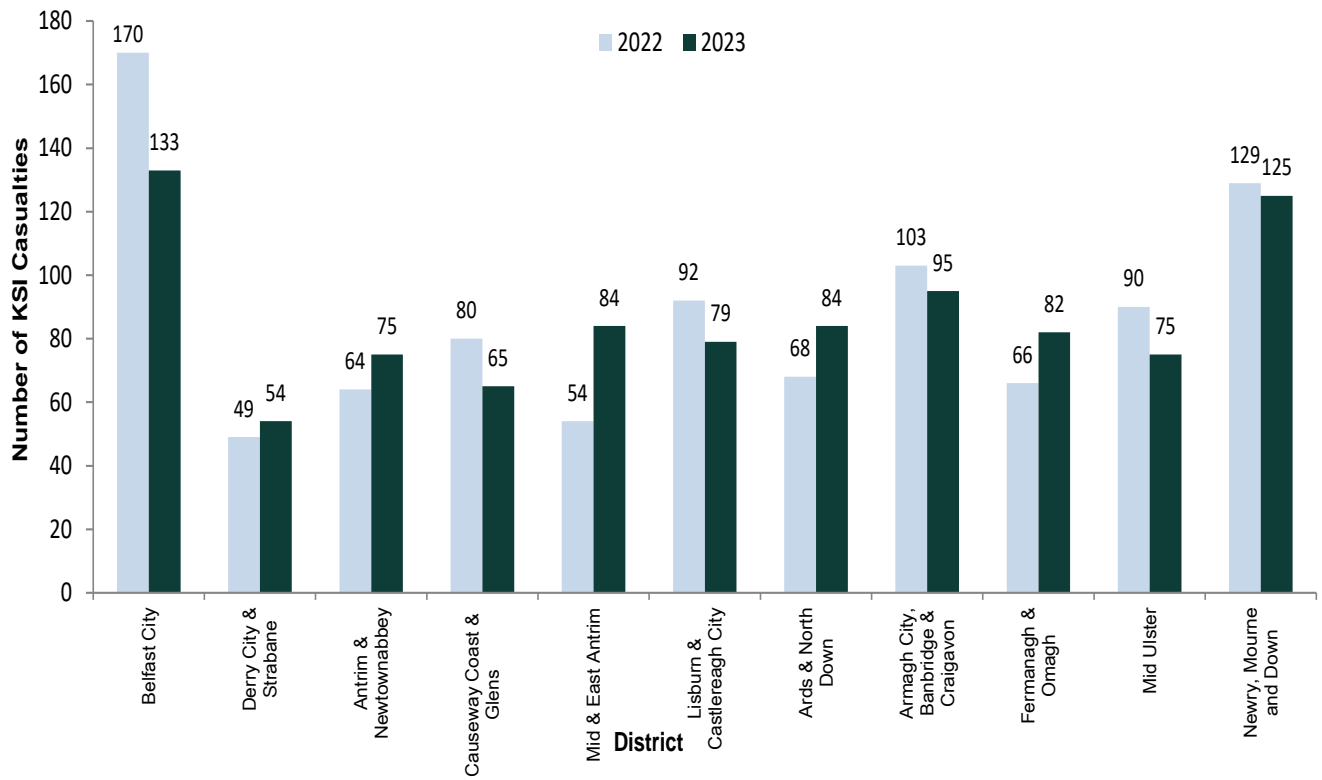
Table 5 Police recorded road traffic casualties by injury severity, Police District and Area, 2022 and 2023

District	2022					2023				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	7	163	170	1,725	1,895	6	127	133	1,669	1,802
Derry City & Strabane	2	47	49	567	616	1	53	54	580	634
Antrim & Newtownabbey	3	61	64	524	588	8	67	75	575	650
Causeway Coast & Glens	4	76	80	483	563	10	55	65	464	529
Mid & East Antrim	3	51	54	307	361	10	74	84	423	507
Lisburn & Castlereagh City	1	91	92	533	625	2	77	79	536	615
Ards & North Down	3	65	68	467	535	4	80	84	521	605
Armagh City, Banbridge & Craigavon	3	100	103	737	840	4	91	95	769	864
Fermanagh & Omagh	9	57	66	393	459	6	76	82	387	469
Mid Ulster	13	77	90	480	570	9	66	75	489	564
Newry, Mourne & Down	7	122	129	665	794	11	114	125	621	746
Total	55	910	965	6,881	7,846	71	880	951	7,034	7,985

