



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

2021 Key Statistics Report

1st January 2021 to 31st December 2021

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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 2021 and 31st December 2021:

- There was a total of 4,704 injury road traffic collisions recorded, resulting in 50 fatalities, 809 people seriously injured and 6,333 slightly injured.
- The increase of 11% in both collisions and casualties on 2020 levels should be viewed in the context of reduced traffic volumes during the Covid-19 pandemic, which were evidenced throughout 2020 in particular. Interestingly, the number of serious casualties in 2021 were similar to pre-pandemic levels while fatalities and slight casualties remained lower.
- There has been an increase in the number of people killed or seriously injured (KSI) amongst all the major road user groups. This was most notable for passengers which increased by 93 compared to 2020, to 193 KSI in 2021.
- There were 80 children (under 16) killed or seriously injured – 25 more than in 2020. In 2021, there were 7 fatalities in the 65 and over age group which was 4 fewer than the number recorded in 2020.
- Causeway Coast & Glens district had the highest number of road deaths with 9 fatalities. Armagh City, Banbridge & Craigavon district recorded the most serious injuries in 2021 (106 people).
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (109) and 'impairment by drugs or alcohol - driver/rider' (102).

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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 annual publication presents the most recent recorded injury collision and casualty statistics for the period 1st January 2021 to 31st December 2021. At the time of publication, CRFs had been processed for 98.1% of reported injury collisions for the 2021 calendar year.

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 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.

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

National Statistics

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

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

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

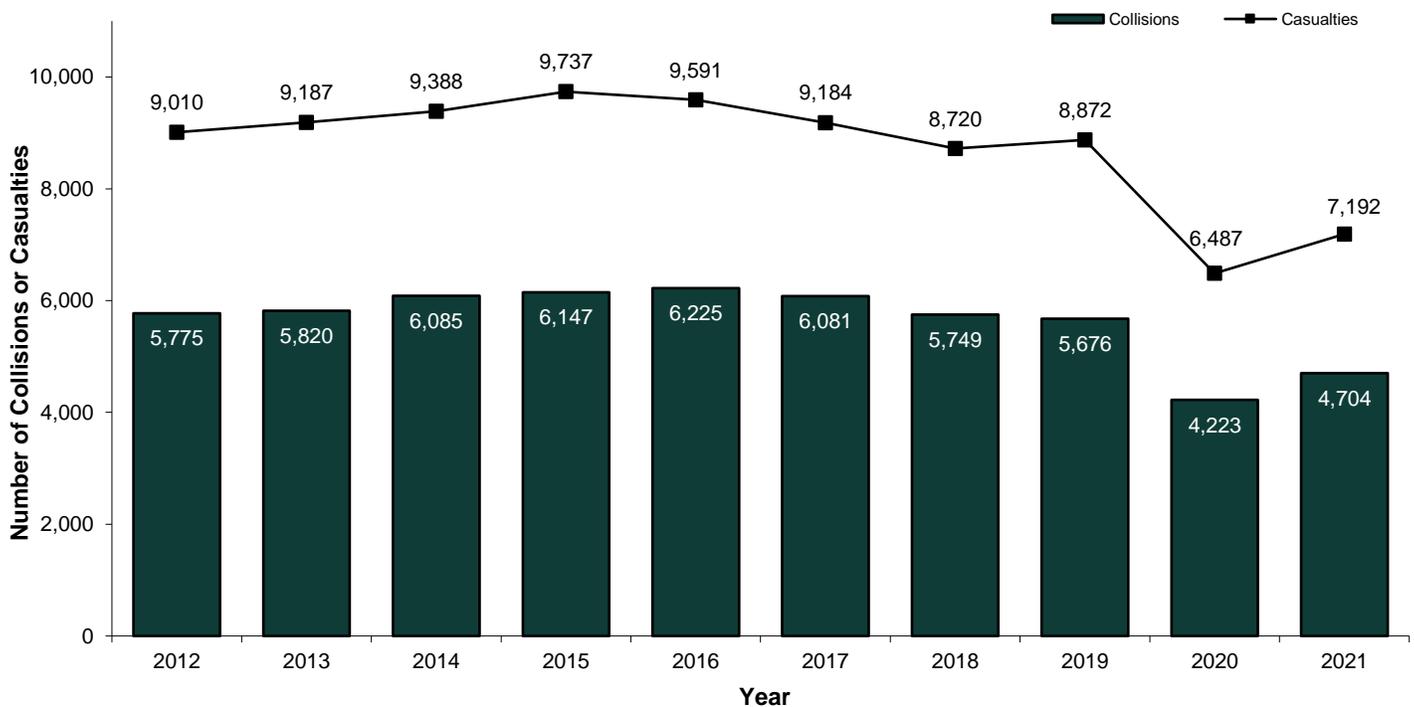
Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

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

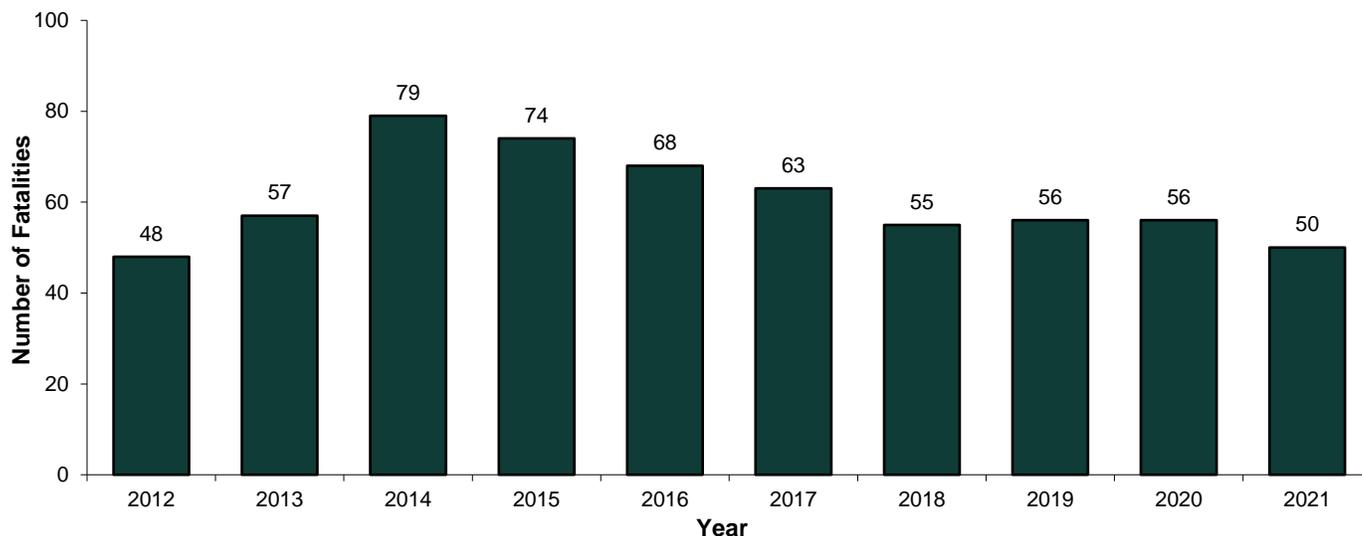
- Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal 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](#).
- There were 4,704 collisions recorded by the Police Service of Northern Ireland (PSNI) in 2021 resulting in a total of 7,192 casualties. This comprised 50 fatalities, 809 people seriously injured and a further 6,333 people slightly injured. The corresponding figures for 2020 were 4,223 collisions recorded by PSNI, of which there were 6,487 casualties comprising 56 fatalities, 596 people seriously injured and 5,835 people slightly injured.
- There were 481 more collisions and 705 more casualties recorded in 2021 compared to the previous year, representing an 11.4% increase in collisions and a 10.9% increase in casualties. In terms of severity of injury, there were 6 fewer fatalities and 213 more seriously injured casualties, while the number of people slightly injured increased by 498.
- Appendix 3 (page 21) shows the total casualties by month for 2020 and 2021, 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 2021 was the second lowest in nearly 60 years (1963, 4,536 collisions), and total casualties recorded was the second lowest recorded since 1966 (7,124 casualties).

