

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

2020 Key Statistics Report

1st January 2020 to 31st December 2020

Date of Publication:

26th March 2021

Frequency:

Annually

Issued by:

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Key Statistics

Between 1st January 2020 and 31st December 2020:

- There was a total of 4,223 injury road traffic collisions recorded, resulting in 56 fatalities, 596 people seriously injured and 5,835 slightly injured. While the number of fatalities was unchanged, total collisions and casualties showed a reduction of around one-quarter on the previous year.
- Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved at the outset of lockdown and continue to show reductions throughout 2020.
- There has been a decrease in the number of people killed or seriously injured (KSI) amongst all the major road user groups, with the exception of motorcyclists. This was most notable for passengers which decreased by 52 compared to 2019, to 100 KSI in 2020.
- There were 55 children (under 16) killed or seriously injured – 16 fewer than in 2019. In 2020, the 11 fatalities in the 65 and over age group was almost half the number recorded in 2019.
- Newry, Mourne and Down district had the highest number of road deaths with 9 fatalities. The same district recorded the most serious injuries in 2020 (80 people).
- The three most common principal causation factors for KSI casualties were 'wrong course/position' (63), 'inattention or attention diverted' (60) and 'excessive speed having regard to conditions' (59).



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.

This bulletin presents the injury collision and casualty statistics for the 2020 calendar year. At the time of publication, CRFs had been processed for 98.4% of reported injury collisions in 2020, 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](#). The full publication schedule for road traffic collision statistics can be accessed at - [PSNI Statistics Branch publication schedule 2020/21](#).

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.

Coronavirus (COVID-19) pandemic:

These statistics 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. As these figures are affected by the coronavirus (COVID-19) pandemic in Northern Ireland, this should be considered when comparing them with previous time periods.

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/>

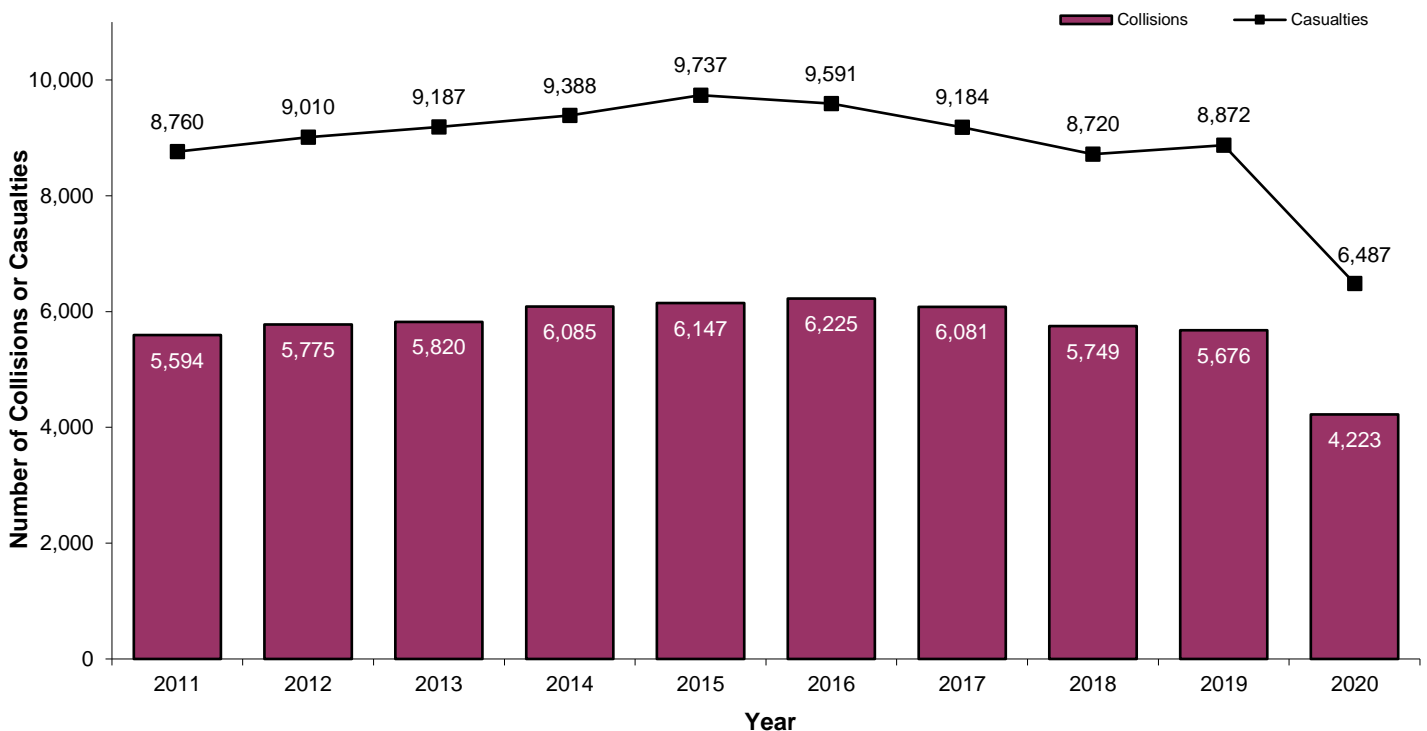
Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- 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.
- 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

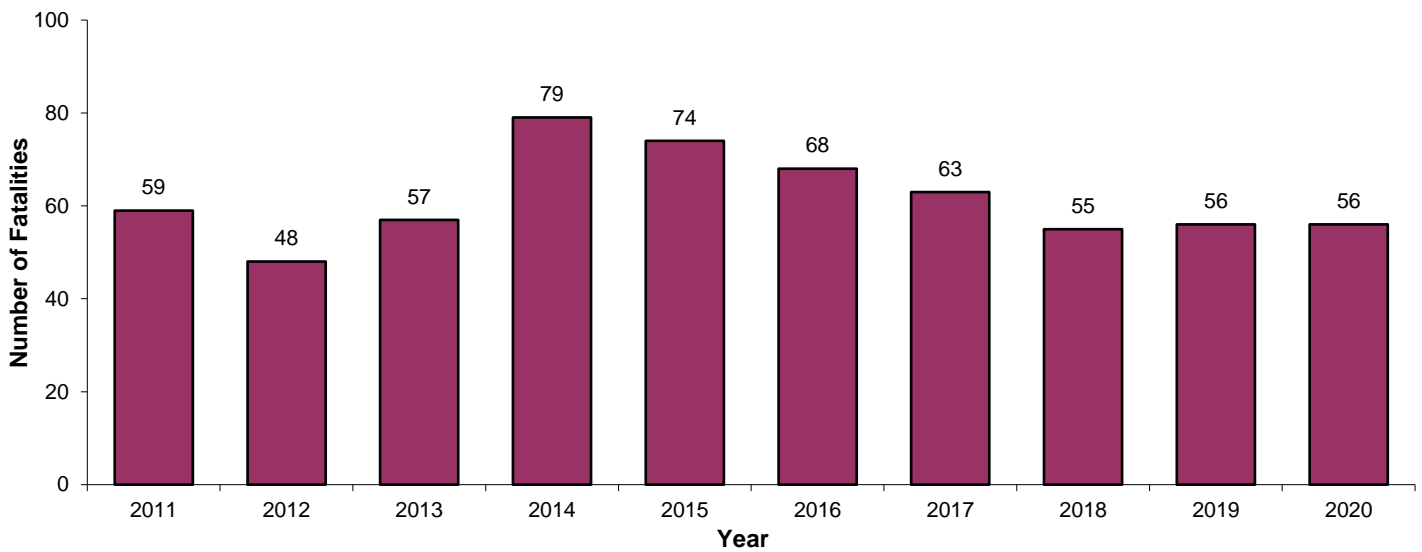
- **Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved at the outset of lockdown and continue to show reductions throughout the reporting year. Department for Infrastructure (DfI) traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)**
- There were 4,223 collisions recorded by the Police Service of Northern Ireland (PSNI) in 2020 resulting in a total of 6,487 casualties. This comprised 56 fatalities, 596 people seriously injured and a further 5,835 people slightly injured. The corresponding figures for 2019 were 5,676 collisions recorded by PSNI, of which there were 8,872 casualties comprising 56 fatalities, 774 people seriously injured and 8,042 people slightly injured.
- There were 1,453 fewer collisions and 2,385 fewer casualties recorded in 2020 compared to the previous year, representing a 25.6% reduction in collisions and a 26.9% decrease in casualties. In terms of severity of injury, there was an equal number of fatalities and 178 fewer seriously injured casualties, while the number of people slightly injured decreased by 2,207.
- Appendix 3 (page 21) shows the total casualties by month for 2019 and 2020, demonstrating the likely impact of the reduced traffic volumes related to the COVID-19 lockdown measures and government guidance on non-essential travel. The lowest number of casualties recorded by month over the two year period was in April 2020, which was the first full month immediately following the introduction of these measures.
- Total collisions recorded in 2020 was the lowest in nearly 60 years (1961, 4,196 collisions), and total casualties recorded was the lowest on record since 1963 (6,177 casualties).

