

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

2019 Key Statistics Report

1st January 2019 to 31st December 2019

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Key Statistics

Between 1st January 2019 and 31st December 2019:

- There was a total of 5,676 injury road traffic collisions recorded, resulting in 56 fatalities, 774 people seriously injured and 8,042 slightly injured. This shows an increase across all levels of injury severity when compared with 2018, with one additional fatality, 44 more seriously injured and 107 more slightly injured.
- There has been an increase in the number of people killed or seriously injured (KSI) amongst all the major road user groups, with the exception of motorcyclists. Most notably for pedestrians which increased by 25 to 176 KSI in 2019, compared with 151 during the previous year.
- There were 71 children (under 16) killed or seriously injured during the reporting period – 8 more than in 2018. In 2019, the 20 fatalities in the 65 and over age group accounted for over a third of all fatalities for this period (56) and was double the number recorded in 2018.
- Causeway Coast & Glens district had the highest number of road deaths in 2019 with 9 fatalities. Belfast City, during this period, recorded the most serious injuries (130 people).
- The three most common principal causation factors for KSI casualties in 2019 were 'wrong course/position' (101), 'inattention or attention diverted' (97) and 'excessive speed having regard to conditions' (71).



Northern Ireland
Statistics and Research Agency



Keeping People Safe

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We welcome user feedback on these statistics. This can be sent to the email address on the cover page or by contacting us at the telephone number provided.

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. Officers record the details on a Collision Report Form (CRF), which are subsequently input into the PSNI management information system before being extracted, validated and reported by Statistics Branch.

This bulletin presents the injury collision and casualty statistics for the 2019 calendar year. At the time of publication, CRFs had been processed for over 99% of reported injury collisions in 2019, including all fatal collisions.

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

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

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, recently 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/>

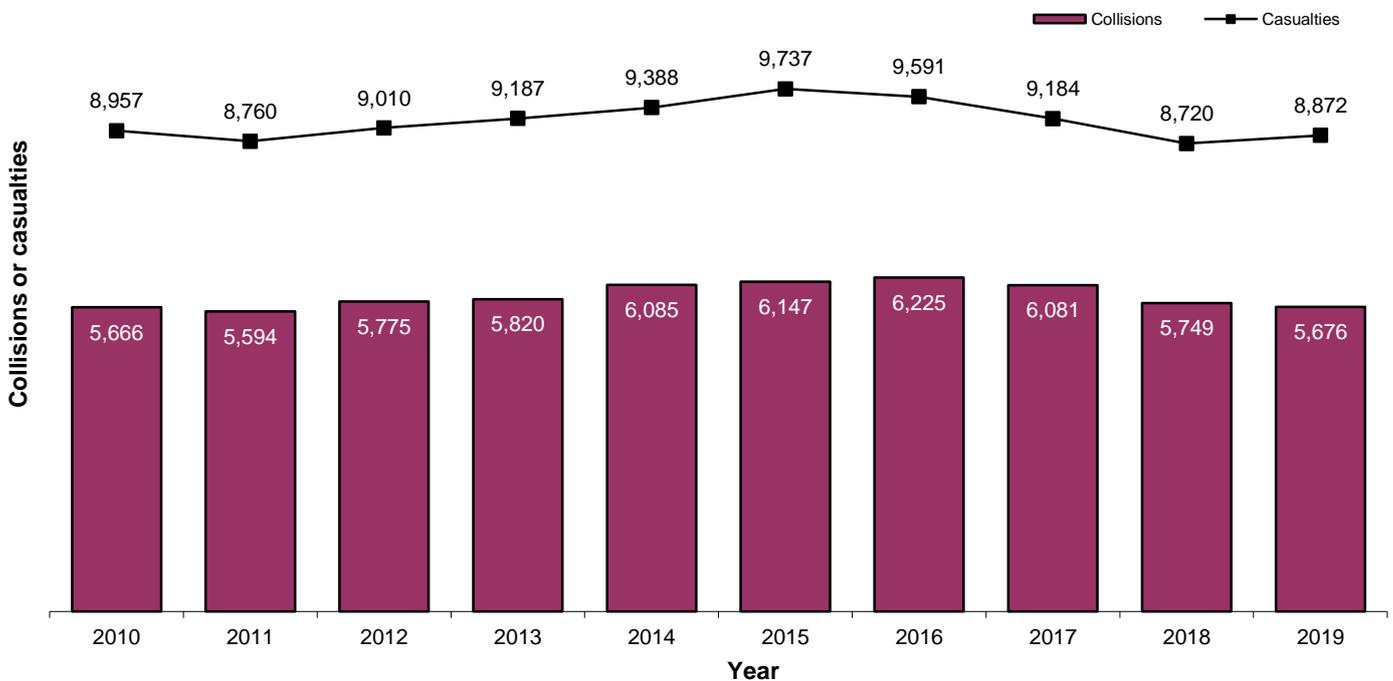
Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- 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.
- Continued to conduct regular consultation with internal and external users, for example via a customer satisfaction survey to obtain feedback and suggestions for improvements, with [results](#) published on the PSNI statistics website.

2. Trends

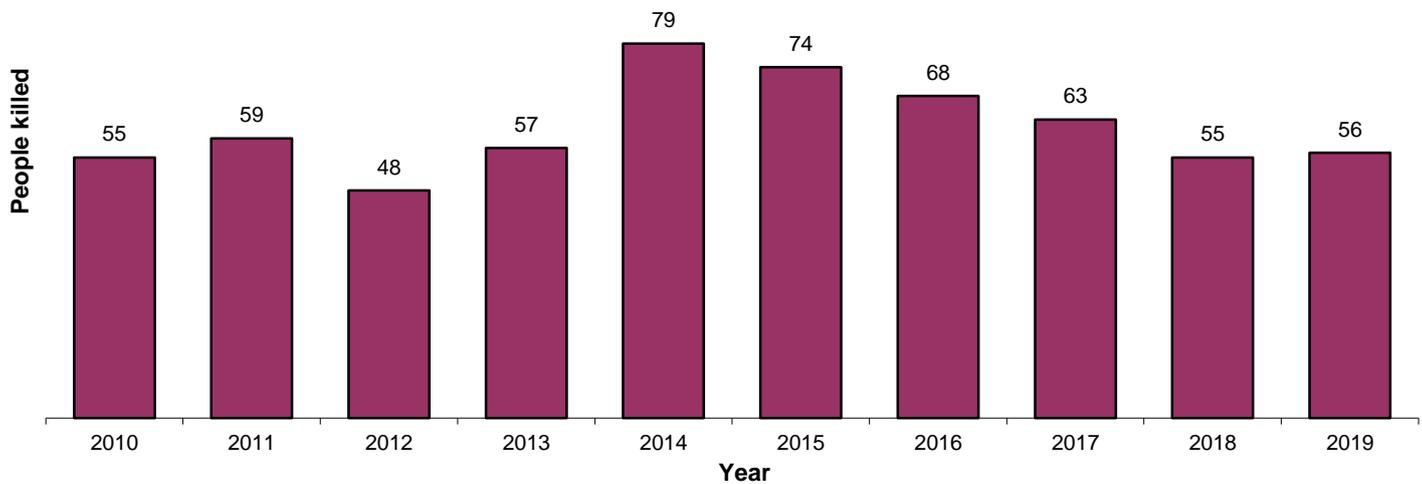
- There were 5,676 collisions recorded by the Police Service of Northern Ireland (PSNI) in 2019 resulting in a total of 8,872 casualties. This comprised 56 fatalities, 774 people seriously injured and a further 8,042 people slightly injured. The corresponding figures for 2018 were 5,749 collisions recorded by PSNI, of which there were 8,720 casualties comprising 55 fatalities, 730 people seriously injured and 7,935 people slightly injured.
- There were 73 fewer collisions but 152 additional casualties recorded in 2019 compared to the previous year. In terms of severity of injury, there was one more death and 45 more killed or seriously injured (KSI casualties), while the number of people slightly injured increased by 107.
- Total collisions and total casualties recorded in 2019 ranked third lowest in the last ten years.