Figure 1: Reported injury road traffic collisions and casualties in Northern Ireland, 2012 - 2021



3. Fatalities

Figure 2: Fatalities resulting from road traffic collisions in Northern Ireland, 2012 - 2021



- Since 2014 the number of people killed has decreased from 79 to 50 in 2021. 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 322 more than in 2021. (See Appendix 1).
- Drivers of motor vehicles accounted for 40% of fatalities in 2021, while motorcyclists accounted for 28% of fatalities.
- There were 22 vulnerable road users killed in 2021 (8 pedestrians, 14 motorcyclists and 0 pedal cyclists) - an increase of 4 in total on 2020.
- There were three child fatalities (under the age of 16) recorded in 2021, which was equal to the number of child fatalities recorded in 2020. The older age group (65+) had 7 recorded fatalities in 2021 which was four fewer than that recorded for this group in 2020 (11 fatalities).
- Of the 50 people killed on Northern Ireland's roads in 2021, 43 were male and 7 female.
- In 2021, December had the highest number of fatalities with 9 recorded, while the months of May and September recorded the lowest monthly fatality totals with a single fatality in each month.
- Causeway Coast & Glens had the highest number of road traffic fatalities in 2021 with 9 deaths, while Derry City & Strabane and Lisburn & Castlereagh City districts recorded the lowest number of fatalities with 2 deaths.
- By comparison, there were 137^P deaths on roads recorded in the Republic of Ireland¹ in 2021 which was a decrease of 10 fatalities on the 147 deaths which occurred in 2020. The latest calendar year figures available for Great Britain² covering 2020 showed a 17% decrease in the number of deaths, with 1,460 recorded compared to 1,752 in the previous year.

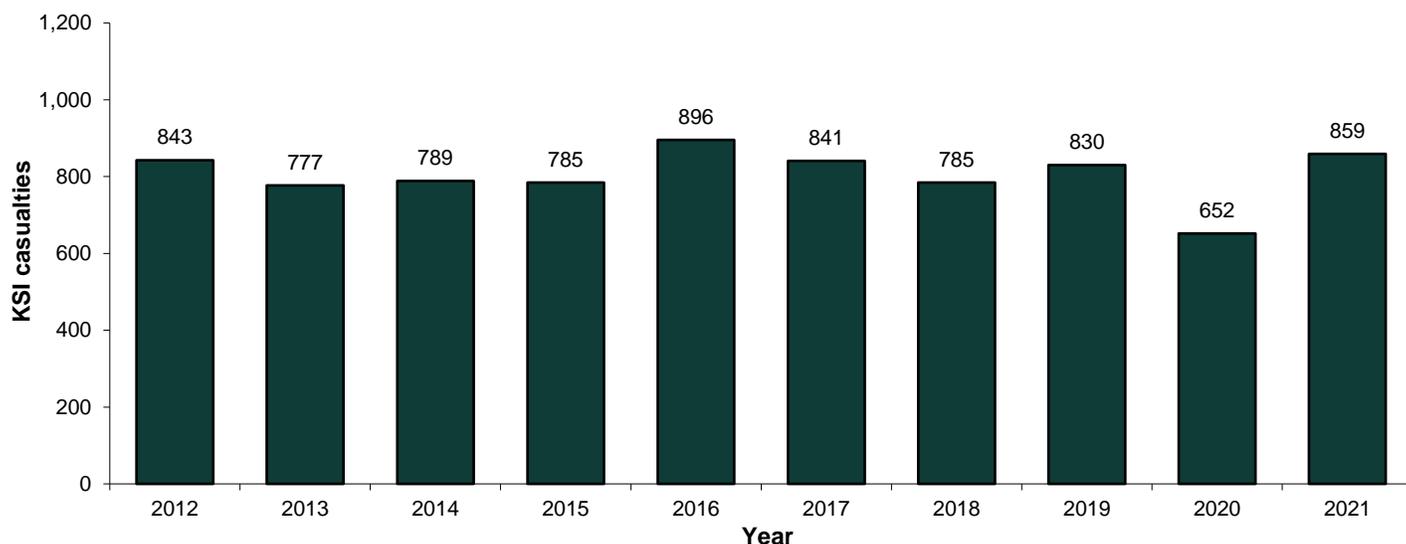
^P Provisional.

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

² Reported road casualties Great Britain, annual report: 2020 - GOV.UK (www.gov.uk)

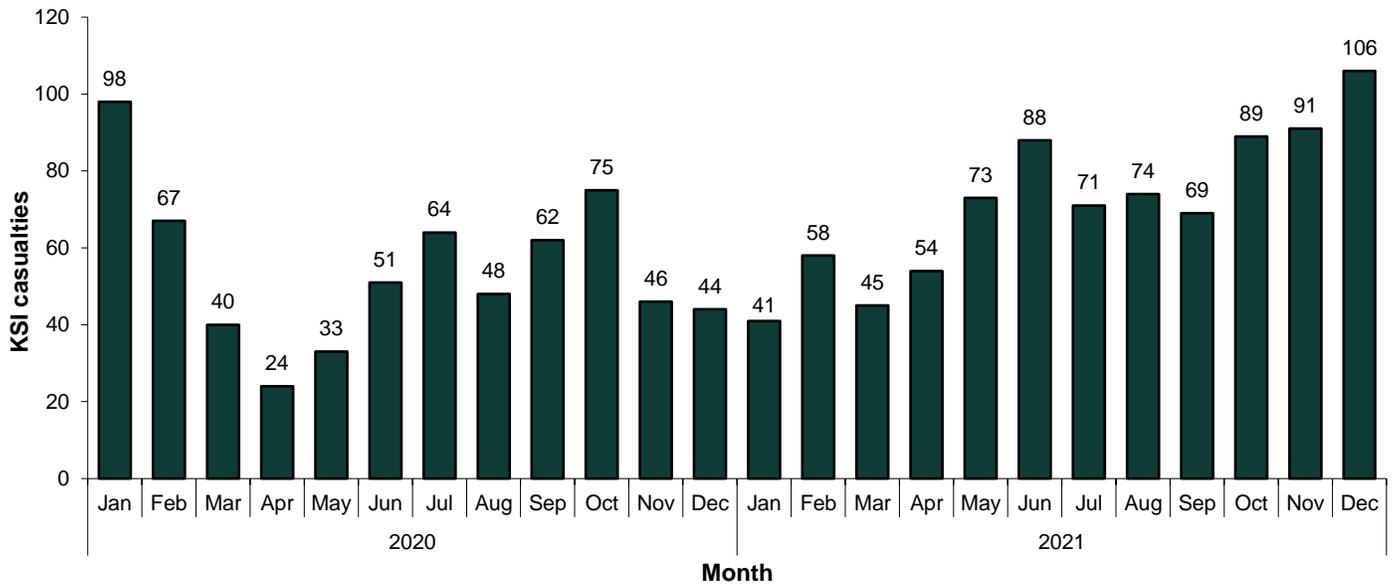
4. Killed or seriously injured

Figure 3: KSI casualties resulting from road traffic collisions in Northern Ireland, 2012 - 2021