Figure 1: Reported injury road traffic collisions and casualties in Northern Ireland, 2011 - 2020



3. Fatalities

Figure 2: Fatalities resulting from road traffic collisions in Northern Ireland, 2011 - 2020



- Since 2014 the number of people killed has decreased from 79 to 56 recorded in 2019 and 2020. 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 316 more than in 2020. (See Appendix 1).
- Drivers of motor vehicles accounted for 44.6% of fatalities in 2020, while motorcyclists and passengers both accounted for 14.3% of fatalities.
- There were 18 vulnerable road users killed in 2020 (6 pedestrians, 8 motorcyclists and 4 pedal cyclists) - a decrease of 4 in total on 2019.
- There were three child fatalities (under the age of 16) recorded in 2020, which was two more than the single child fatality recorded in 2019. The older age group (65+) had 11 recorded fatalities in 2020 which was almost half that recorded for this group in 2019 (20 fatalities).
- Of the 56 people killed on Northern Ireland's roads in 2020, 40 were male and 16 female.
- In 2020, January and July had the highest number of fatalities with 8 recorded in both months, while the month of December recorded the lowest monthly fatality total (2).
- Newry, Mourne and Down had the highest number of road traffic fatalities in 2020 with 9 deaths, while Derry City and Strabane district recorded the lowest number of fatalities with 2 deaths.
- By comparison, there were 148^P deaths on roads recorded in the Republic of Ireland¹ in 2020 which was an increase of 8 fatalities (5.7%) on the 140 deaths which occurred in 2019. The latest figures available for Great Britain² cover the period from 1st July 2019 to 30th June 2020 and showed a 14% decrease in the number of deaths, with 1,580^P recorded compared to 1,827 in the previous year. Northern Ireland recorded an equal number of 56 fatalities in calendar years 2019 and 2020.

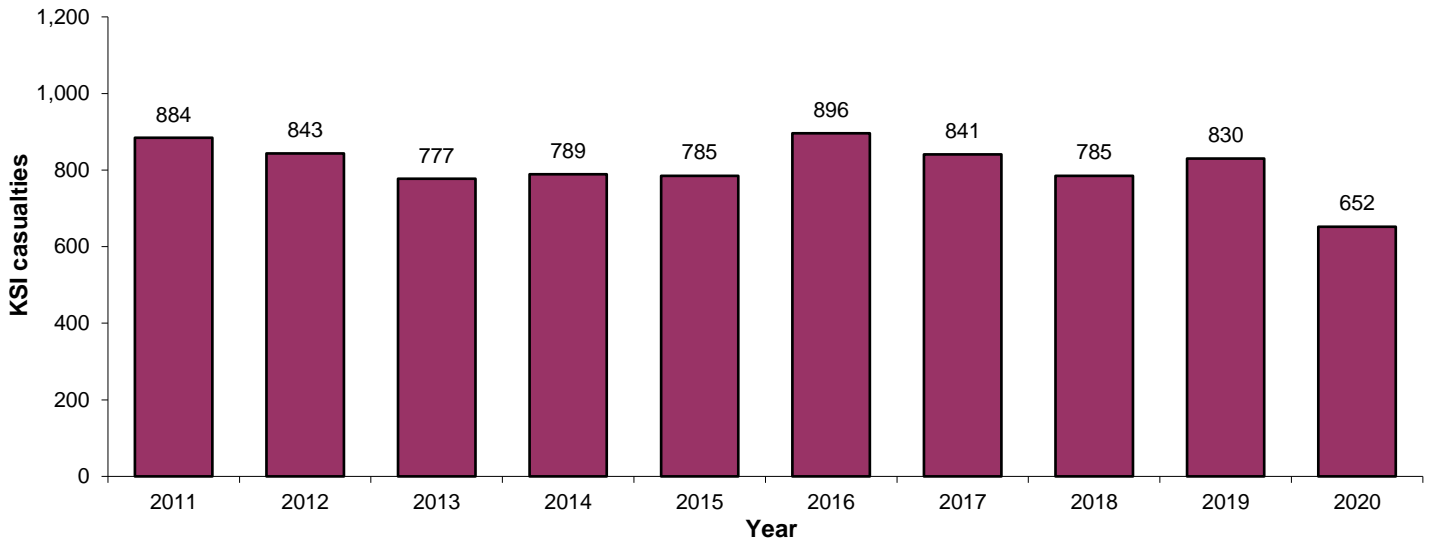
^P Provisional.