Figure 1: Reported injury road traffic collisions and casualties in Northern Ireland, 2010 - 2019



3. Fatalities

Figure 2: Fatalities resulting from road traffic collisions in Northern Ireland, 2010 - 2019



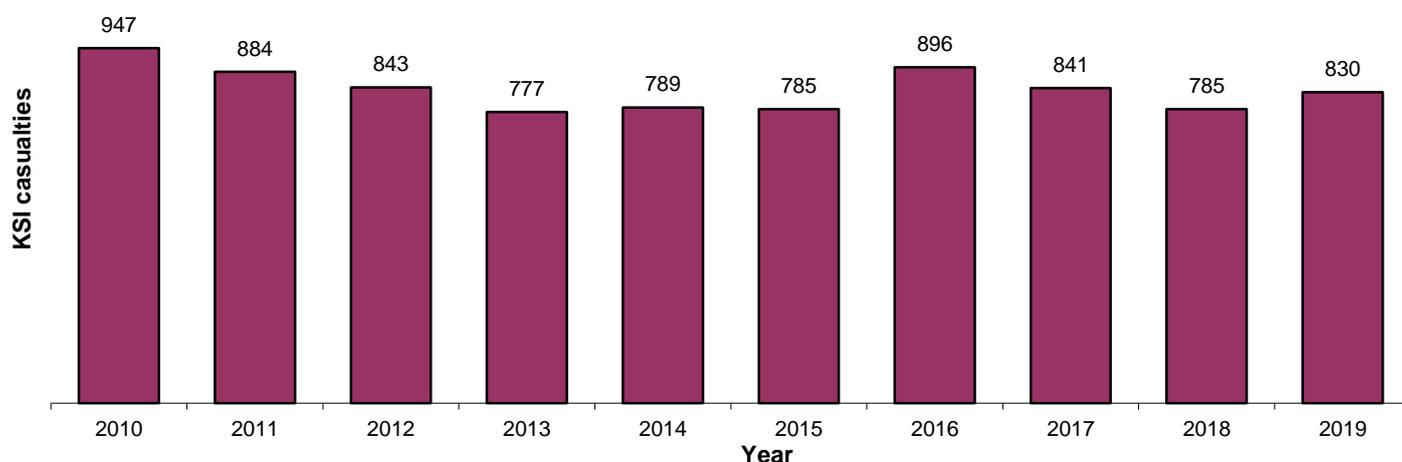
- The slight increase in the number of people killed in 2019 follows a four year successive decrease between 2015 and 2018. Road deaths decreased significantly from 2010 onwards compared with the previous decade and current levels are similar to the new low recorded 10 years ago. Over the longer term, the highest number of road deaths was recorded in 1972 with 372 fatalities – some 316 more than in 2019. (See Appendix 1).
- Drivers of motor vehicles accounted for 46.4% of fatalities in 2019, while pedestrians made up a further 30.4%.
- There were 22 vulnerable road users killed in 2019 (17 pedestrians, 3 motorcyclists and 2 pedal cyclist) - a decrease of 2 in total on 2018.
- There was one child fatality (under the age of 16) recorded in 2019, which was two less than the 3 recorded in 2018. The older age group (65+) had 20 recorded fatalities in 2019 which was double that recorded for this group in 2018.
- Of the 56 people killed on Northern Ireland's roads in 2019, 37 were male and 19 female.
- In 2019, December had the highest number of fatalities with 9, while the months of June and October recorded the lowest monthly fatalities totals (2 in each month).
- Causeway Coast and Glens had the highest number of road traffic fatalities in 2019 with 9 deaths, while Derry City and Strabane district recorded the lowest number of fatalities with 1 death.
- By comparison, there were 142^p deaths recorded in the Republic of Ireland¹ in 2019 which was an increase of 1 fatality (0.7%) on the 141 deaths which occurred in 2018. The latest figures recorded for Great Britain² showed an increase in the number of deaths recorded, with 1,870 recorded in the year ending June 2019 compared to 1,794 in the previous year, equating to a 4% increase. Northern Ireland recorded an increase of 1 fatality (2%) between calendar years 2018 and 2019.

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

² <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2019>

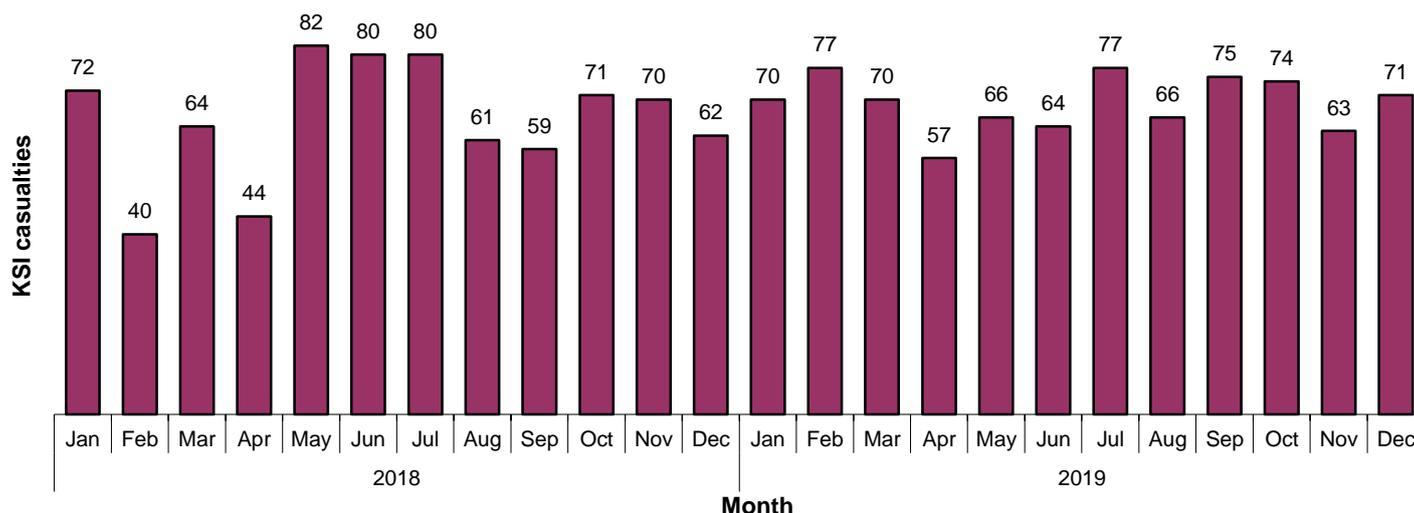
4. Killed or seriously injured

Figure 3: KSI casualties resulting from road traffic collisions in Northern Ireland, 2010 - 2019