- There were 859 people killed or seriously injured on Northern Ireland's roads in 2021. This was an increase of 207 KSI casualties from 2020 (31.7%).
- In the longer-term, the 859 KSI casualties in 2021 represented an increase of 16 compared with 2012 and 2,401 fewer KSI casualties than the highest level recorded in 1977 (reduction of 73.7%).
- Drivers accounted for more than a third (36.9%) of those killed or seriously injured in 2021. Passengers were the second largest group of road users who were killed or seriously injured (22.5%), with pedestrians the third largest group of KSIs casualties (18.2%).
- Children (those aged under 16) accounted for 80 KSI casualties in 2021 which was 25 more than the previous year. Those aged 35 to 49 had the highest number of KSI casualties, accounting for 182 (21.2%) of all those killed or seriously injured in 2021.
- The 118 KSI casualties of older people (those aged 65 and over) in 2021 was 23 more than the 95 recorded for this age category in 2020.
- The majority of KSI casualties were males, accounting for almost two thirds of those recorded in 2021 (542 of the 859 KSI casualties).
- The most common principal causation factors for KSI casualties during 2021 were 'inattention or attention diverted' (109 KSI casualties), followed by 'impairment by drugs or alcohol - driver/rider' (102 KSI casualties).
- Armagh City, Banbridge & Craigavon district had the highest number of KSI casualties in 2021 with 110. (See Table 5).

Figure 4: KSI casualties resulting from road traffic collisions in Northern Ireland by month, 2020 - 2021



- The lowest monthly total for KSI casualties during 2020 and 2021 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 2021 was 72, compared with an average of 70 in 2012. This equates to an increase of 2 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, 2012-2021

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously injured	KSI ¹	Slightly injured	Total casualties
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
2021	47	651	4,006	4,704	50	809	859	6,333	7,192

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 2021 are presented in the table below.

Table 2 Most common principal causation factors in injury road traffic collisions, 2021

Principal Factor	Number of Injury Collisions	Casualties		
		KSI ¹	Slightly Injured	Total Casualties
Inattention or attention diverted	954	109	1,300	1,409
Driving too close	462	14	730	744
Emerging from minor road without care	348	43	499	542
Crossing or entering road junction without care	283	73	401	474
Impairment by drugs or alcohol - driver/rider	273	102	361	463
Turning right without care	227	47	340	387
Wrong course/position	199	64	293	357
Excessive speed having regard to conditions	163	51	243	294
Overtaking on offside without care	162	40	208	248
Emerging from private road/entrance without care	131	19	176	195

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,409 casualties) followed by 'driving too close' (744 casualties) and 'emerging from minor road without care' (542 casualties). These 3 causation factors alone accounted for more than a third of all casualties in 2021.
- The most common principal causation factors for KSI casualties during 2021 were 'inattention or attention diverted' (109 KSI casualties), followed by 'impairment by drugs or alcohol - driver/rider' (102 KSI casualties).

6. Road user type

Figure 5 Overall casualties by road user type, 2021

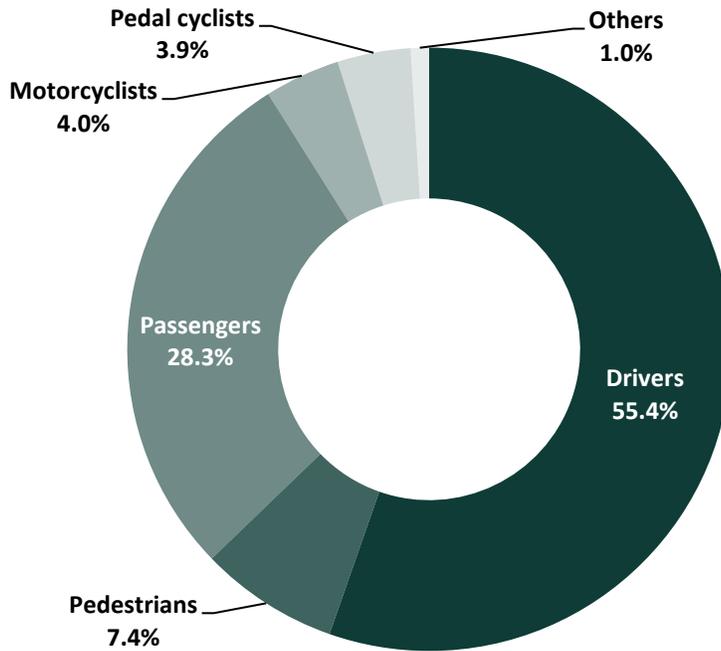
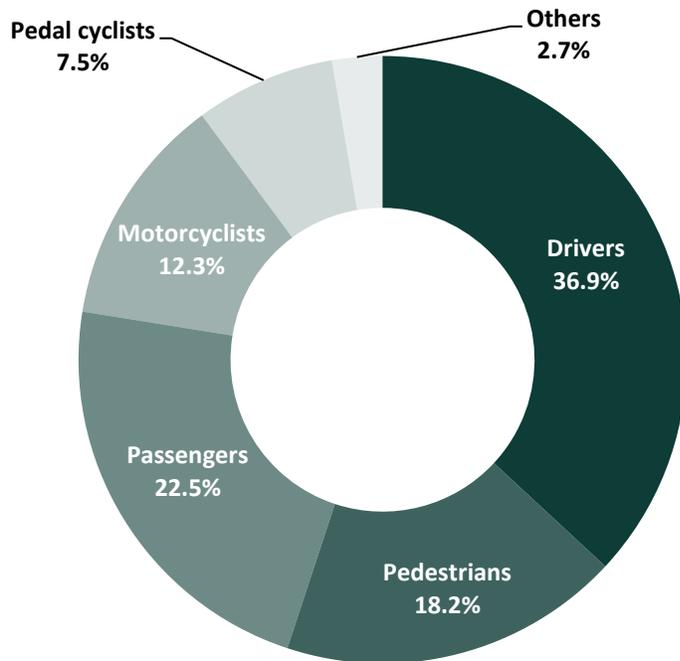
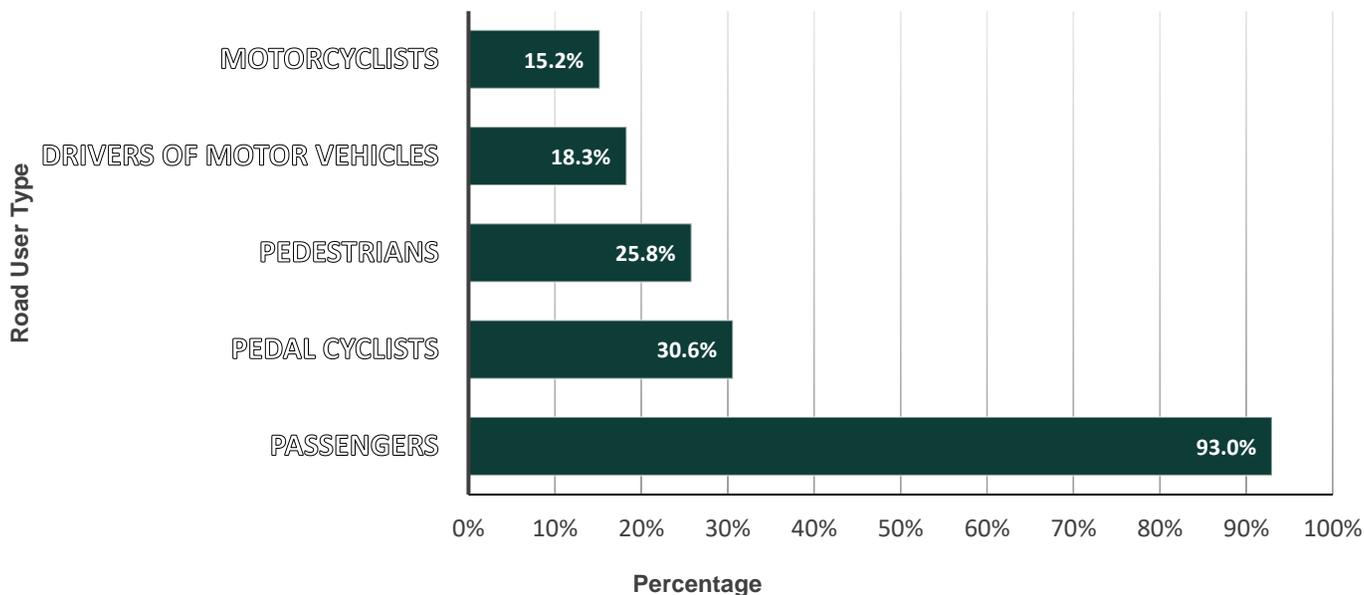