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-2020>

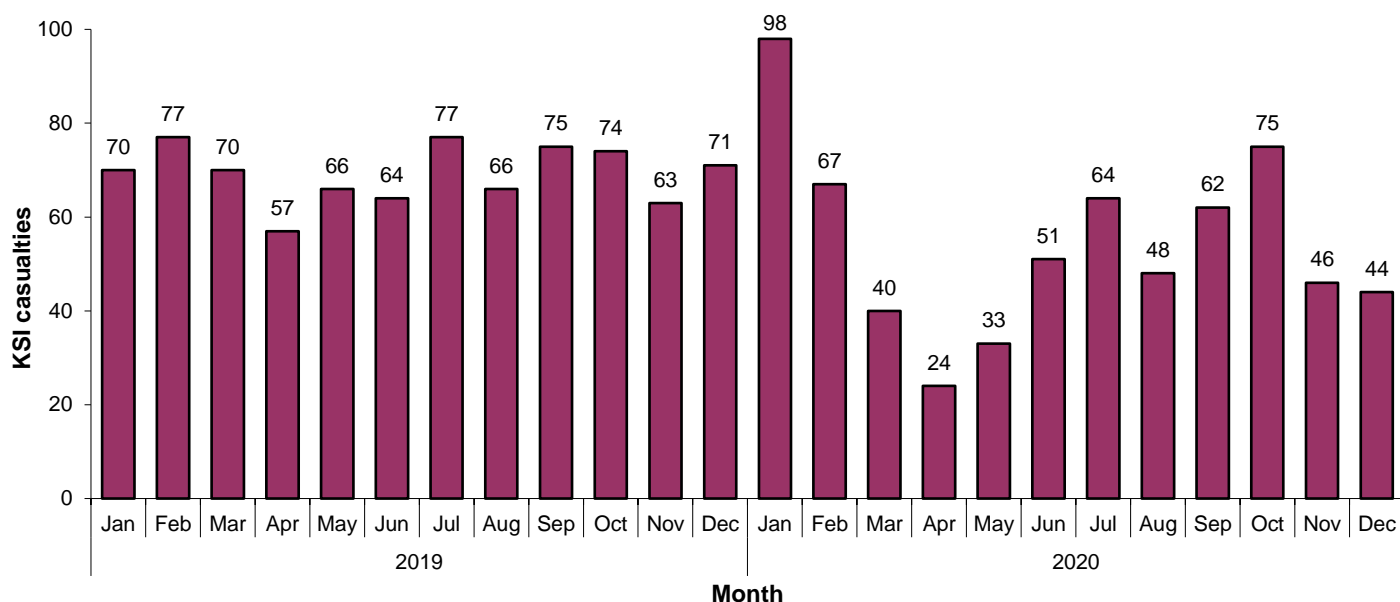
4. Killed or seriously injured

Figure 3: KSI casualties resulting from road traffic collisions in Northern Ireland, 2011 - 2020



- There were 652 people killed or seriously injured on Northern Ireland's roads in 2020. This was a decrease of 178 KSI casualties from 2019 (21.4%).
- In the longer-term, the 652 KSI casualties in 2020 represented a decrease of 232 compared with 2011 and 2,608 fewer KSI casualties than the highest level recorded in 1977 (reductions of 26.2% and 80.0% respectively).
- Drivers accounted for two fifths (41.1%) of those killed or seriously injured in 2020. Pedestrians were the second largest group of road users who were killed or seriously injured (19.0%), despite comprising only 7.4% of the overall casualties.
- Children (those aged under 16) accounted for 55 KSI casualties in 2020 which was 16 fewer than the previous year. Those aged 50 to 64 had the highest number of KSI casualties, accounting for 136 (20.9%) of all those killed or seriously injured in 2020.
- The 95 KSI casualties of older people (those aged 65 and over) in 2020 was 48 fewer than the 143 recorded for this age category in 2019.
- The majority of KSI casualties were males, accounting for almost two thirds of those recorded in 2020 (424 of the 652 KSI casualties).
- The most common principal causation factors for KSI casualties during 2020 were 'wrong course/position' (63 KSI casualties), followed by 'inattention or attention diverted' (60 KSI casualties) and 'excessive speed having regard to conditions' (59 KSI casualties).
- Newry, Mourne and Down district had the highest number of KSI casualties in 2020 with 89. (See Table 5).

Figure 4: KSI casualties resulting from road traffic collisions in Northern Ireland by month, 2019 - 2020



- The lowest monthly total for KSI casualties during 2019 and 2020 was recorded in April 2020 (24), which was the first full month immediately after lockdown measures in relation to Covid-19 were introduced on 23rd March 2020.
- The average number of people killed or seriously injured per month in 2020 was 54, compared with an average of 74 in 2011. This equates to a reduction of 20 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, 2011-2020

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously injured	KSI ¹	Slightly injured	Total casualties
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
2020	51	518	3,654	4,223	56	596	652	5,835	6,487

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 2020 are presented in the table below.

Table 2 Most common principal causation factors in injury road traffic collisions, 2020

Principal Factor	Number of Injury Collisions	Casualties		
		KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	689	60	959	1,019
Driving too close	468	12	786	798
Emerging from minor road without care	284	33	444	477
Impairment by drugs or alcohol - driver/rider	239	46	339	385
Turning right without care	227	31	367	398
Crossing or entering road junction without care	219	31	301	332
Wrong course/position	195	63	269	332
Excessive speed having regard to conditions	188	59	263	322
Emerging from private road/entrance without care	141	20	208	228
Overtaking on offside without care	138	41	171	212

¹ Killed or seriously injured

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,019 casualties) followed by 'driving too close' (798 casualties) and 'emerging from minor road without care' (477 casualties). These 3 causation factors alone accounted for more than a third of all casualties in 2020.
- The most common principal causation factors for KSI casualties during 2020 were 'wrong course/position' (63 KSI casualties), followed by 'inattention or attention diverted' (60 KSI casualties) and 'excessive speed having regard to conditions' (59 KSI casualties).