- There were 830 people killed or seriously injured on Northern Ireland's roads in 2019. This was an increase of 45 KSI casualties from 2018 (5.7%).
- In the longer-term, the 830 KSI casualties in 2019 represented a decrease of 117 compared with 2010 and 2,430 fewer KSI casualties than the highest level recorded in 1977 (reductions of 12.4% and 74.5% respectively).
- Drivers accounted for two fifths (41.4%) of those killed or seriously injured in 2019. Pedestrians were the second largest group of road users who were killed or seriously injured (21.2%), despite comprising only 7.2% of the overall casualties.
- Children (those aged under 16) accounted for 71 KSI casualties in 2019 which was 8 more than the previous year. Young people (aged 16 to 24) had the highest number of KSI casualties, accounting for 173 (20.8%) of all those killed or seriously injured in 2019.
- The 143 KSI casualties of older people (those aged 65 and over) in 2019 was 23 more than the 120 recorded for this age category in 2018.
- The majority of KSI casualties were males, accounting for almost two thirds of those recorded in 2019 (521 of the 830 KSI casualties).
- The most common principal causation factors for KSI casualties during 2019 were 'wrong course/position' (101 KSI casualties), followed by 'inattention or attention diverted' (97 KSI casualties) and 'excessive speed having regard to conditions' (71 KSI casualties).
- Belfast District had the highest number of KSI casualties in 2019 with 134. (See Table 5).

Figure 4: KSI casualties resulting from road traffic collisions in Northern Ireland by month, 2018 - 2019



- The trend in KSI casualties by month over the last two years (figure 4) shows that May 2018 had the highest number of KSI casualties with 82, while February 2018 had the fewest with 40.
- The average number of people killed or seriously injured per month in 2019 was 69, compared with an average of 79 in 2010. This equates to a reduction of 10 KSI casualties per month compared with that of ten years ago.

Table 1 Police recorded injury road traffic collisions and casualties by severity and year, 2010-2019

	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously injured	KSI ¹	Slightly injured	Total casualties
2010	51	726	4,889	5,666	55	892	947	8,010	8,957
2011	57	706	4,831	5,594	59	825	884	7,876	8,760
2012	45	669	5,061	5,775	48	795	843	8,167	9,010
2013	55	615	5,150	5,820	57	720	777	8,410	9,187
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

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 2019 are presented in the table below.

Table 2 Most common principal causation factors in injury road traffic collisions, 2019

Principal Factor	Number of Injury Collisions	Casualties		
		KSI	Slightly Injured	Total Casualties
Inattention or attention diverted	1,031	97	1,482	1,579
Driving too close	680	23	1,118	1,141
Emerging from minor road without care	412	37	628	665
Crossing or entering road junction without care	325	48	492	540
Wrong course/position	305	101	456	557
Turning right without care	263	55	394	449
Impairment by drugs or alcohol - driver/rider	263	70	362	432
Excessive speed having regard to conditions	221	71	301	372
Overtaking on offside without care	186	34	254	288
Changing lane without care	168	6	254	260

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,579 casualties) followed by 'driving too close' (1,141 casualties) and 'emerging from minor road without care' (665 casualties). These 3 causation factors alone account for almost two fifths of all casualties in 2019.
- The most common principal causation factors for KSI casualties during 2019 were 'wrong course/position' (101 KSI casualties), followed by 'inattention or attention diverted' (97 KSI casualties) and 'excessive speed having regard to conditions' (71 KSI casualties).

6. Road user type

Figure 5 Overall casualties by road user type, 2019

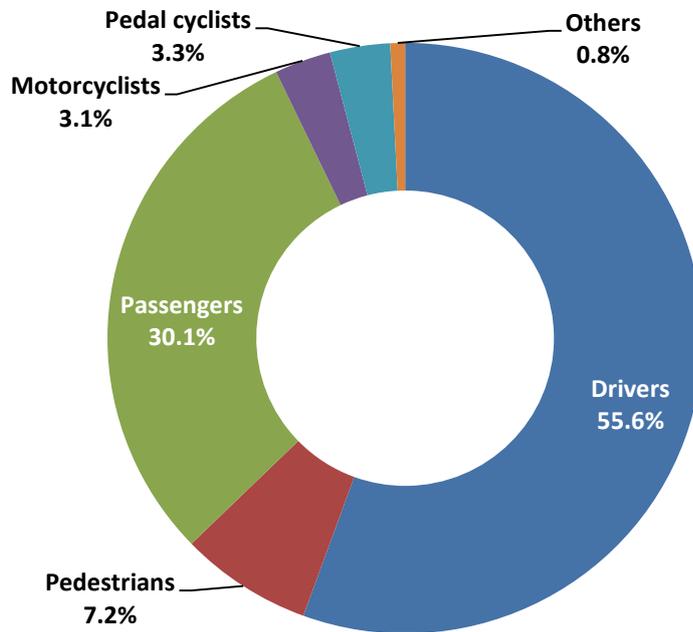
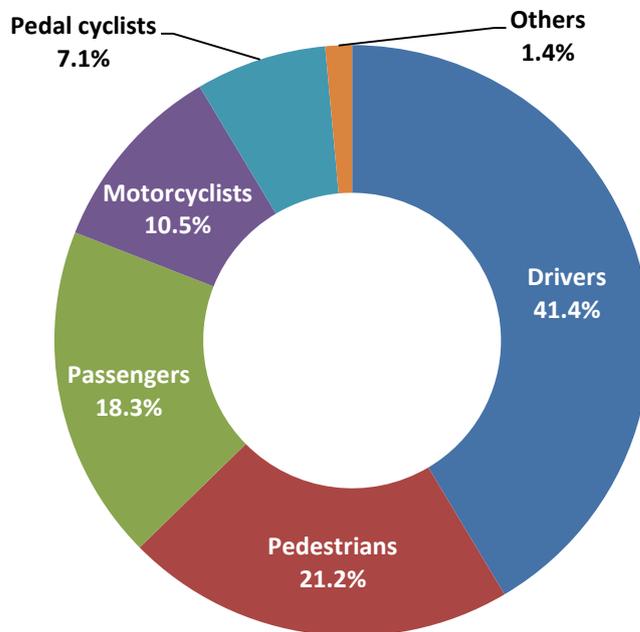
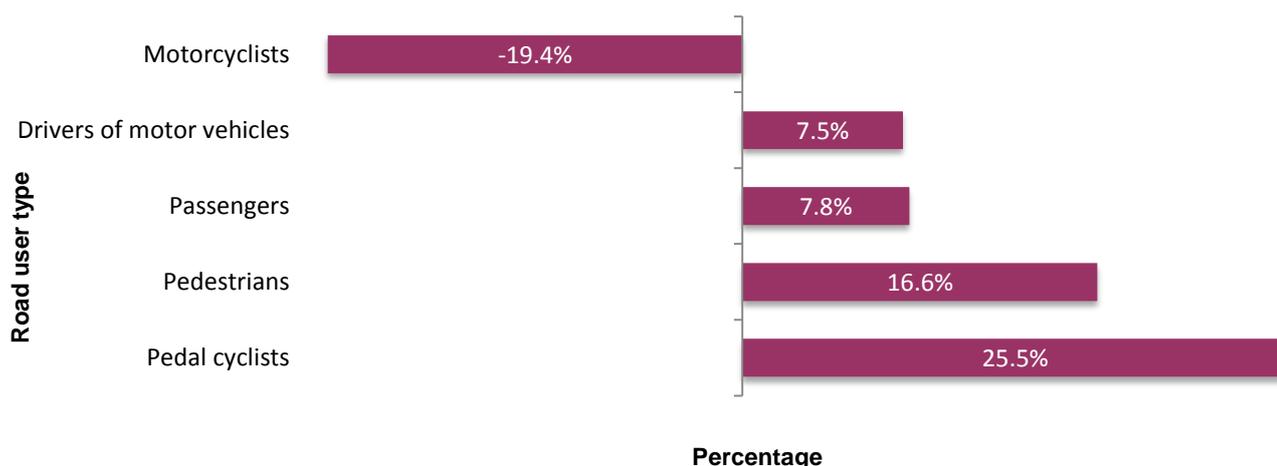