Figure 6 KSI casualties by road user type, 2021



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (55.4%) followed by passengers (28.3%) and pedestrians (7.4%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 9.0%.
- In terms of KSI casualties, drivers accounted for over a third of those killed or seriously injured (36.9%). Passengers were the second largest group of road users who were killed or seriously injured (22.5%). Motorcyclists accounted for 12.3% of KSI casualties despite comprising only 4.0% of all casualties.

Figure 7 Change in the number of KSI casualties by key road user type in 2021 compared with 2020



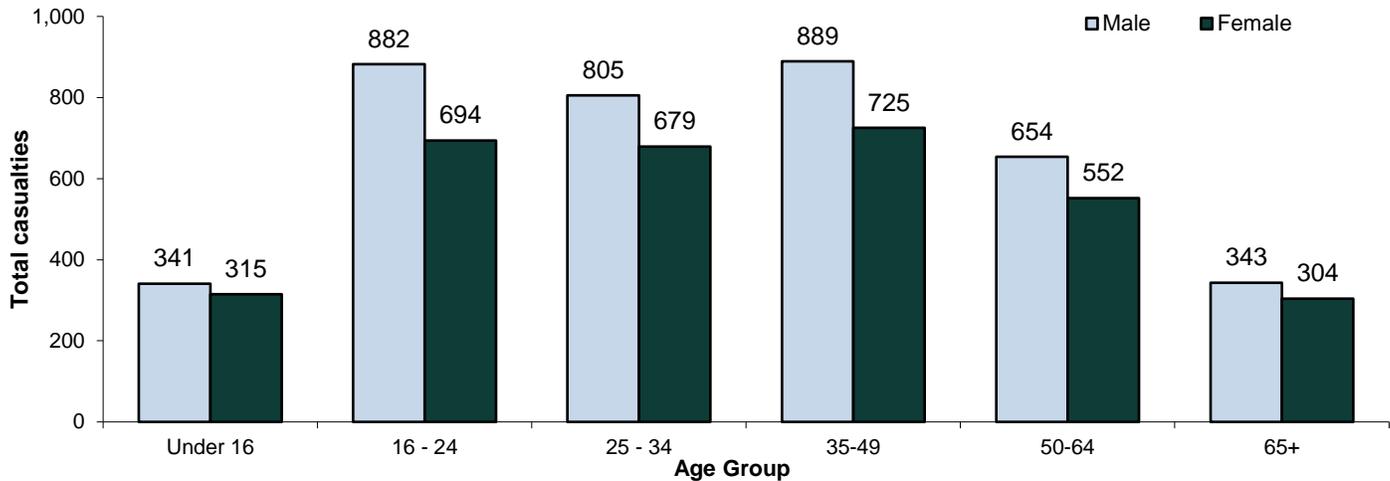
- In the context of the overall increase in casualties, Figure 7 above shows that the key road user types showed an increase in KSI casualties between 2020 and 2021. Passengers showed the largest percentage increase at 93.0%, 93 more KSI than 2020, followed by pedal cyclist KSI casualties which increased by 30.6% to 64. Pedestrians, drivers and motorcyclist KSI increased by 25.8%, 18.3% and 15.2% respectively when compared with the previous year.

Table 3 Police recorded injury road traffic casualties by road user type, 2017 to 2021

Type of Road User	2017	2018	2019	2020	2021
Fatalities:					
Pedestrians	15	16	17	6	8
Drivers of motor vehicles	25	23	26	25	20
Motorcyclists	9	7	3	8	14
Pedal cyclists	2	1	2	4	0
Passengers	11	7	8	8	8
Pillion passengers	0	0	0	1	0
Other road users	1	1	0	4	0
Totals	63	55	56	56	50
Seriously Injured:					
Pedestrians	175	135	159	118	148
Drivers of motor vehicles	309	297	318	243	297
Motorcyclists	80	101	84	84	92
Pedal cyclists	50	46	57	45	64
Passengers	149	134	144	92	185
Pillion passengers	8	5	6	3	6
Other road users	7	12	6	11	17
Totals	778	730	774	596	809
KSI¹:					
<i>Pedestrians</i>	<i>190</i>	<i>151</i>	<i>176</i>	<i>124</i>	<i>156</i>
<i>Drivers of motor vehicles</i>	<i>334</i>	<i>320</i>	<i>344</i>	<i>268</i>	<i>317</i>
<i>Motorcyclists</i>	<i>89</i>	<i>108</i>	<i>87</i>	<i>92</i>	<i>106</i>
<i>Pedal cyclists</i>	<i>52</i>	<i>47</i>	<i>59</i>	<i>49</i>	<i>64</i>
<i>Passengers</i>	<i>160</i>	<i>141</i>	<i>152</i>	<i>100</i>	<i>193</i>
<i>Pillion passengers</i>	<i>8</i>	<i>5</i>	<i>6</i>	<i>4</i>	<i>6</i>
<i>Other road users</i>	<i>8</i>	<i>13</i>	<i>6</i>	<i>15</i>	<i>17</i>
Totals	841	785	830	652	859
Slightly Injured:					
Pedestrians	539	536	462	359	379
Drivers of motor vehicles	4,851	4,563	4,585	3,367	3,664
Motorcyclists	185	185	185	118	185
Pedal cyclists	267	240	231	207	218
Passengers	2,453	2,351	2,520	1,734	1,839
Pillion passengers	7	9	6	4	9
Other road users	41	51	53	46	39
Totals	8,343	7,935	8,042	5,835	6,333
All Casualties:					
Pedestrians	729	687	638	483	535
Drivers of motor vehicles	5,185	4,883	4,929	3,635	3,981
Motorcyclists	274	293	272	210	291
Pedal cyclists	319	287	290	256	282
Passengers	2,613	2,492	2,672	1,834	2,032
Pillion passengers	15	14	12	8	15
Other road users	49	64	59	61	56
Totals	9,184	8,720	8,872	6,487	7,192