6. Road user type

Figure 5 Overall casualties by road user type, 2020

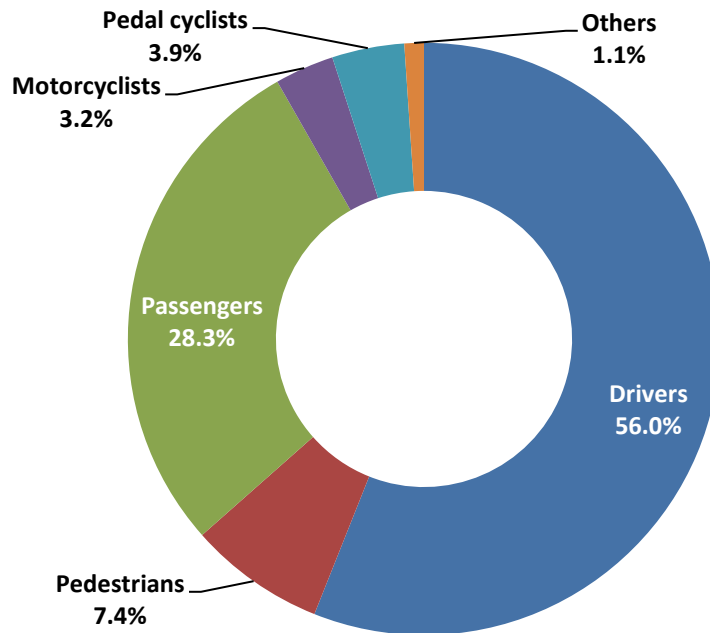
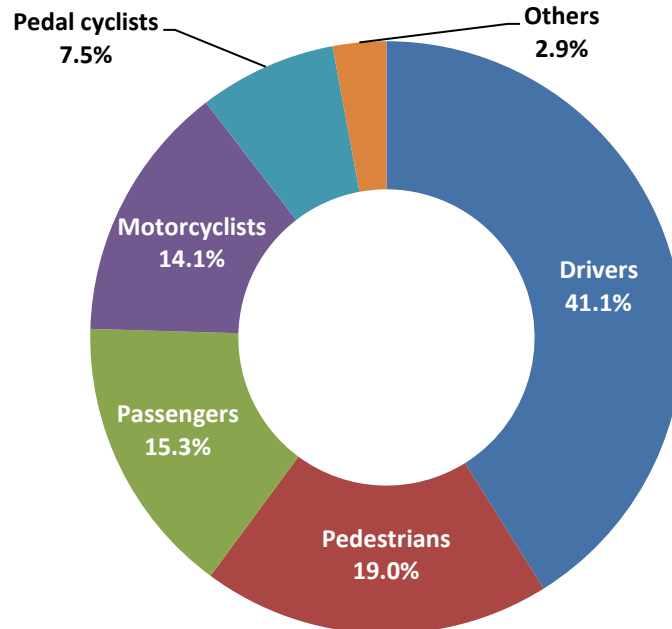
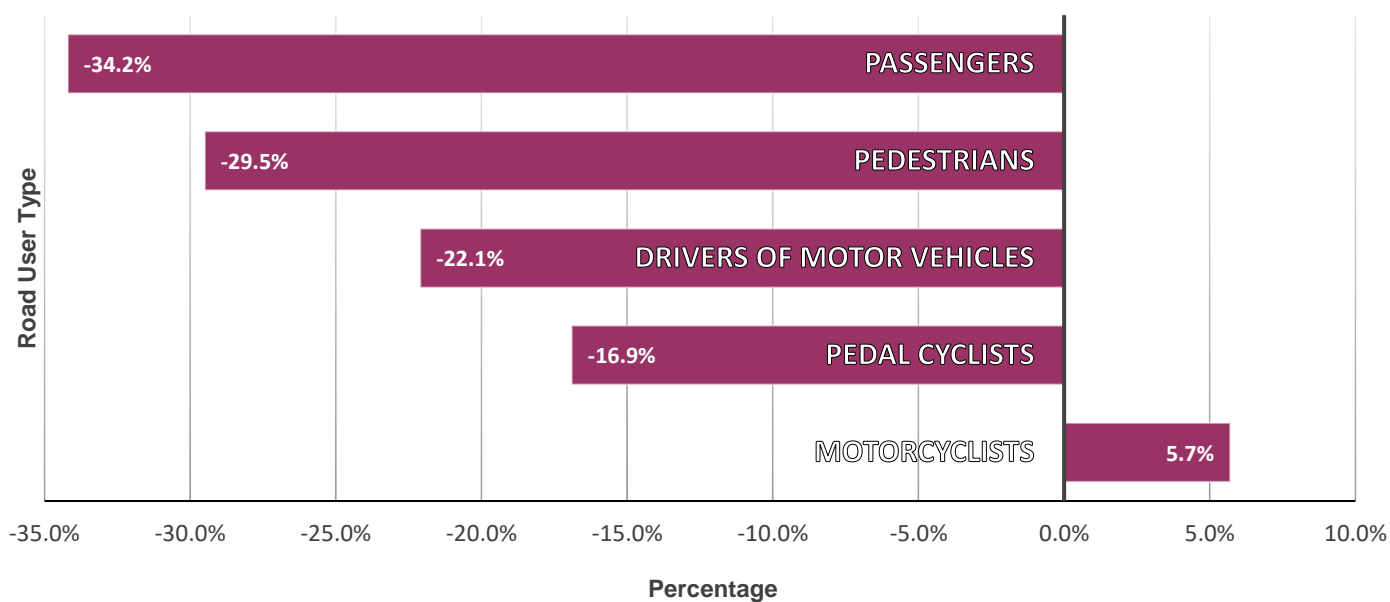


Figure 6 KSI casualties by road user type, 2020



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (56.0%) followed by passengers (28.3%) and pedestrians (7.4%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 8.2%.
- In terms of KSI casualties, drivers accounted for just over two fifths of those killed or seriously injured (41.1%). Pedestrians were the second largest group of road users who were killed or seriously injured (19.0%), despite comprising only 7.4% of the overall casualties. Similarly, motorcyclists who accounted for 14.1% of KSI casualties despite comprising only 3.2% of all casualties.

Figure 7 Change in the number of KSI casualties by key road user type in 2020 compared with 2019



- In the context of the overall reductions, Figure 7 above shows that most of the key road user types showed a decrease in KSI casualties between 2019 and 2020, with the exception of motorcyclists which increased by 5.7% to 92 KSI. Passengers showed the largest percentage decrease at 34.2%, 52 fewer KSI than 2019, followed by pedestrian KSI casualties which decreased by 29.5% to 124. Drivers and pedal cyclist KSI decreased by 22.1% and 16.9% respectively when compared with the previous year.

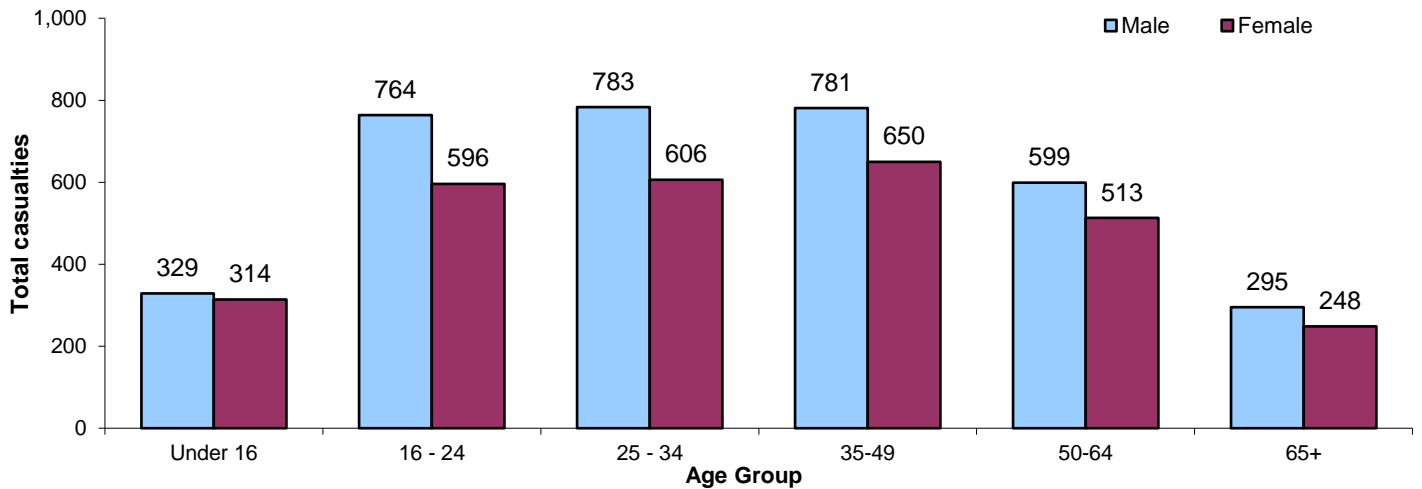
Table 3 Police recorded injury road traffic casualties by road user type, 2016 to 2020