¹ Killed or seriously injured

- Newry, Mourne and Down had the highest number of road traffic fatalities in 2023 with 11 deaths. Mid Ulster reported the largest decrease over the year, reducing from 13 in 2022 to 9 in 2023. Derry City and Strabane had the lowest number of fatalities by district with 1 fatality in 2023. Mid and East Antrim reported the largest increase over the year, increasing from 3 in 2022 to 10 in 2023.
- Belfast City district showed the largest decrease in KSI casualties between 2022 and 2023, a decrease of 37 KSI casualties. Mid and East Antrim showed the largest increase in KSI casualties, an increase of 30 KSI casualties.
- Five of the eleven districts showed an increase in overall casualties between 2022 and 2023, most notably Mid and East Antrim, which increased from 361 to 507, an increase of 146 casualties overall or 40.4%.

Figure 10 KSI casualties by Police District, 2022 – 2023

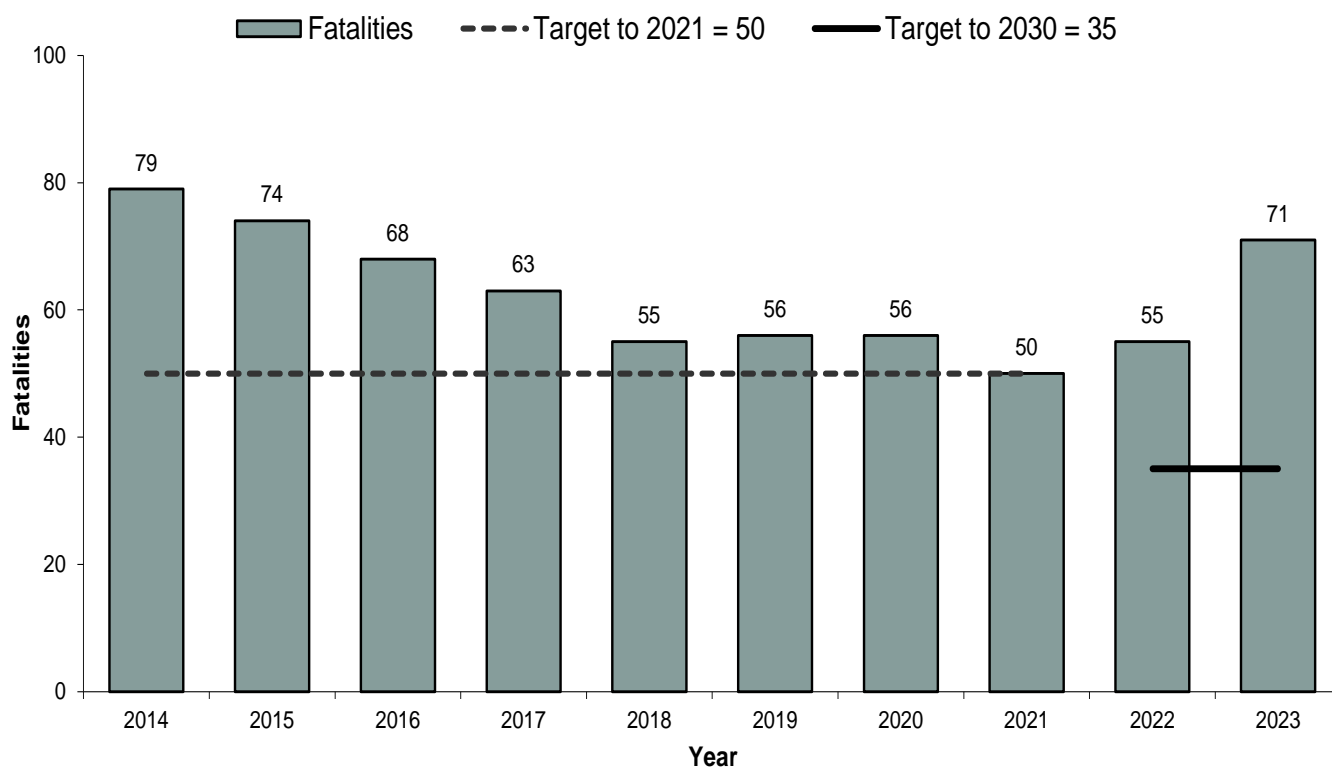


9. Road Safety Strategy targets

The [Draft Road Safety Strategy for Northern Ireland to 2030](#) was published by the Department for Infrastructure in October 2022 and 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: [Draft 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.

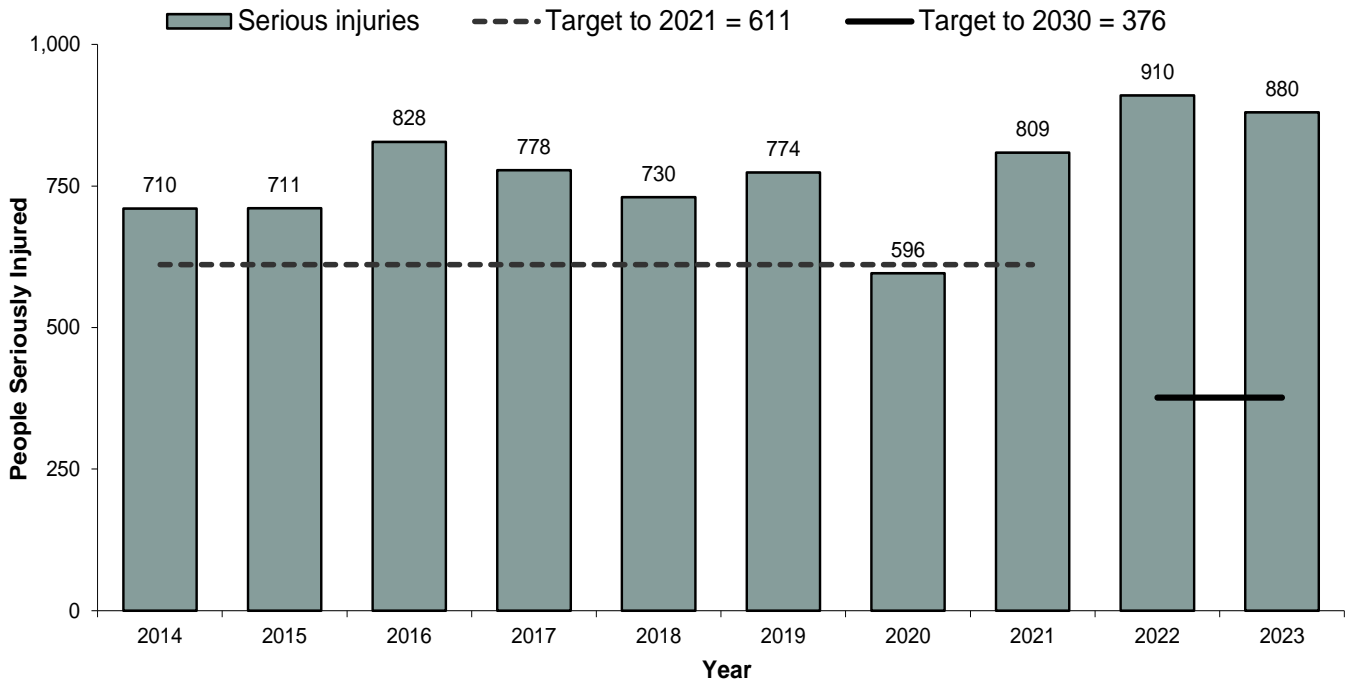
Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. Restrictions were eased during the summer months of 2020, before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, 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 11 Fatality reduction target for 2030