Figure 6 KSI casualties by road user type, 2019



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (55.6%) followed by passengers (30.1%) and pedestrians (7.2%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 7.1%.
- In terms of KSI casualties, drivers accounted for just over two fifths of those killed or seriously injured (41.4%). Pedestrians were the second largest group of road users who were killed or seriously injured (21.2%), despite comprising only 7.2% of the overall casualties.

Figure 7 Change in the number of KSI casualties by key road user type in 2019 compared with 2018



- Figure 7 above shows that most of the key road user types showed an increase in KSI casualties between 2018 and 2019, with the exception of motorcyclists which reduced by 19.4% to 87 KSI. Pedal cyclists showed the largest percentage increase at 25.5%, up to 59 KSI in 2019, followed by pedestrian KSI casualties which increased by 16.6% to 176. Drivers and passengers both increased by close to 8% in 2019 compared with the previous year, to 344 and 152 KSI casualties respectively.

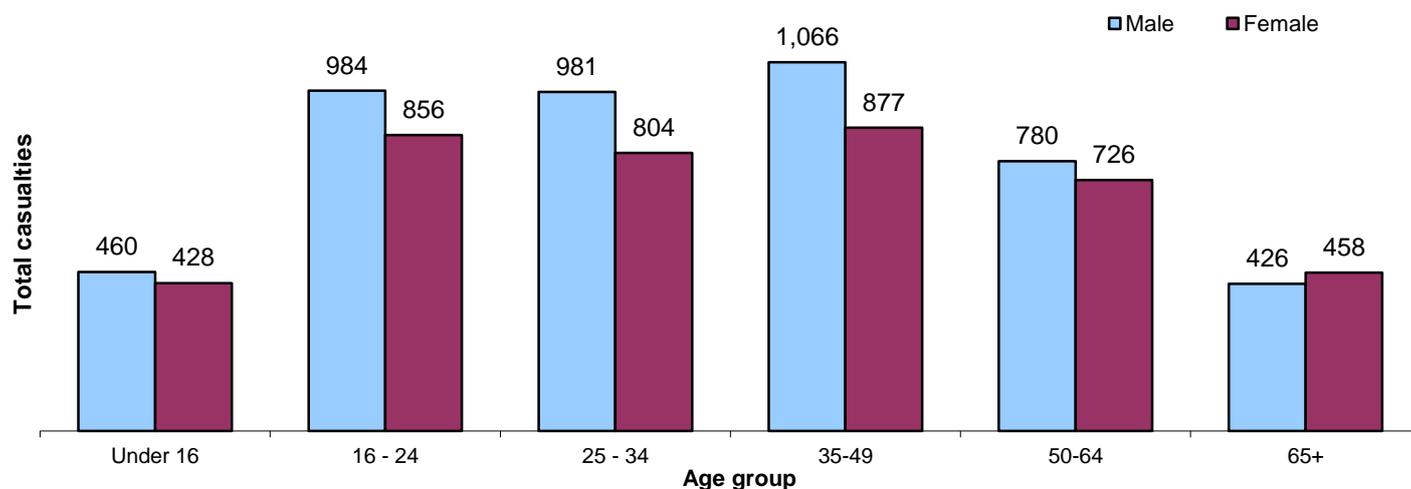
Table 3 Police recorded injury road traffic casualties by road user type, 2015 – 2019

Type of Road User ¹	2015	2016	2017	2018	2019
Fatalities:					
Pedestrians	19	15	15	16	17
Drivers of motor vehicles	31	31	25	23	26
Motorcyclists	4	4	9	7	3
Pedal cyclists	0	3	2	1	2
Passengers	17	12	11	7	8
Pillion passengers	0	1	0	0	0
Other road users	3	2	1	1	0
Totals	74	68	63	55	56
Seriously Injured:					
Pedestrians	164	164	175	135	159
Drivers of motor vehicles	254	353	309	297	318
Motorcyclists	78	88	80	101	84
Pedal cyclists	40	61	50	46	57
Passengers	163	156	149	134	144
Pillion passengers	6	3	8	5	6
Other road users	6	3	7	12	6
Totals	711	828	778	730	774
KSI:					
<i>Pedestrians</i>	183	179	190	151	176
<i>Drivers of motor vehicles</i>	285	384	334	320	344
<i>Motorcyclists</i>	82	92	89	108	87
<i>Pedal cyclists</i>	40	64	52	47	59
<i>Passengers</i>	180	168	160	141	152
<i>Pillion passengers</i>	6	4	8	5	6
<i>Other road users</i>	9	5	8	13	6
Totals	785	896	841	785	830
Slightly Injured:					
Pedestrians	604	552	539	536	462
Drivers of motor vehicles	5,071	5,003	4,851	4,563	4,585
Motorcyclists	202	193	185	185	185
Pedal cyclists	239	266	267	240	231
Passengers	2,781	2,625	2,453	2,351	2,520
Pillion passengers	4	6	7	9	6
Other road users	51	50	41	51	53
Totals	8,952	8,695	8,343	7,935	8,042
All Casualties:					
Pedestrians	787	731	729	687	638
Drivers of motor vehicles	5,356	5,387	5,185	4,883	4,929
Motorcyclists	284	285	274	293	272
Pedal cyclists	279	330	319	287	290
Passengers	2,961	2,793	2,613	2,492	2,672
Pillion passengers	10	10	15	14	12
Other road users	60	55	49	64	59
Totals	9,737	9,591	9,184	8,720	8,872

¹ 'Passengers' include pedal cycle passengers. 'Other road users' include drivers/riders and passengers of 'other vehicles' (e.g. tractors, invalid vehicles, horse-drawn carriages).