Type of Road User	2016	2017	2018	2019	2020
Fatalities:					
Pedestrians	15	15	16	17	6
Drivers of motor vehicles	31	25	23	26	25
Motorcyclists	4	9	7	3	8
Pedal cyclists	3	2	1	2	4
Passengers	12	11	7	8	8
Pillion passengers	1	0	0	0	1
Other road users	2	1	1	0	4
Totals	68	63	55	56	56
Seriously Injured:					
Pedestrians	164	175	135	159	118
Drivers of motor vehicles	353	309	297	318	243
Motorcyclists	88	80	101	84	84
Pedal cyclists	61	50	46	57	45
Passengers	156	149	134	144	92
Pillion passengers	3	8	5	6	3
Other road users	3	7	12	6	11
Totals	828	778	730	774	596
KSI¹:					
<i>Pedestrians</i>	179	190	151	176	124
<i>Drivers of motor vehicles</i>	384	334	320	344	268
<i>Motorcyclists</i>	92	89	108	87	92
<i>Pedal cyclists</i>	64	52	47	59	49
<i>Passengers</i>	168	160	141	152	100
<i>Pillion passengers</i>	4	8	5	6	4
<i>Other road users</i>	5	8	13	6	15
Totals	896	841	785	830	652
Slightly Injured:					
Pedestrians	552	539	536	462	359
Drivers of motor vehicles	5,003	4,851	4,563	4,585	3,367
Motorcyclists	193	185	185	185	118
Pedal cyclists	266	267	240	231	207
Passengers	2,625	2,453	2,351	2,520	1,734
Pillion passengers	6	7	9	6	4
Other road users	50	41	51	53	46
Totals	8,695	8,343	7,935	8,042	5,835
All Casualties:					
Pedestrians	731	729	687	638	483
Drivers of motor vehicles	5,387	5,185	4,883	4,929	3,635
Motorcyclists	285	274	293	272	210
Pedal cyclists	330	319	287	290	256
Passengers	2,793	2,613	2,492	2,672	1,834
Pillion passengers	10	15	14	12	8
Other road users	55	49	64	59	61
Totals	9,591	9,184	8,720	8,872	6,487

¹ Killed or seriously injured

7. Age and gender

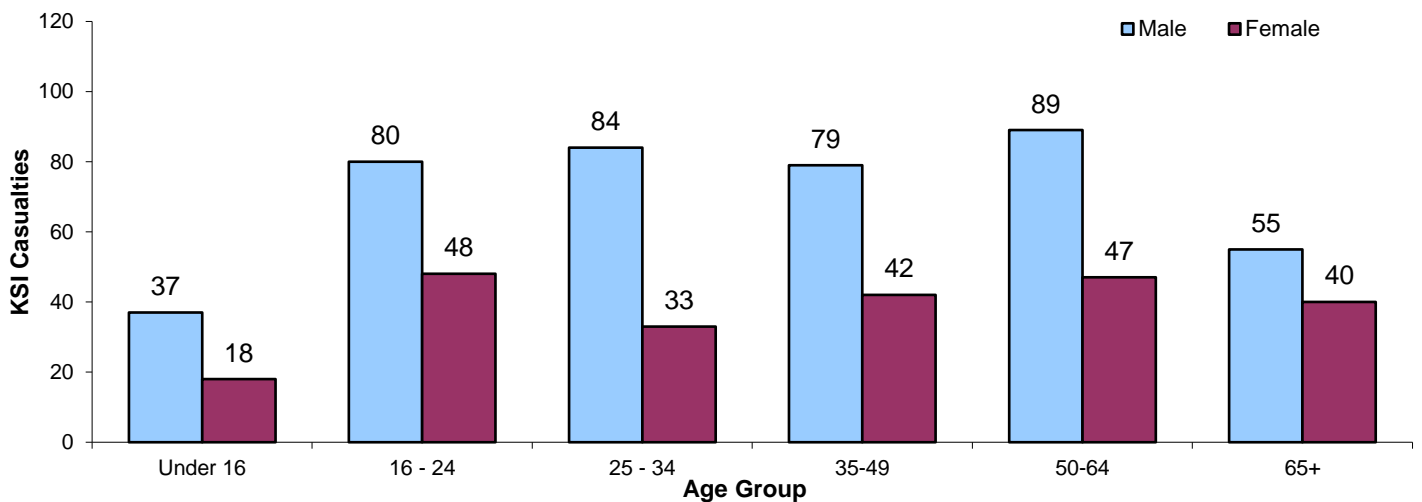
Figure 8 Total casualties by age and gender¹, 2020



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

- The gender split for all traffic casualties in 2020 was 54.8% male compared to 45.2% female. This was similar to the proportion observed in 2019.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for 22.1% of all casualties recorded in 2020. Overall, the proportion split of all casualties across the age bands in 2020 was similar to that seen in 2019.
- There were more male casualties recorded than females for each age category in 2020.

Figure 9 KSI casualties by age and gender¹, 2020



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

- Males accounted for almost two thirds of all KSI casualties recorded in 2020 (representing 65.0%).
- The age group with the highest proportion of those killed or seriously injured was ages 50 to 64, representing over one fifth (20.9%) of KSI casualties in 2020.
- There were more males killed or seriously injured than females for all age groups in 2020. The proportion of male to female KSI casualties ranged from 71.8% for the 25 to 34 age group to 57.9% for the 65+ age group.

Table 4 Police recorded injury road traffic casualties by age and gender, 2019 and 2020

	2019					2020				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	0	48	48	412	460	2	35	37	292	329
16 - 24	9	96	105	879	984	9	71	80	684	764
25 - 34	8	98	106	875	981	6	78	84	699	783
35 - 49	5	86	91	975	1,066	9	70	79	702	781
50 - 64	6	94	100	680	780	6	83	89	510	599
65 +	9	62	71	355	426	8	47	55	240	295
Unknown	0	0	0	15	15	0	0	0	4	4
Total	37	484	521	4,191	4,712	40	384	424	3,131	3,555
Female										
Under 16	1	22	23	405	428	1	17	18	296	314
16 - 24	2	66	68	788	856	3	45	48	548	596
25 - 34	0	31	31	773	804	0	33	33	573	606
35 - 49	3	53	56	821	877	5	37	42	608	650
50 - 64	2	57	59	667	726	4	43	47	466	513
65 +	11	61	72	386	458	3	37	40	208	248
Unknown	0	0	0	8	8	0	0	0	3	3
Total	19	290	309	3,848	4,157	16	212	228	2,702	2,930
Unknown/Other										
Under 16	0	0	0	1	1	0	0	0	1	1
25 - 34	0	0	0	1	1	0	0	0	1	1
Unknown	0	0	0	1	1	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	2	2
All										
Under 16	1	70	71	818	889	3	52	55	589	644
16 - 24	11	162	173	1,667	1,840	12	116	128	1,232	1,360
25 - 34	8	129	137	1,649	1,786	6	111	117	1,273	1,390
35 - 49	8	139	147	1,796	1,943	14	107	121	1,310	1,431
50 - 64	8	151	159	1,347	1,506	10	126	136	976	1,112
65 +	20	123	143	741	884	11	84	95	448	543
Unknown	0	0	0	24	24	0	0	0	7	7
Total	56	774	830	8,042	8,872	56	596	652	5,835	6,487