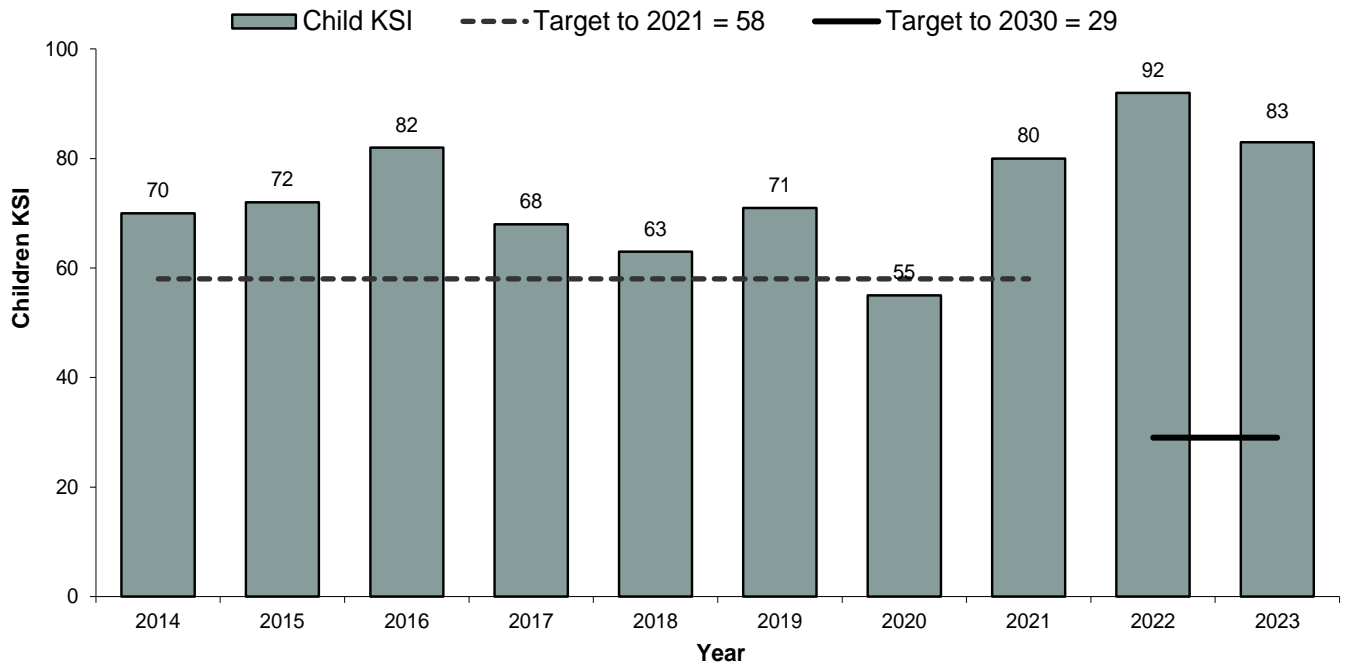
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The 2023 total was thirty-six fatalities more than the 2030 target of 35 fatalities.

Figure 12 Seriously injured reduction target for 2030



- The Department for Infrastructure Northern Ireland Road Safety Strategy 2030 also 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 of 376.