7. Age and gender

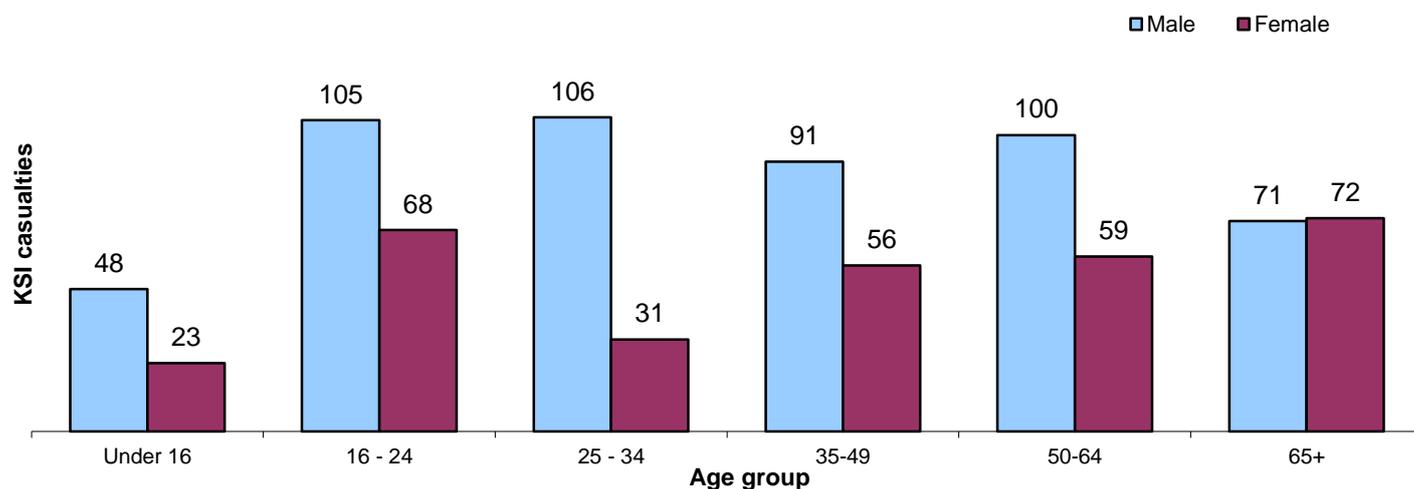
Figure 8 Total casualties by age and gender¹, 2019



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

- The gender split for all traffic casualties in 2019 was 53.1% male compared to 46.9% female. This was similar to the proportion observed in 2018.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for over a fifth of all casualties recorded in 2019. Overall, the proportion split of all casualties across the age bands in 2019 was similar to that seen in 2018.
- There were more male casualties recorded than females for each age category in 2018 with the exception of the 65+ age group where there were 32 more female casualties than male casualties.

Figure 9 KSI casualties by age and gender¹, 2019



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

- Males accounted for almost two thirds of all KSI casualties recorded in 2019 (representing 62.8%).
- The age group with the highest proportion of those killed or seriously injured was ages 16 to 24, representing over one fifth (20.8%) of KSI casualties in 2019.
- There were more males killed or seriously injured than females for all age groups in 2019, except for those aged 65 or over, which recorded one more female (72) than male (71). The proportion of male to female KSI casualties ranged from 77.4% for the 25 to 34 age group to 49.7% for the 65+ age group.

Table 4 Police recorded injury road traffic casualties by age and gender, 2018 and 2019

	2018					2019				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	3	40	43	377	420	0	48	48	412	460
16 - 24	8	103	111	797	908	9	96	105	879	984
25 - 34	8	99	107	851	958	8	98	106	875	981
35 - 49	10	96	106	978	1,084	5	86	91	975	1,066
50 - 64	8	84	92	712	804	6	94	100	680	780
65 +	7	62	69	324	393	9	62	71	355	426
Unknown	0	0	0	12	12	0	0	0	15	15
Total	44	484	528	4,051	4,579	37	484	521	4,191	4,712
Female										
Under 16	0	20	20	364	384	1	22	23	405	428
16 - 24	3	59	62	767	829	2	66	68	788	856
25 - 34	2	34	36	861	897	0	31	31	773	804
35 - 49	1	37	38	905	943	3	53	56	821	877
50 - 64	2	48	50	625	675	2	57	59	667	726
65 +	3	48	51	354	405	11	61	72	386	458
Unknown	0	0	0	8	8	0	0	0	8	8
Total	11	246	257	3,884	4,141	19	290	309	3,848	4,157
Other²										
Under 16	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	2
All										
Under 16	3	60	63	741	804	1	70	71	818	889
16 - 24	11	162	173	1,564	1,737	11	162	173	1,667	1,840
25 - 34	10	133	143	1,712	1,855	8	129	137	1,649	1,786
35 - 49	11	133	144	1,883	2,027	8	139	147	1,796	1,943
50 - 64	10	132	142	1,337	1,479	8	151	159	1,347	1,506
65 +	10	110	120	678	798	20	123	143	741	884
Unknown	0	0	0	20	20	0	0	0	24	24
Total	55	730	785	7,935	8,720	56	774	830	8,042	8,872