¹ Killed or seriously injured

8. District

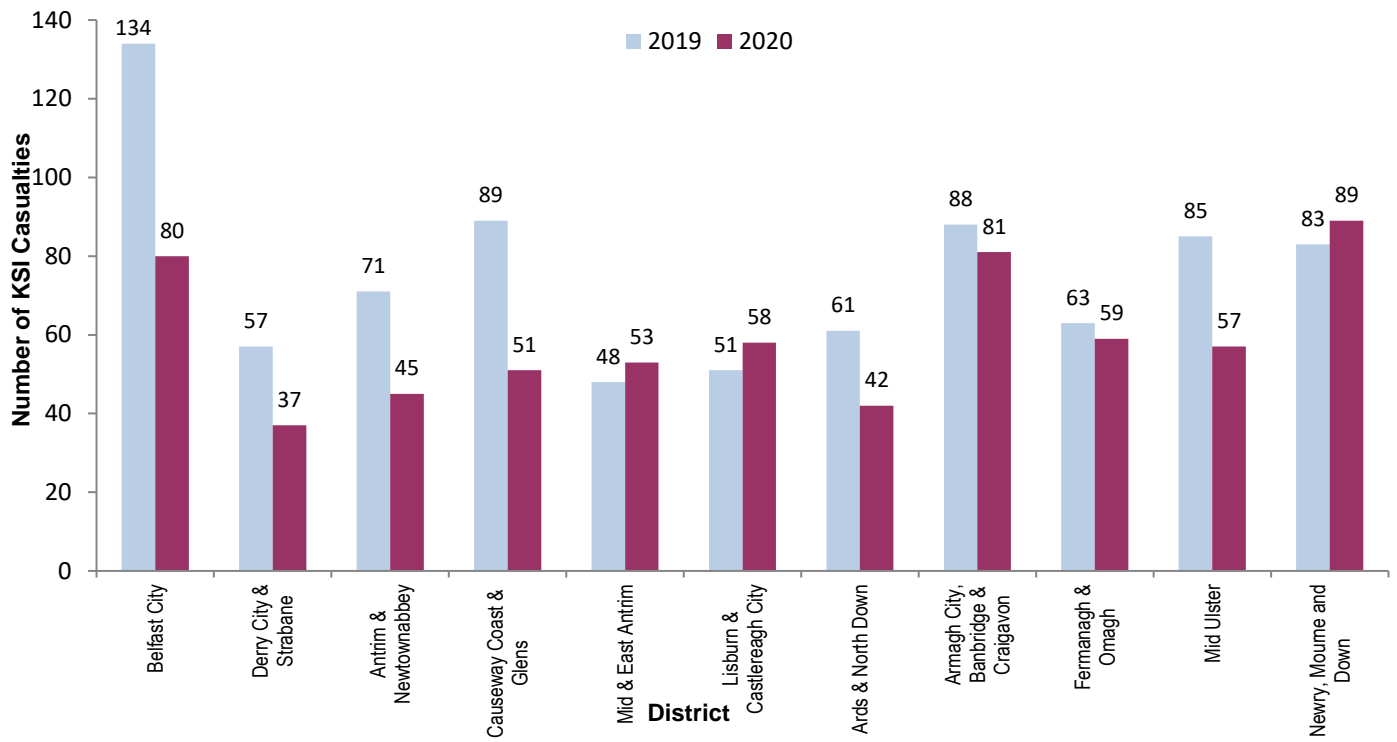
Table 5 Police recorded injury road traffic casualties by injury severity, Police District and Area, 2019 and 2020

District / Area	2019					2020				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Belfast City	4	130	134	2,013	2,147	3	77	80	1,371	1,451
Derry City & Strabane	1	56	57	552	609	2	35	37	514	551
Antrim & Newtownabbey	8	63	71	717	788	3	42	45	486	531
Causeway Coast & Glens	9	80	89	601	690	7	44	51	378	429
Mid & East Antrim	2	46	48	427	475	7	46	53	302	355
Lisburn & Castlereagh City	3	48	51	686	737	4	54	58	497	555
Ards & North Down	4	57	61	528	589	5	37	42	457	499
Armagh City, Banbridge & Craigavon	7	81	88	799	887	7	74	81	616	697
Fermanagh & Omagh	3	60	63	419	482	3	56	59	303	362
Mid Ulster	8	77	85	619	704	6	51	57	375	432
Newry, Mourne and Down	7	76	83	681	764	9	80	89	536	625
Northern Ireland Total	56	774	830	8,042	8,872	56	596	652	5,835	6,487

¹ Killed or seriously injured

- Newry, Mourne and Down had the highest number of road traffic fatalities in 2020 with 9 deaths. Antrim and Newtownabbey reported the largest decrease over the year, reducing from 8 in 2019 to 3 in 2020. Derry City & Strabane had the lowest number of fatalities by district with 2 fatalities in 2020. Mid and East Antrim reported the largest increase over the year, increasing from 2 in 2019 to 7 in 2020.
- Belfast City district showed the largest reduction in KSI casualties between 2019 and 2020, a reduction of 54 KSI casualties. In contrast, there was an increase in those killed or seriously injured in three districts over the same period, Lisburn and Castlereagh City (+7), Newry, Mourne and Down (+6) and Mid and East Antrim (+5).
- All districts showed a decrease in overall casualties between 2019 and 2020, most notably Belfast City, which decreased from 2,147 to 1,451, a reduction of 696 casualties overall.

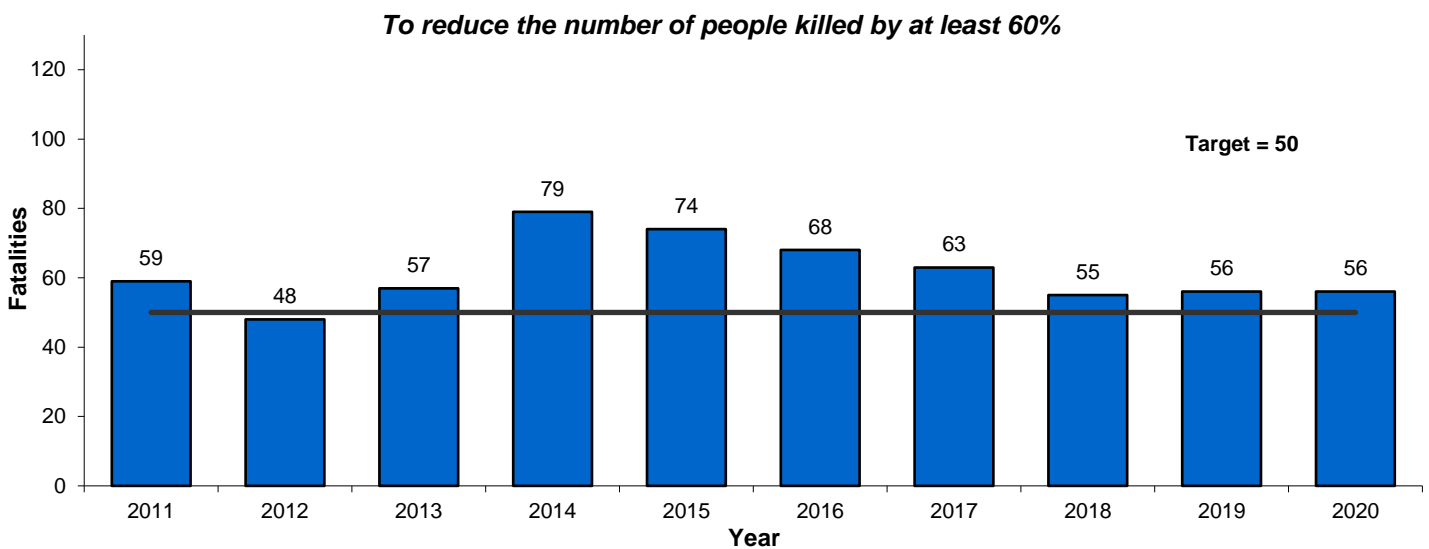
Figure 10 KSI casualties by Police District, 2019 – 2020