7. Age and gender

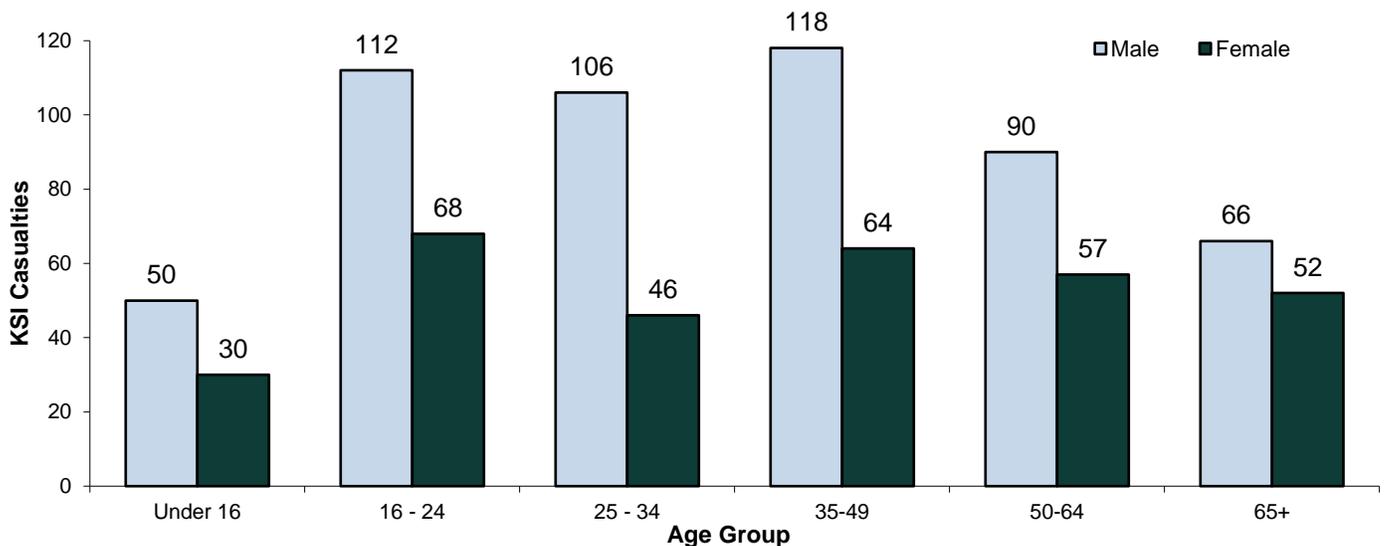
Figure 8 Total casualties by age and gender¹, 2021



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

- The gender split for all traffic casualties in 2021 was 54.5% male compared to 45.5% female. This was similar to the proportion observed in 2020.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for 22.5% of all casualties recorded in 2021. Overall, the proportion split of all casualties across the age bands in 2021 was similar to that seen in 2020.
- There were more male casualties recorded than females for each age category in 2021.

Figure 9 KSI casualties by age and gender¹, 2021



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

- Males accounted for almost two thirds of all KSI casualties recorded in 2021 (representing 63.1%).
- The age group with the highest proportion of those killed or seriously injured was ages 35 to 49, representing over one fifth (21.2%) of KSI casualties in 2021.
- There were more males killed or seriously injured than females for all age groups in 2021.

Table 4 Police recorded injury road traffic casualties by age and gender, 2020 and 2021

	2020					2021				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	2	35	37	292	329	2	48	50	291	341
16 - 24	9	71	80	684	764	8	104	112	770	882
25 - 34	6	78	84	699	783	8	98	106	699	805
35 - 49	9	70	79	702	781	11	107	118	771	889
50 - 64	6	83	89	510	599	9	81	90	564	654
65 +	8	47	55	240	295	5	61	66	277	343
Unknown	0	0	0	4	4	0	0	0	5	5
Total	40	384	424	3,131	3,555	43	499	542	3,377	3,919
Female										
Under 16	1	17	18	296	314	1	29	30	285	315
16 - 24	3	45	48	548	596	2	66	68	626	694
25 - 34	0	33	33	573	606	1	45	46	633	679
35 - 49	5	37	42	608	650	0	64	64	661	725
50 - 64	4	43	47	466	513	1	56	57	495	552
65 +	3	37	40	208	248	2	50	52	252	304
Unknown	0	0	0	3	3	0	0	0	1	1
Total	16	212	228	2,702	2,930	7	310	317	2,953	3,270
Unknown/Other										
Under 16	0	0	0	1	1	0	0	0	0	0
16 - 24	0	0	0	0	0	0	0	0	2	2
25 - 34	0	0	0	1	1	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	3	3
All										
Under 16	3	52	55	589	644	3	77	80	576	656
16 - 24	12	116	128	1,232	1,360	10	170	180	1,398	1,578
25 - 34	6	111	117	1,273	1,390	9	143	152	1,333	1,485
35 - 49	14	107	121	1,310	1,431	11	171	182	1,432	1,614
50 - 64	10	126	136	976	1,112	10	137	147	1,059	1,206
65 +	11	84	95	448	543	7	111	118	529	647
Unknown	0	0	0	7	7	0	0	0	6	6
Total	56	596	652	5,835	6,487	50	809	859	6,333	7,192