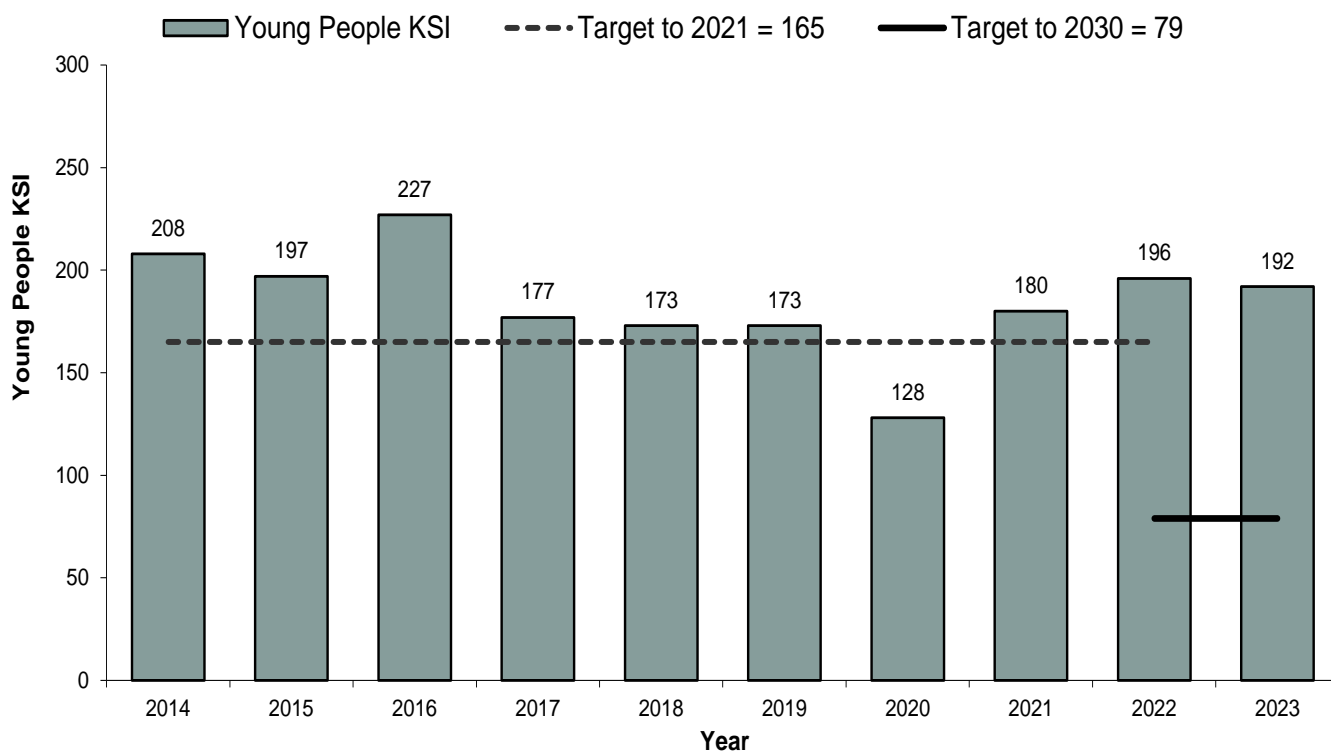
Figure 13 Child (under 16) KSI casualty reduction target for 2030



- 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.