9. Road Safety Strategy targets

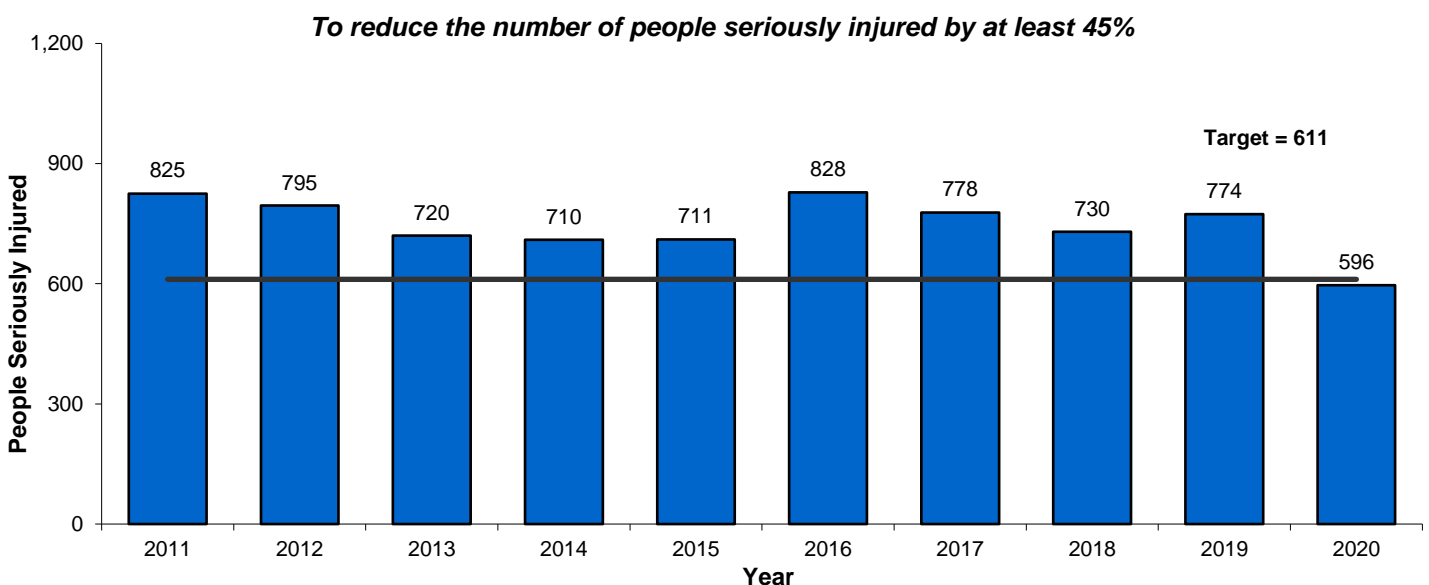
- Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved at the outset of lockdown and continue to show reductions throughout the reporting year. Department for Infrastructure (DfI) traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

Figure 11 Fatality reduction target for 2020



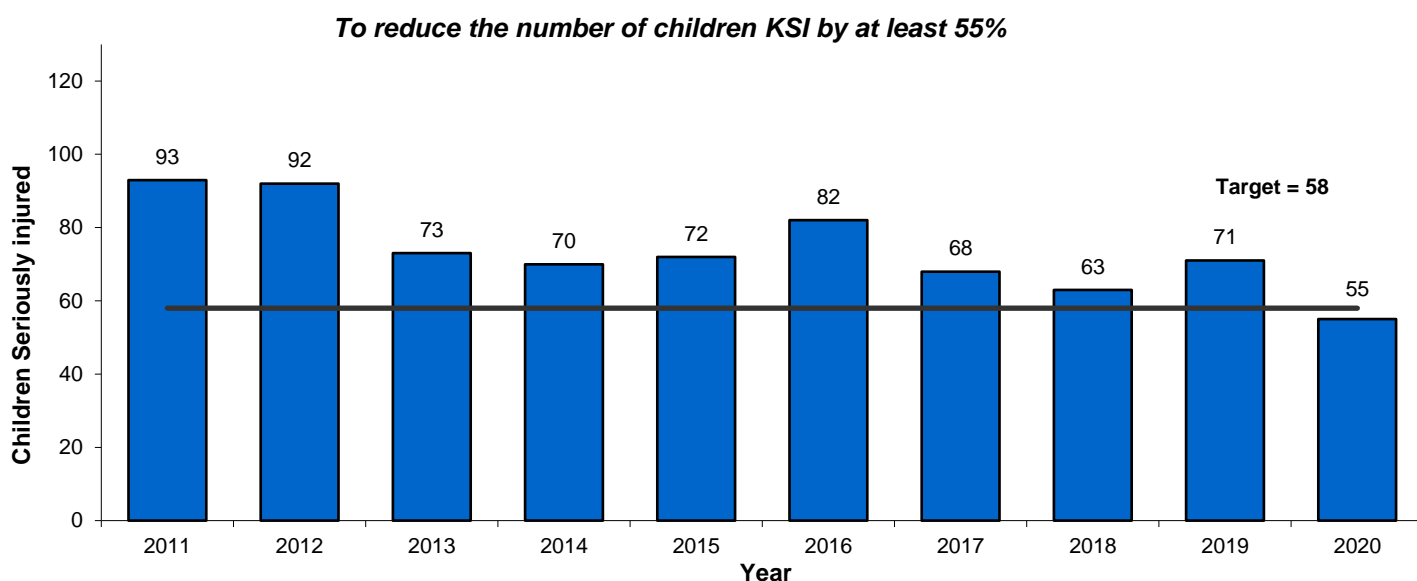
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. The 2020 total was equal to the 2019 total of 56 fatalities and is 6 deaths higher than the 2020 target.