¹ Killed or seriously injured

8. District

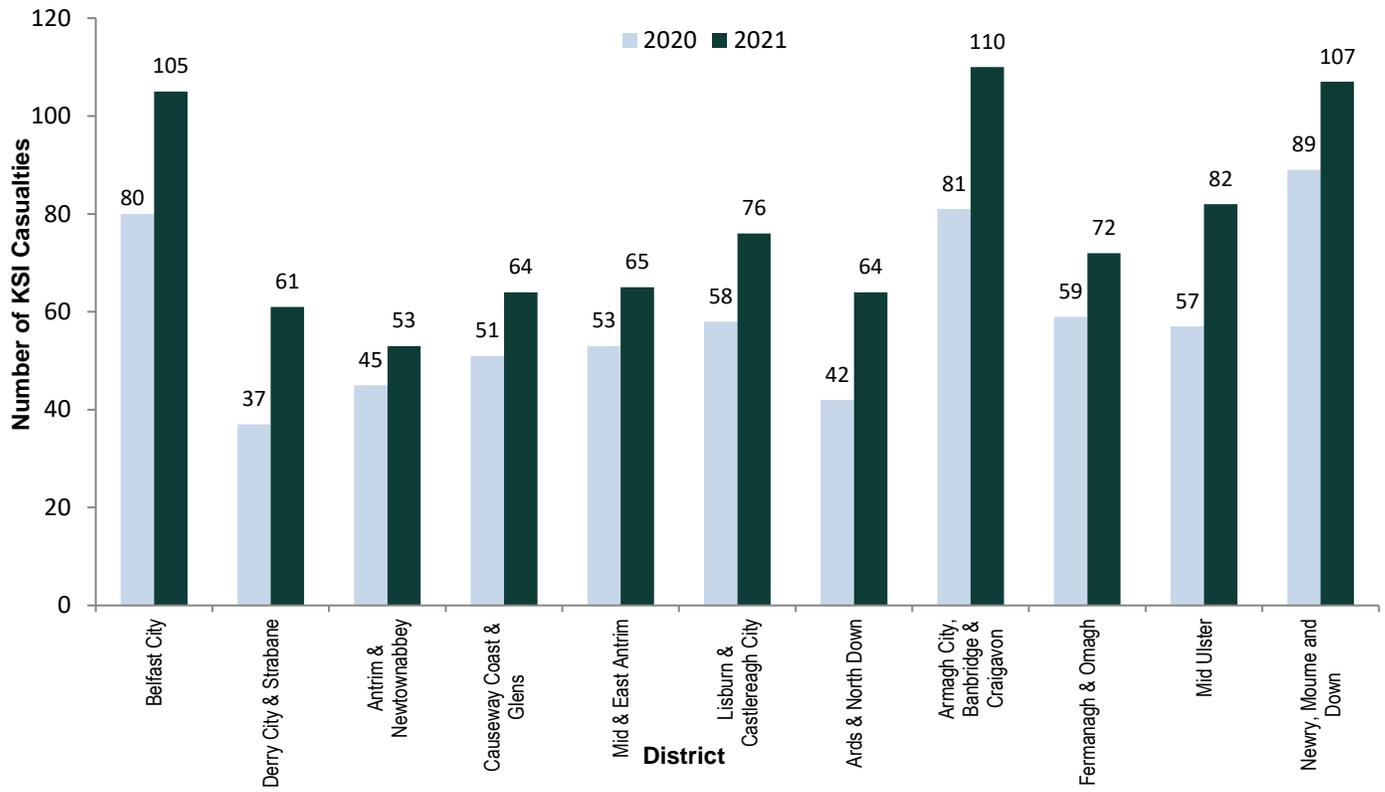
Table 5 Police recorded injury road traffic casualties by injury severity, Police District and Area, 2020 and 2021

District / Area	2020					2021				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Belfast City	3	77	80	1,371	1,451	3	102	105	1,548	1,653
Derry City & Strabane	2	35	37	514	551	2	59	61	537	598
Antrim & Newtownabbey	3	42	45	486	531	6	47	53	482	535
Causeway Coast & Glens	7	44	51	378	429	9	55	64	477	541
Mid & East Antrim	7	46	53	302	355	4	61	65	389	454
Lisburn & Castlereagh City	4	54	58	497	555	2	74	76	485	561
Ards & North Down	5	37	42	457	499	7	57	64	455	519
Armagh City, Banbridge & Craigavon	7	74	81	616	697	4	106	110	586	696
Fermanagh & Omagh	3	56	59	303	362	5	67	72	330	402
Mid Ulster	6	51	57	375	432	4	78	82	437	519
Newry, Mourne and Down	9	80	89	536	625	4	103	107	607	714
Northern Ireland Total	56	596	652	5,835	6,487	50	809	859	6,333	7,192

¹ Killed or seriously injured

- Causeway Coast & Glens had the highest number of road traffic fatalities in 2021 with 9 deaths. Newry, Mourne and Down reported the largest decrease over the year, reducing from 9 in 2020 to 4 in 2021. Derry City & Strabane and Lisburn & Castlereagh City had the lowest number of fatalities by district with 2 fatalities in 2021. Antrim & Newtownabbey reported the largest increase over the year, increasing from 3 in 2020 to 6 in 2021.
- Armagh City, Banbridge & Craigavon district showed the largest increase in KSI casualties between 2020 and 2021, an increase of 29 KSI casualties. All districts showed an increase in KSI casualties.
- All districts, with the exception of Armagh City, Banbridge & Craigavon, showed an increase in overall casualties between 2020 and 2021, most notably Belfast City, which increased from 1,451 to 1,653, an increase of 202 casualties overall.

Figure 10 KSI casualties by Police District, 2020 – 2021



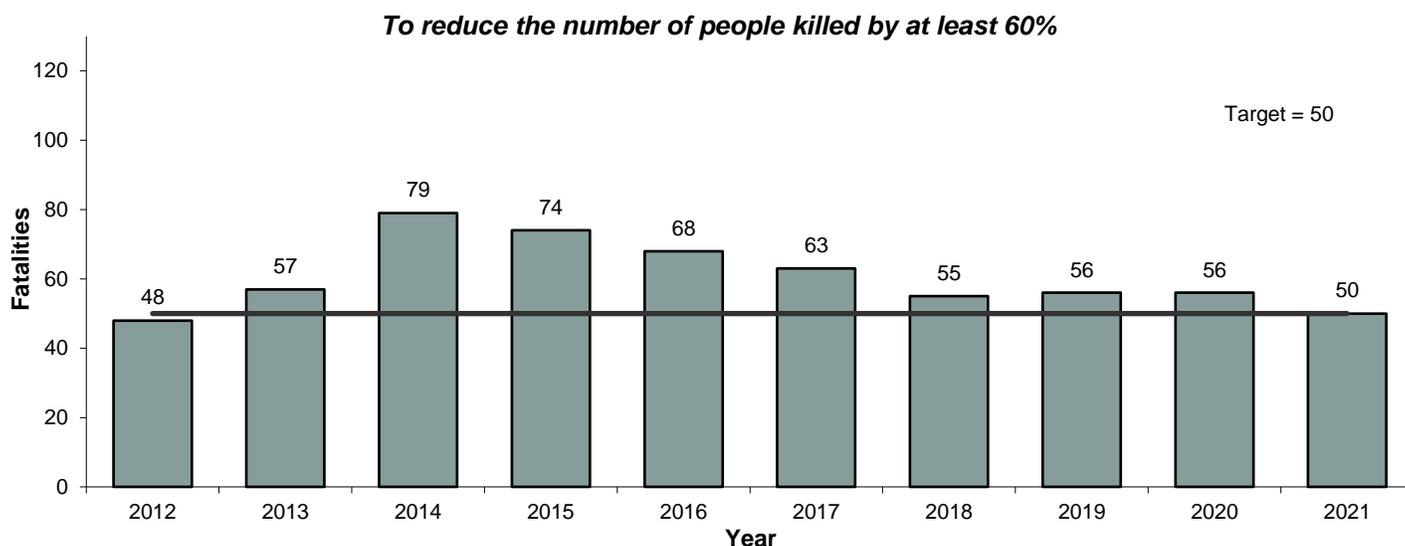
9. Road Safety Strategy targets

The Northern Ireland Road Safety Strategy 2020 contained a series of road safety targets to be achieved by 2020, four of which are related to the PSNI's injury road traffic casualty statistics. The current strategy period has expired and a new strategy is under development. The current strategy will roll over until such times as the new one is implemented, therefore the progress against the targets will continue to be reported as outlined below. The latest detailed update on the strategy targets and performance indicators was published by DfI in September 2021:

<https://www.infrastructure-ni.gov.uk/news/northern-ireland-road-safety-strategy-nirss-2020-annual-statistical-report-2021-has-been-published>

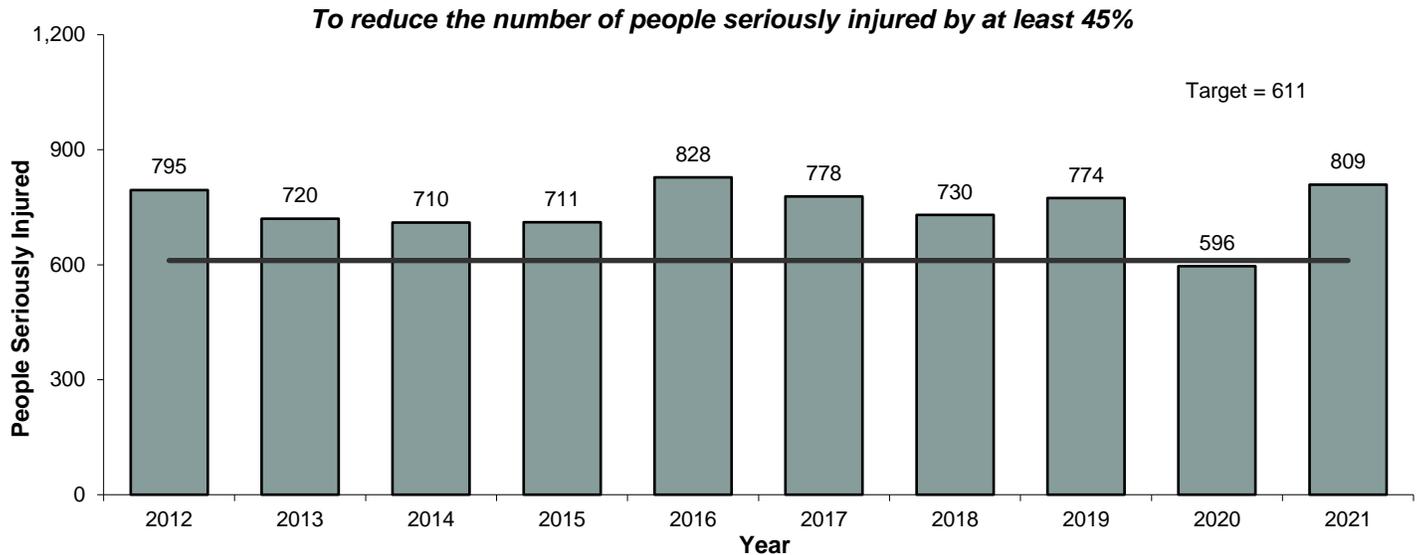
Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021. DfI traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

Figure 11 Fatality reduction target for 2020



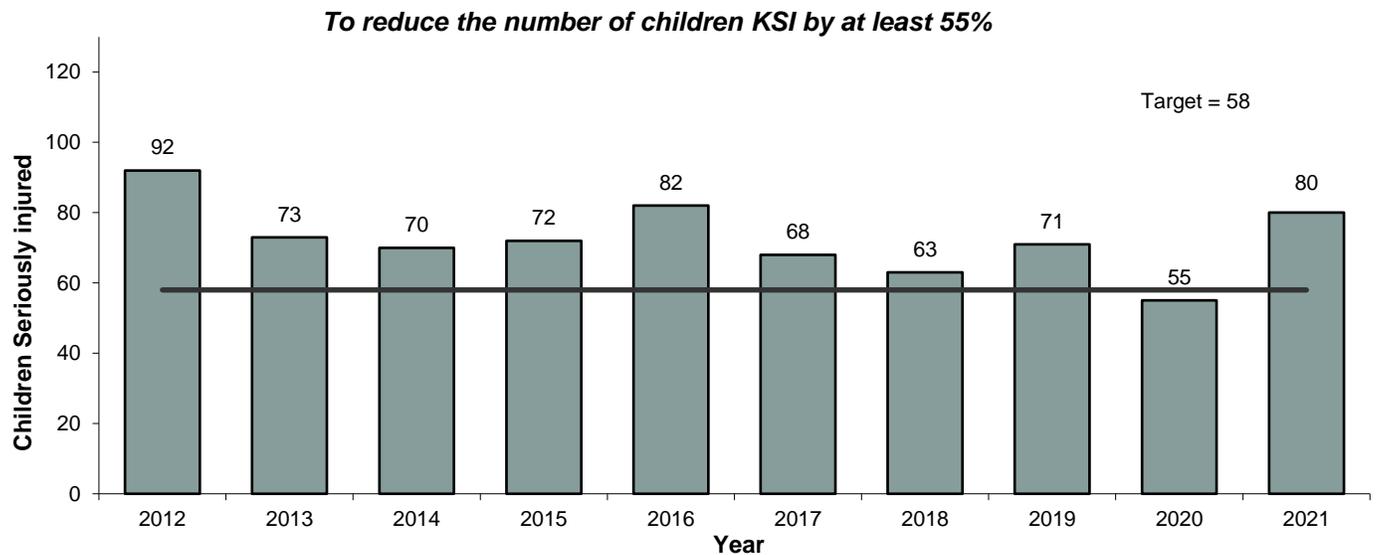
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has already dipped below this target in 2012 with 48 fatalities. The 2021 total was equal to the 2020 target of 50 fatalities.