¹Killed or seriously injured ²Where gender is unknown or recorded as other

8. District

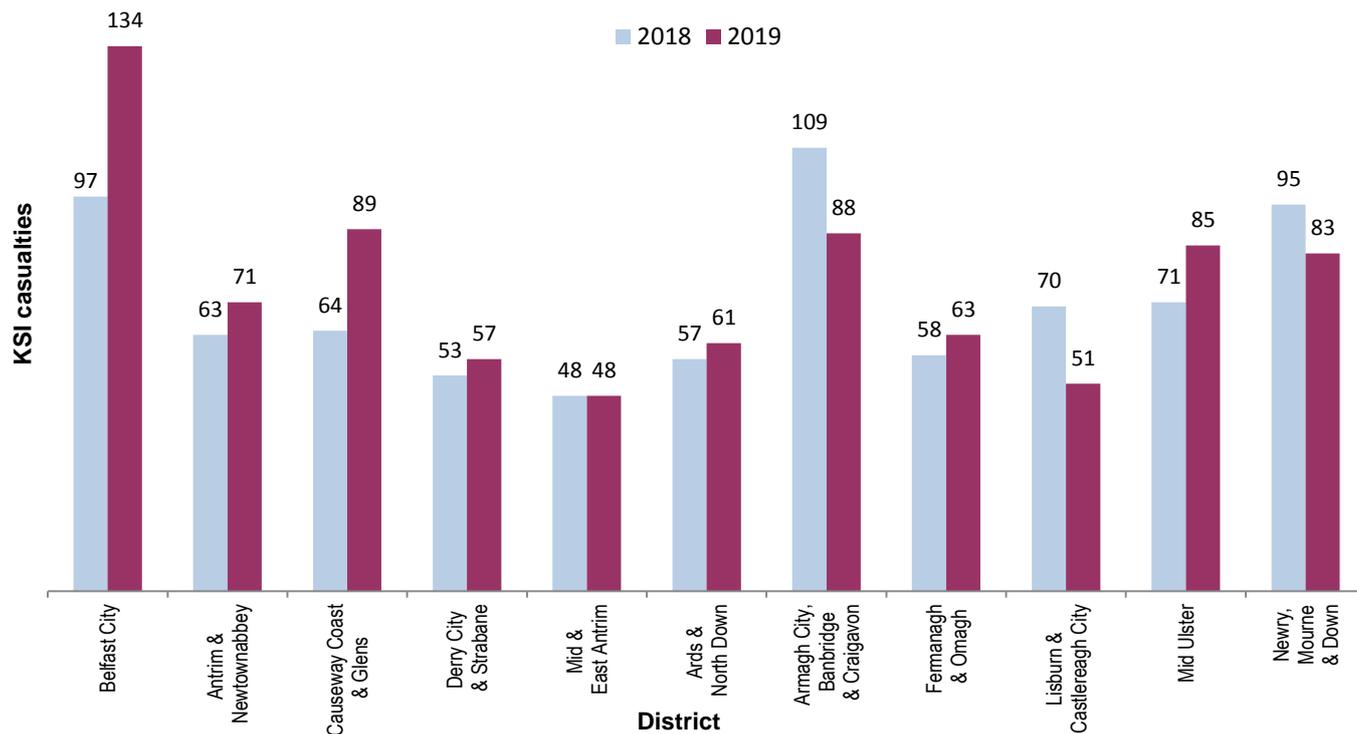
Table 5 Police recorded injury road traffic casualties by injury severity, Police District and Area, 2018 and 2019

District / Area	2018					2019				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Belfast City	4	93	97	2,017	2,114	4	130	134	2,013	2,147
Antrim & Newtownabbey	3	60	63	649	712	8	63	71	717	788
Causeway Coast & Glens	6	58	64	560	624	9	80	89	601	690
Derry City & Strabane	2	51	53	585	638	1	56	57	552	609
Mid & East Antrim	2	46	48	423	471	2	46	48	427	475
North Area Policing	13	215	228	2,217	2,445	20	245	265	2,297	2,562
Ards & North Down	6	51	57	586	643	4	57	61	528	589
Armagh City, Banbridge & Craigavon	10	99	109	740	849	7	81	88	799	887
Fermanagh & Omagh	8	50	58	431	489	3	60	63	419	482
Lisburn & Castlereagh City	5	65	70	754	824	3	48	51	686	737
Mid Ulster	4	67	71	527	598	8	77	85	619	704
Newry, Mourne and Down	5	90	95	663	758	7	76	83	681	764
South Area Policing	38	422	460	3,701	4,161	32	399	431	3,732	4,163
Northern Ireland total	55	730	785	7,935	8,720	56	774	830	8,042	8,872

¹ Killed or seriously injured

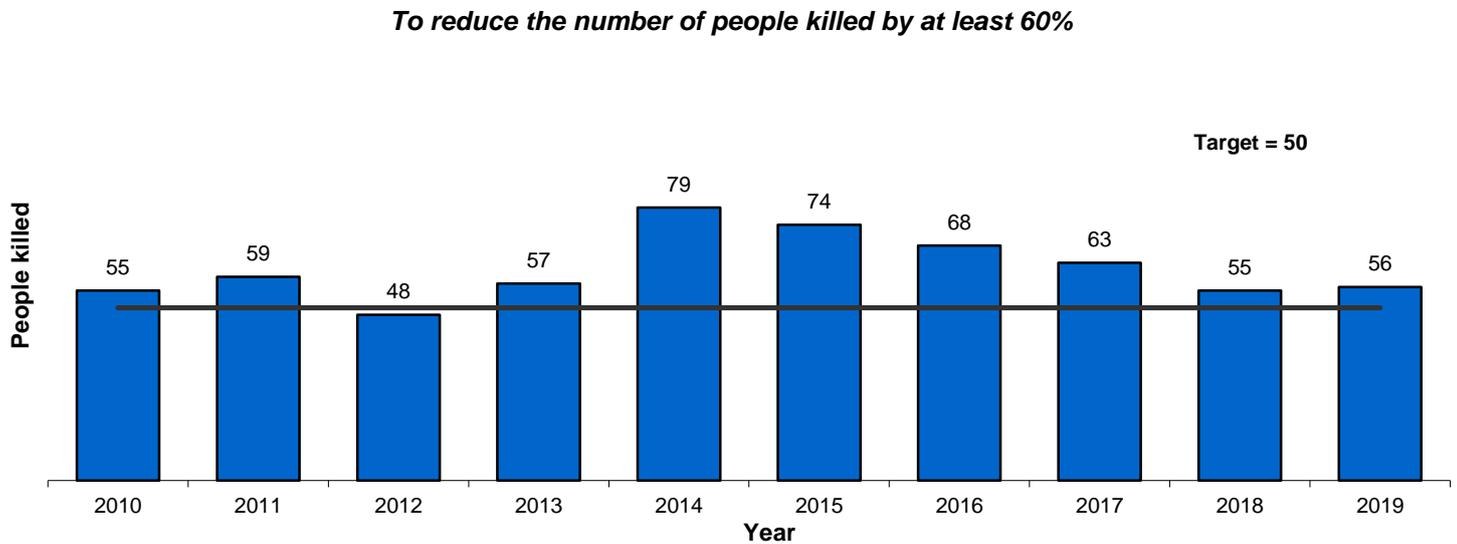
- Causeway Coast & Glens had the highest number of road traffic fatalities in 2019 with 9 deaths. Fermanagh and Omagh reported the largest decrease over the year, reducing from 8 in 2018 to 3 in 2019. Derry City & Strabane and Mid & East Antrim districts had the lowest number of fatalities by district with 1 and 2 respectively in 2019.
- Armagh City, Banbridge & Craigavon district showed the largest reduction in KSI casualties between 2018 and 2019, a reduction of 21 KSI casualties. In contrast, there was an increase in those killed or seriously injured in Belfast City district, with 37 more recorded over the same period.
- Seven districts showed an increase in overall casualties between 2018 and 2019, most notably Mid Ulster, which increased from 598 to 704 casualties overall. Of the four Districts which recorded a decrease, Lisburn and Castlereagh City district was the most marked, falling from 824 in 2018 to 737 in 2019.

