



# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## 2022 Key Statistics Report

1<sup>st</sup> January 2022 to 31<sup>st</sup> December 2022

**Date of Publication:**

31<sup>st</sup> March 2023


**Frequency of Publication:**

Annually

**Issued by:**

PSNI Statistics Branch  
Lisnasharragh  
42 Montgomery Road  
Belfast  
BT6 9LD

 [statistics@psni.police.uk](mailto:statistics@psni.police.uk)

 028 9065 0222 Ext. 24135

Web [PSNI Statistics](#)

Between 1<sup>st</sup> January 2022 and 31<sup>st</sup> December 2022:

- There was a total of 5,116 injury road traffic collisions recorded, resulting in 55 fatalities, 910 people seriously injured and 6,881 slightly injured.
- While overall casualty levels increased by 9% on 2021, they have not yet returned to pre Covid-19 levels. Conversely though, KSI casualties were 16% higher in 2022 than in 2019 and the highest recorded since 2009.
- 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 pedestrians which increased by 18% compared to 2021, to 184 KSI in 2022.
- There were 92 children (under 16) killed or seriously injured – 12 more than in 2021. In 2022, there were 10 fatalities in the 65 and over age group which was 3 more than the number recorded in 2021.
- Mid Ulster district had the highest number of road deaths with 13 fatalities. Belfast City district recorded the most serious injuries in 2022 (163 people).
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (116) and 'wrong course/position' (85).

# Contents

Contents.....	1
1. Things you need to know about this release .....	2
2. Trends.....	3
3. Fatalities.....	4
4. Killed or seriously injured.....	5
5. Principal causation factors.....	7
6. Road user type .....	8
7. Age and gender .....	11
8. District .....	13
9. Road Safety Strategy targets .....	15
10. Notes.....	22

# 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 2022 to 31st December 2022. At the time of publication, CRFs had been processed for 99.6% of reported injury collisions for the 2022 calendar year, including all fatal collisions.

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

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

These statistics include the period following the announcement of measures to limit the impact of the coronavirus (COVID-19) pandemic. Coronavirus has had a wide impact on NI society and economic activity since March 2020. Restrictions were eased during the summer months of 2020, before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, with enhanced restrictions and introduction of a vaccine pass in November 2021. As of 15th February 2022, all Covid-19 legal restrictions have been replaced by guidance. As 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/>

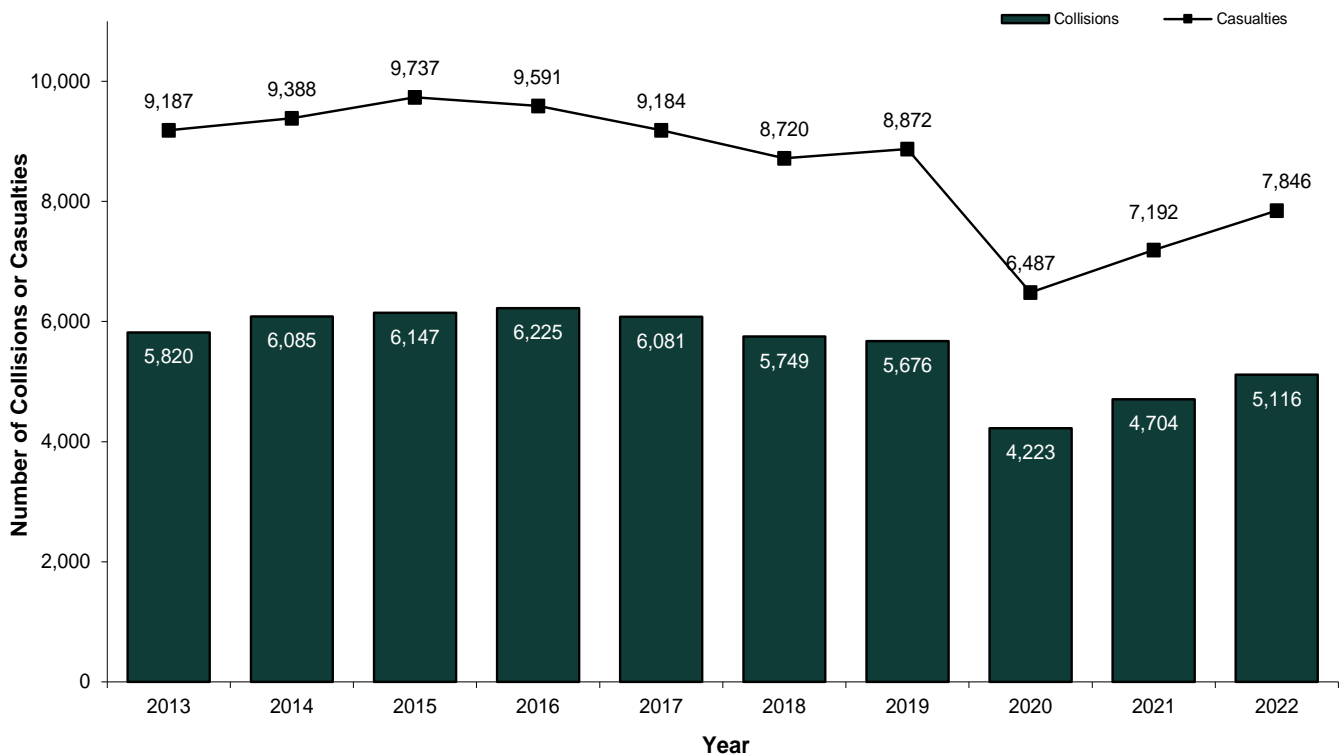
Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