Figure 12 Seriously injured reduction target for 2020



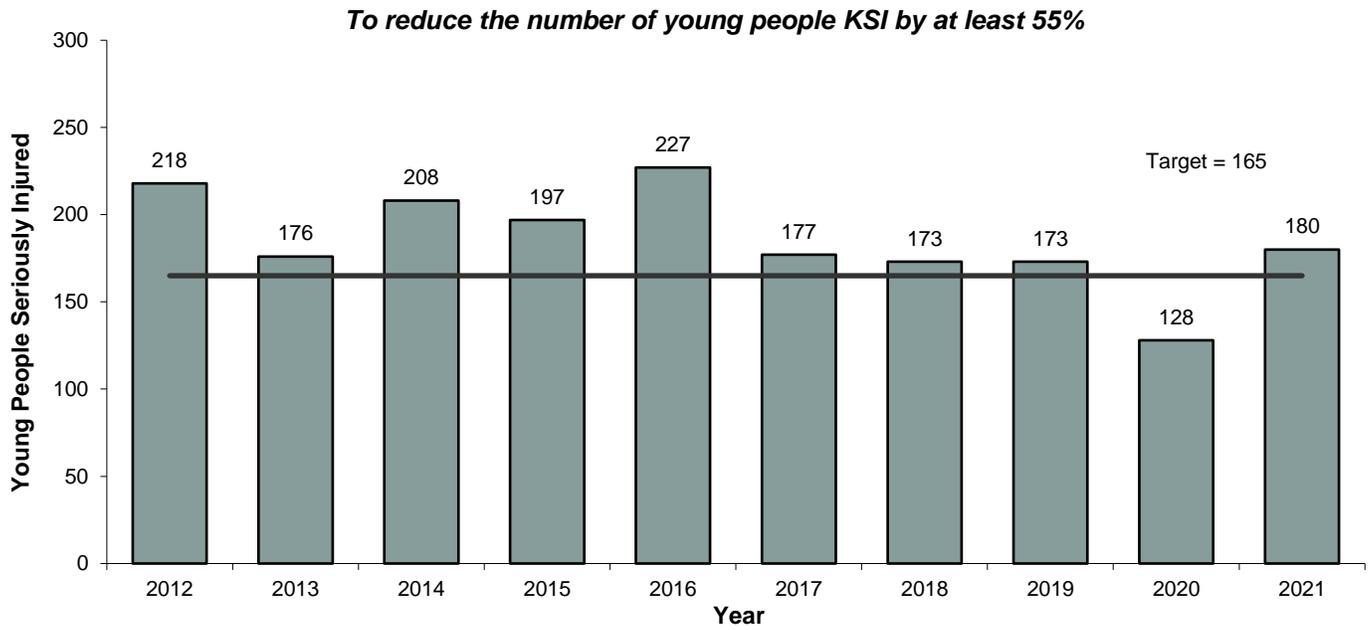
- The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 809 people seriously injured in 2021 which was 198 more than the target.

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



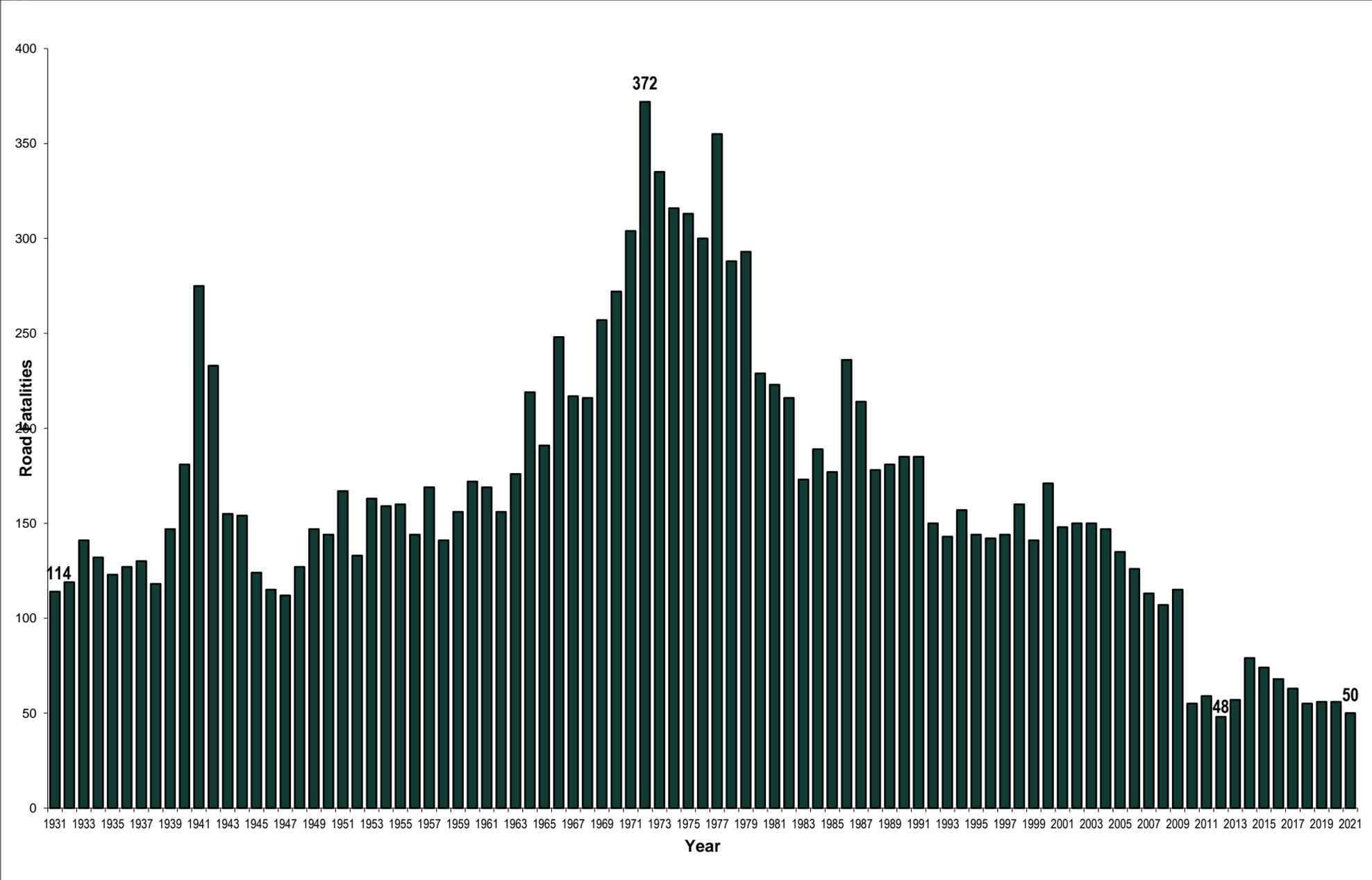
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The 2021 figure was 22 child KSI above the target.

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 180 KSI in 2021 is 15 above the target.

Appendix 1 Road deaths in Northern Ireland 1931 - 2021



Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931-2021

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, 1931-2021
(continued)**

Year	No of injury collisions	Killed	Seriously 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

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

Appendix 3 Police recorded road traffic casualties by injury severity and month, 2020 and 2021

	2020					2021				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	8	90	98	740	838	4	37	41	340	381
February	4	63	67	649	716	6	52	58	326	384
March	3	37	40	437	477	2	43	45	396	441
April	3	21	24	185	209	3	51	54	463	517
May	7	26	33	304	337	1	72	73	532	605
June	4	47	51	426	477	6	82	88	615	703
July	8	56	64	460	524	4	67	71	560	631
August	5	43	48	561	609	3	71	74	640	714
September	4	58	62	504	566	1	68	69	568	637
October	3	72	75	527	602	5	84	89	668	757
November	5	41	46	521	567	6	85	91	605	696
December	2	42	44	521	565	9	97	106	620	726
Total	56	596	652	5,835	6,487	50	809	859	6,333	7,192

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](#).

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](#).

Great Britain Reported Road Casualties

Reported statistics from the most recent period covered by the Department for Transport statistical releases (published 25th November 2021) refer to provisional estimates for the year ending June 2021. Key points from the publication are as below:

Provisional estimates for road casualties in Great Britain for the year ending June 2021 show there were:

- 1,390 reported road deaths, a decrease of 11% compared to the year ending June 2020.
- a total of 119,850 casualties of all severities, a decrease of 9% compared to the year ending June 2020.

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2021>

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.