Figure 10 KSI casualties by Police District, 2018 – 2019



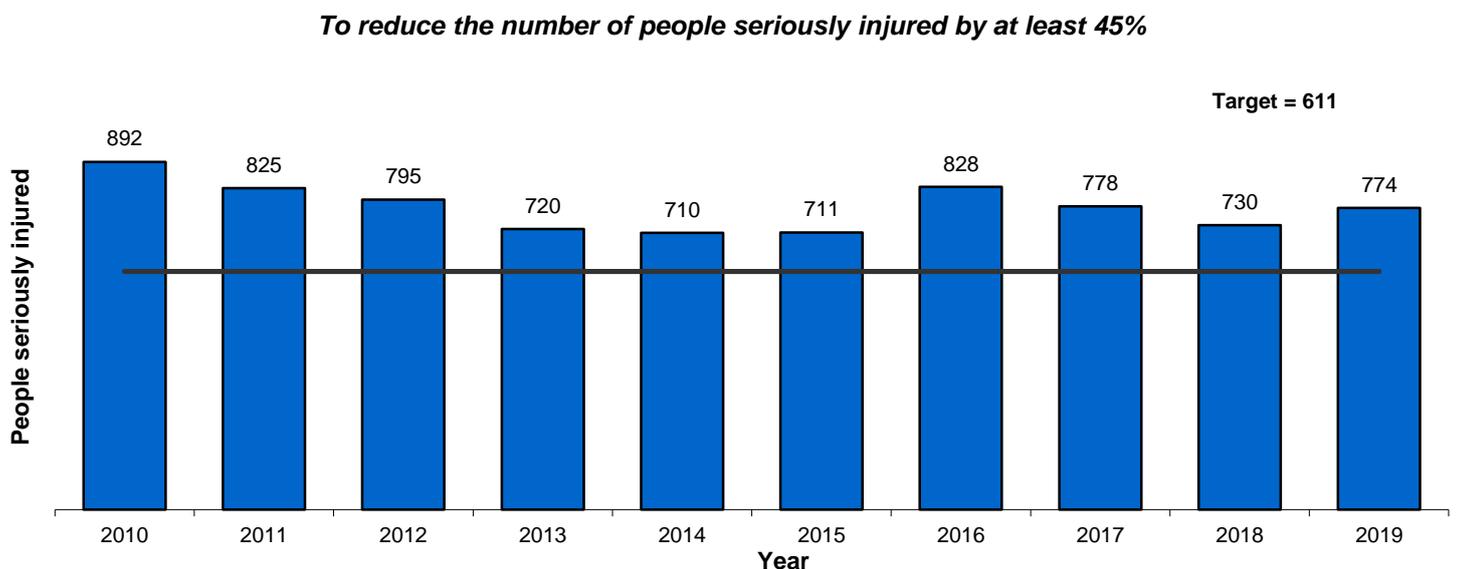
9. Road Safety Strategy targets

Figure 11 Fatality reduction target for 2020



- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. Following four consecutive annual decreases between 2015 and 2018, the 2019 total rose slightly to 56 and is 5 deaths higher than the 2020 target.

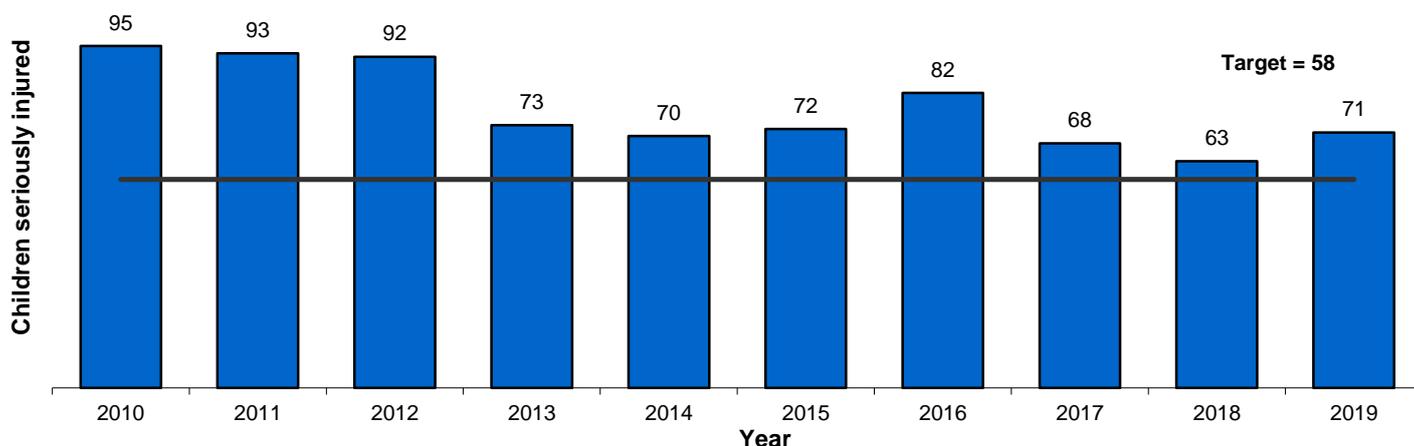
Figure 12 Seriously injured reduction target for 2020



- The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 774 people seriously injured in 2019 which was 163 more than the target.

Figure 13 Child (under 16) KSI casualty reduction target for 2020

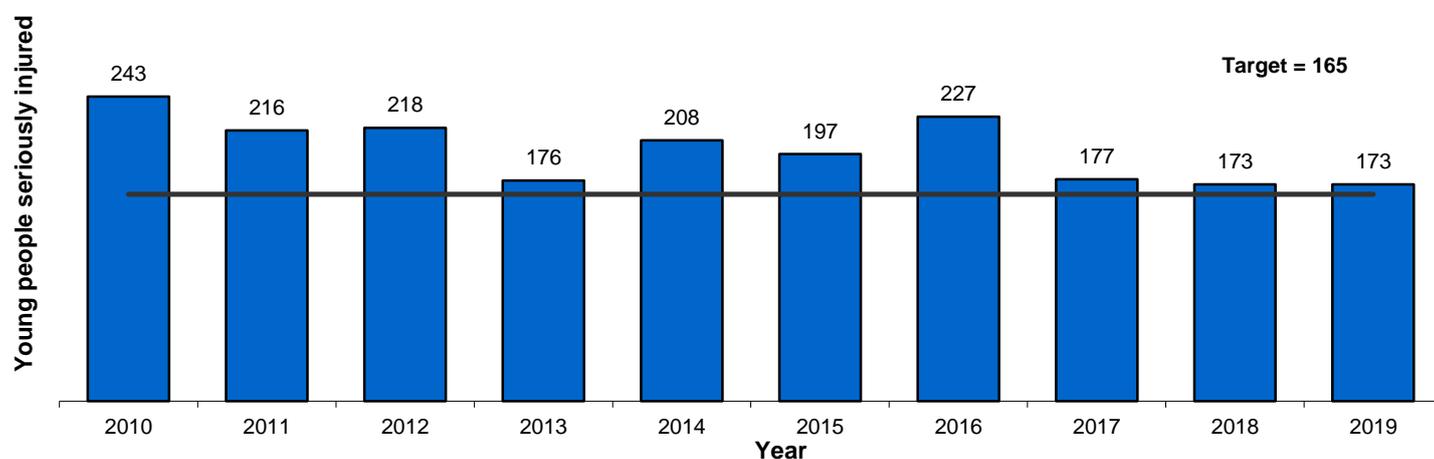
To reduce the number of children KSI by at least 55%



- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The 2019 figure exceeded the target by 13 child KSIs.