Figure 12 Seriously injured reduction target for 2020



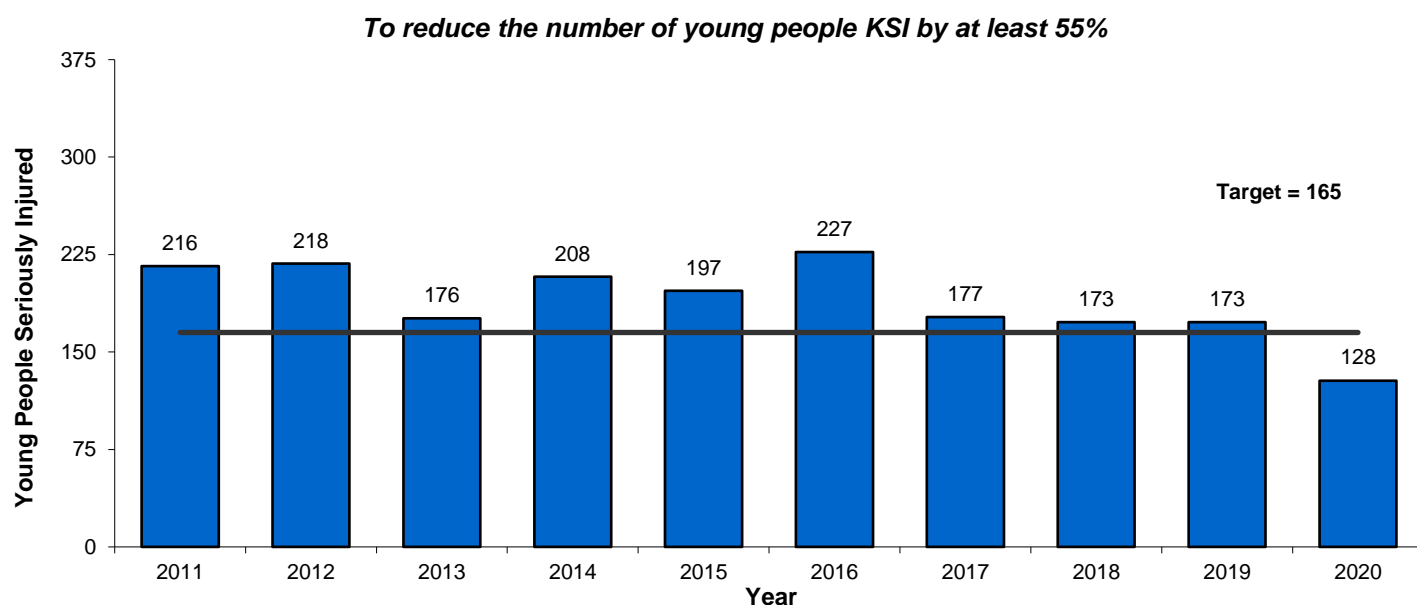
- The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 596 people seriously injured in 2020 which was 15 fewer than the target.

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



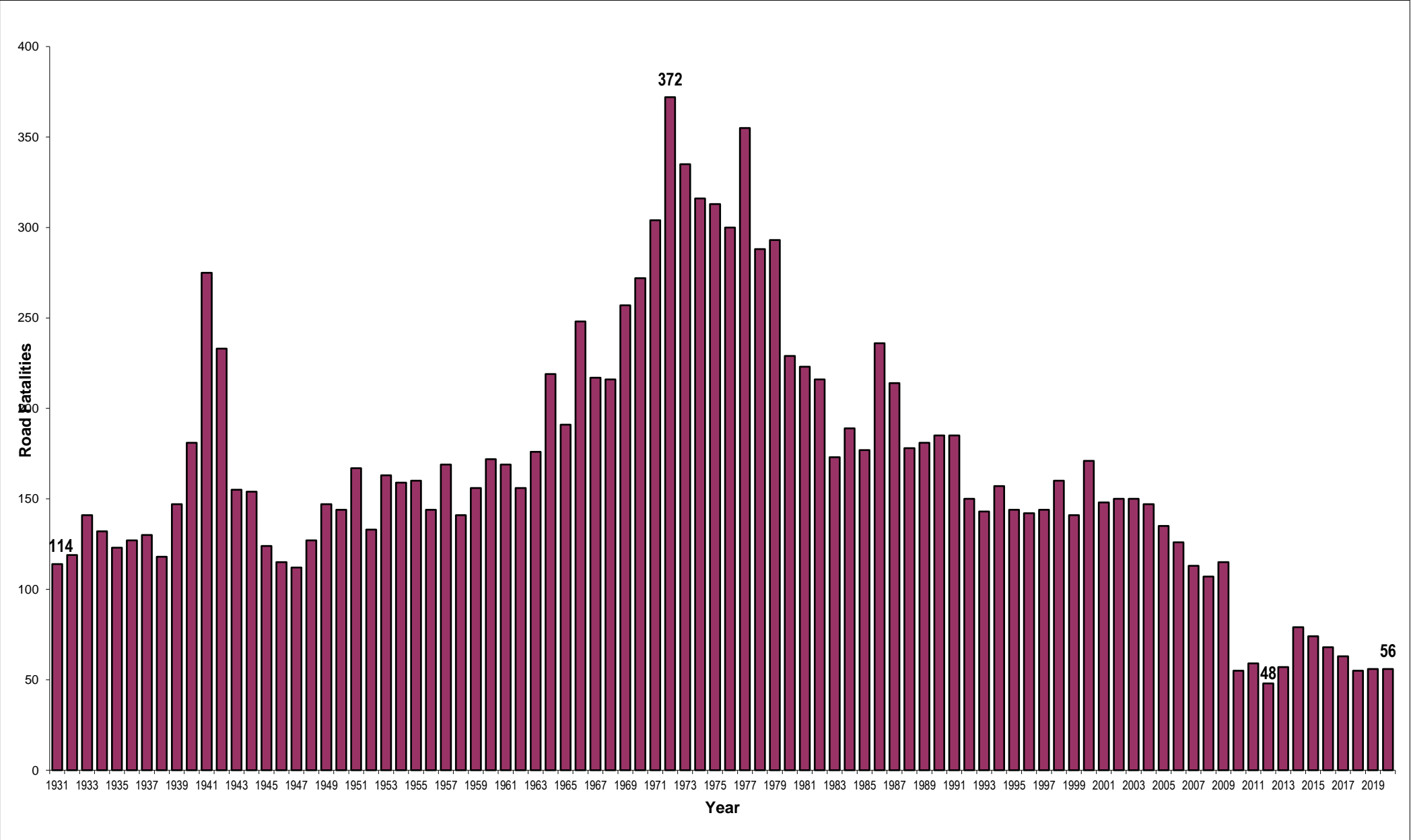
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland’s roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The 2020 figure was 3 child KSI below the target.

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



- 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 recorded figure of 128 KSI in 2020 is 37 below the target.

Appendix 1 Road deaths in Northern Ireland 1931 - 2020



Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931-2020

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, 1931-2020 (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
2020	4,223	56	596	5,835	6,487

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

Appendix 3 Police recorded road traffic casualties by injury severity and month, 2019 and 2020

	2019					2020				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	3	67	70	609	679	8	90	98	740	838
February	5	72	77	616	693	4	63	67	649	716
March	7	63	70	673	743	3	37	40	437	477
April	4	53	57	640	697	3	21	24	185	209
May	3	63	66	711	777	7	26	33	304	337
June	2	62	64	674	738	4	47	51	426	477
July	7	70	77	618	695	8	56	64	460	524
August	4	62	66	670	736	5	43	48	561	609
September	7	68	75	770	845	4	58	62	504	566
October	2	72	74	688	762	3	72	75	527	602
November	3	60	63	688	751	5	41	46	521	567
December	9	62	71	685	756	2	42	44	521	565
Total	56	774	830	8,042	8,872	56	596	652	5,835	6,487

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 January 2021) refer to the year ending June 2020. Key points from the publication are as below:

Reported road casualties in Great Britain for the year ending June 2020 shows, there were:

- 1,580 reported road deaths, a decrease of 14% compared to the previous year.
- There were 24,470 killed or seriously injured casualties (KSIs), a decrease of 11%.
- A total of 131,220 casualties of all severities, a decrease of 16%.

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2020>

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.