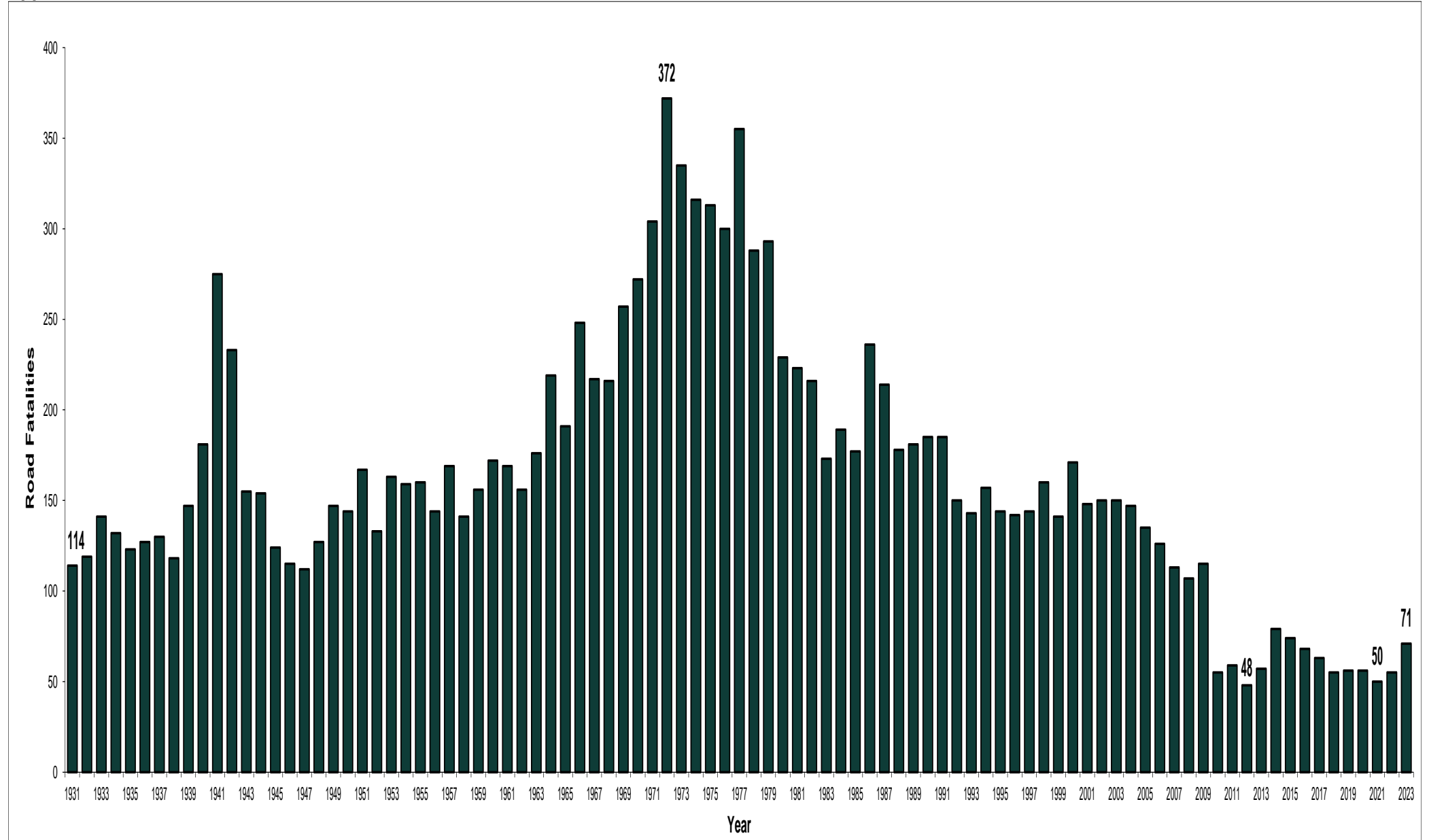
*children casualties are those casualties aged 15 or under.

Figure 14 Young people (16-24) KSI casualty reduction target for 2030



- The Strategy also has a target of a 60% reduction in the number of young people (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 is 113 above the target.

Appendix 1 Road deaths in Northern Ireland 1931 – 2023



Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931 – 2023

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1931	1,582	114		1,724		1,838
1932	1,765	119		1,890		2,009
1933	1,633	141		1,757		1,898
1934	1,835	132		1,954		2,086
1935	1,975	123		2,159		2,282
1936	2,021	127		2,216		2,343
1937	1,793	130		1,891		2,021
1938	1,945	118		2,128		2,246
1939	1,993	147		2,211		2,358
1940	1,451	181		1,576		1,757
1941	1,778	275		1,928		2,203
1942	1,636	233		1,844		2,077
1943	1,205	155		1,308		1,463
1944	1,205	154		1,259		1,413
1945	1,222	124		1,429		1,553
1946	1,602	115		1,919		2,034
1947	1,700	112		1,976		2,088
1948	1,695	127		1,892		2,019
1949	2,135	147		2,396		2,543
1950	2,430	144		2,748		2,892
1951	2,583	167		2,975		3,142
1952	2,625	133		3,028		3,161
1953	3,139	163		3,715		3,878
1954	3,315	159		3,954		4,113
1955	3,854	160		4,561		4,721
1956	3,860	144		4,631		4,775
1957	3,324	169		4,001		4,170
1958	3,533	141		4,379		4,520
1959	3,992	156		5,068		5,224
1960	4,237	172		5,443		5,615
1961	4,196	169		5,520		5,689
1962	4,297	156		5,677		5,833
1963	4,536	176		6,001		6,177
1964	4,736	219		6,363		6,582
1965	4,987	191		6,755		6,946
1966	5,034	248		6,876		7,124
1967	5,094	217		7,076		7,293
1968	5,213	216		7,305		7,521
1969	4,981	257		7,124		7,381
1970	5,308	272		7,902		8,174
1971	5,158	304	2,135		5,523	7,962
1972	5,261	372	2,430		5,595	8,397
1973	5,000	335	2,358		5,304	7,997
1974	4,795	316	2,268		4,920	7,504
1975	4,882	313	2,231		5,109	7,653
1976	4,943	300	2,570		4,749	7,619
1977	5,352	355	2,905		4,944	8,204
1978	5,473	288	2,749		5,331	8,368
1979	5,388	293	2,546		5,082	7,921
1980	4,982	229	2,387		4,648	7,264
1981	5,245	223	2,418		5,139	7,780

Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931 – 2023 (continued)

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1982	5,551	216	2,503		5,420	8,139
1983	5,425	173	2,300		5,240	7,713
1984	5,978	189	2,465		6,096	8,750
1985	5,779	177	1,148		7,312	8,637
1986	6,171	236	1,825		7,381	9,442
1987	6,344	214	1,885		7,837	9,936
1988	6,943	178	1,969		8,820	10,967
1989	7,199	181	2,014		9,416	11,611
1990	7,159	185	1,993		9,583	11,761
1991	6,171	185	1,648		8,481	10,314
1992	6,650	150	1,841		9,273	11,264
1993	6,517	143	1,725		9,232	11,100
1994	6,783	157	1,648		10,289	12,094
1995	6,792	144	1,532		10,049	11,725
1996	7,093	142	1,599		10,834	12,575
1997	7,192	144	1,548		11,006	12,698
1998	7,487	160	1,538		11,704	13,402
1999	7,562	141	1,509		11,799	13,449
2000	8,388	171	1,786		12,763	14,720
2001	7,447	148	1,682		11,312	13,142
2002	6,784	150	1,526		10,238	11,914
2003	6,049	150	1,288		8,887	10,325
2004	5,633	147	1,183		8,177	9,507
2005	4,947	135	1,073		6,951	8,159
2006	5,628	126	1,211		7,845	9,182
2007	5,990	113	1,097		8,226	9,436
2008	6,223	107	990		8,454	9,551
2009	6,251	115	1,035		8,617	9,767
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

Appendix 3 Police recorded road traffic casualties by injury severity and month, 2022 and 2023

Month	2022					2023				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
January	3	78	81	547	628	4	54	58	618	676
February	2	60	62	509	571	5	62	67	466	533
March	2	80	82	545	627	4	66	70	540	610
April	3	66	69	546	615	6	79	85	552	637
May	2	64	66	559	625	14	91	105	544	649
June	6	86	92	588	680	2	61	63	615	678
July	5	70	75	503	578	5	77	82	538	620
August	9	104	113	597	710	6	75	81	643	724
September	6	67	73	620	693	3	63	66	592	658
October	5	87	92	681	773	3	80	83	709	792
November	4	72	76	625	701	9	97	106	665	771
December	8	76	84	561	645	10	75	85	552	637
Total	55	910	965	6,881	7,846	71	880	951	7,034	7,985

¹ 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 statistics for Great Britain on 29th November 2023, covering the year ending June 2023. Key points from the publication are as below.

The reported road casualties in Great Britain in the year ending June 2023, there were an estimated:

- 1,633 fatalities, a decline of 9% compared to the year ending June 2022.
- 29,429 killed or seriously injured (KSI) casualties, a decline of 1% compared to the year ending June 2022.
- 133,443 casualties of all severities, a decline of 3% compared to the year ending June 2022.

[Reported road casualties in Great Britain, provisional estimates: year ending June 2023](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 1st March 2024, show that there were 188 fatalities in 2023, an increase of 33 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.