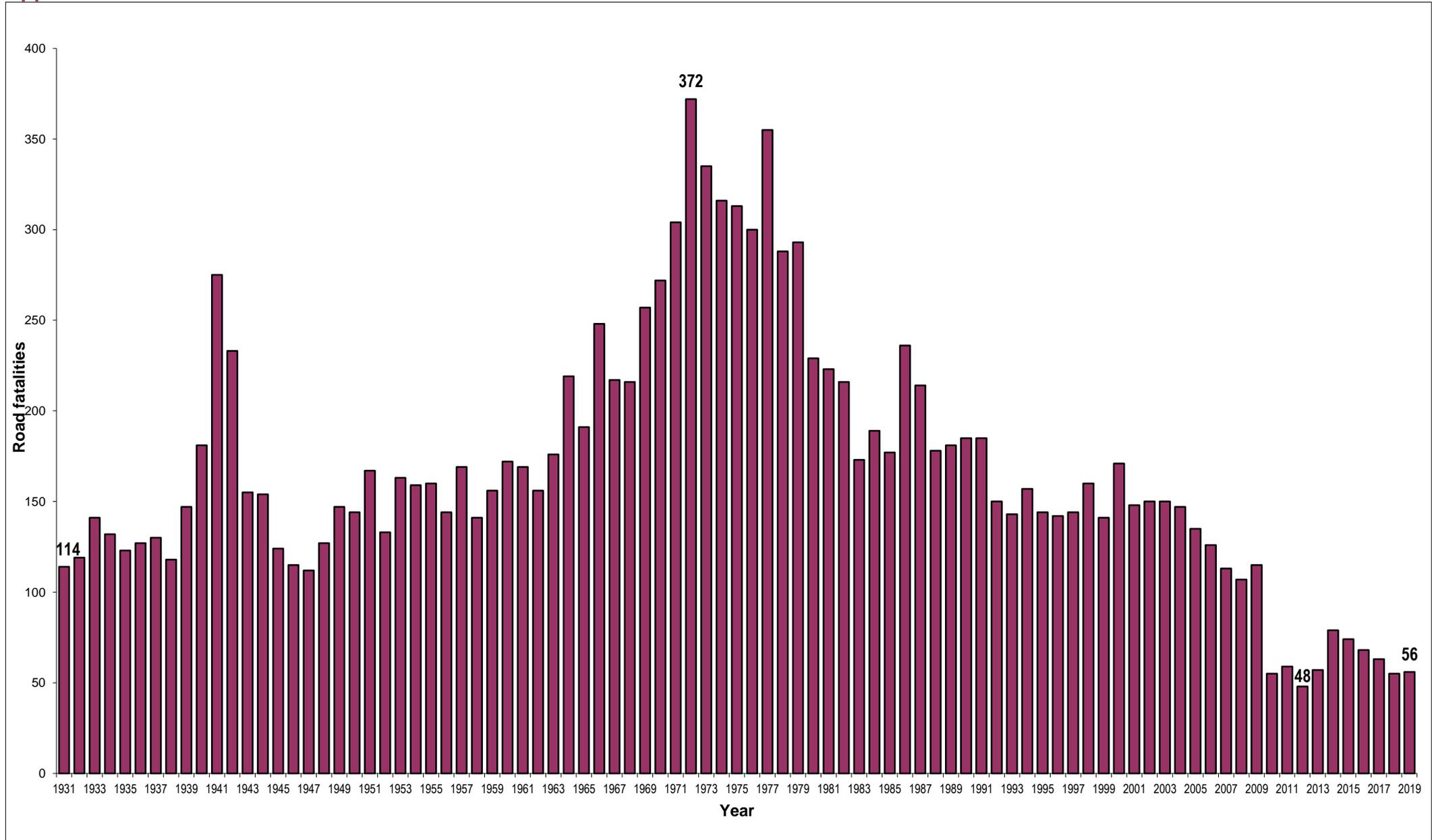
Figure 14 Young people (16-24) KSI casualty reduction target for 2020

To reduce the number of young people KSI by at least 55%



- The Strategy also has a target of a 55% reduction in the number of young people (aged 16-24) killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The last two calendar years have recorded the joint lowest level of young people KSIs in a calendar year period, but still represented 8 more than the target for 2020.

Appendix 1 Road deaths in Northern Ireland 1931 - 2019



Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931-2019

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
1982	5,551	216	2,503		5,420	8,139

Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931-2019 (continued)

Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
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

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

Appendix 3 Police recorded road traffic casualties by injury severity and month, 2018 and 2019

	2018					2019				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	7	65	72	722	794	3	67	70	609	679
February	1	39	40	610	650	5	72	77	616	693
March	1	63	64	624	688	7	63	70	673	743
April	2	42	44	566	610	4	53	57	640	697
May	6	76	82	746	828	3	63	66	711	777
June	4	76	80	695	775	2	62	64	674	738
July	7	73	80	570	650	7	70	77	618	695
August	3	58	61	583	644	4	62	66	670	736
September	9	50	59	617	676	7	68	75	770	845
October	9	62	71	690	761	2	72	74	688	762
November	3	67	70	732	802	3	60	63	688	751
December	3	59	62	780	842	9	62	71	685	756
Total	55	730	785	7,935	8,720	56	774	830	8,042	8,872

¹ Killed or seriously injured

User Guide

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

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

Quality

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

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

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

Daily Fatal Spreadsheet

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

Additional Data

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

Comparisons with Great Britain

Provisional estimates from the most recent period covered by the Department for Transport statistical releases (published 28th November 2019) refer to the year ending June 2019. Key points from the publication are as below:

Provisional estimates on reported road casualties in Great Britain for the year ending June 2019 shows, there were:

- 1,870 reported road deaths, an increase compared to the previous year but not statistically significant.
- There were 27,820 people killed or seriously injured (KSI) reported to the police in the year ending June 2019. This is a statistically significant increase of 4%, at the 95% confidence level.

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2019>

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.