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

## 2. Trends

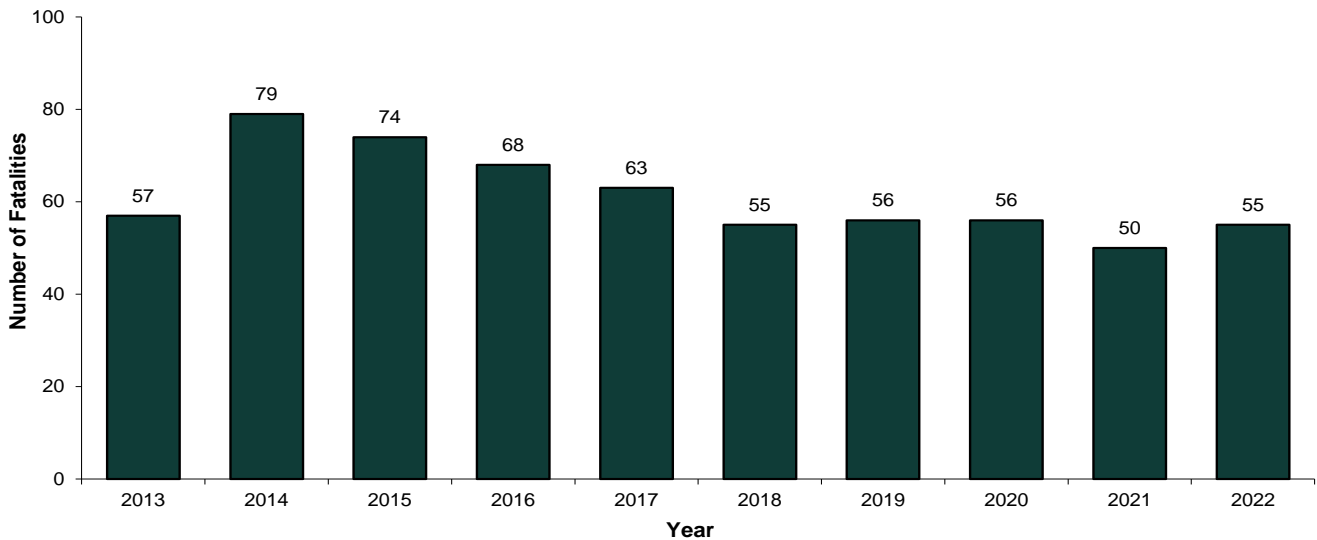
- Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. Restrictions were eased during the summer months of 2020 before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, with enhanced restrictions and introduction of a vaccine pass in November 2021. As of 15th February 2022, all Covid-19 legal restrictions have been replaced by guidance. The reduction in collisions and casualties seen through the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021. Department for Infrastructure (DfI) traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#).
- There were 5,116 collisions recorded by the Police Service of Northern Ireland (PSNI) in 2022 resulting in a total of 7,846 casualties. This comprised 55 fatalities, 910 people seriously injured and a further 6,881 people slightly injured. The corresponding figures for 2021 were 4,704 collisions recorded by PSNI, of which there were 7,192 casualties comprising 50 fatalities, 809 people seriously injured and 6,333 people slightly injured.
- There were 412 more collisions and 654 more casualties recorded in 2022 compared to the previous year, representing an 8.8% increase in collisions and a 9.1% increase in casualties. In terms of severity of injury, there were 5 more fatalities and 101 more seriously injured casualties, while the number of people slightly injured increased by 548.
- Appendix 3 (page 21) shows the total casualties by month for 2021 and 2022, 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 January 2021, which was the first full month immediately following the re-introduction of restrictions 26<sup>th</sup> December 2020.
- With the exception of 2020 and 2021, the 2022 calendar year recorded the lowest number of collisions since 2005 (4,947).

**Figure 1** Reported injury road traffic collisions and casualties in Northern Ireland, 2013 - 2022



### 3. Fatalities

Figure 2 Fatalities resulting from road traffic collisions in Northern Ireland, 2013 - 2022



- For 2022 the number of people killed (55) has returned to the levels seen between 2018 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 317 more than in 2022. (See Appendix 1).
- Drivers of motor vehicles accounted for 42% of fatalities in 2022, while pedestrians accounted for 29% of fatalities.
- There were 26 vulnerable road users killed in 2022 (16 pedestrians, 9 motorcyclists and 1 pedal cyclist) - an increase of 4 in total on 2021 and 8 more than in 2020.
- There were three child fatalities (under the age of 16) recorded in 2022, which was equal to the number of child fatalities recorded in 2020 and 2021. The older age group (65+) had 10 recorded fatalities in 2022 which was three more than that recorded for this group in 2021 (7 fatalities).
- Of the 55 people killed on Northern Ireland’s roads in 2022, 44 were male and 11 female.
- In 2022, August had the highest number of fatalities with 9 recorded, while the months of February, March and May recorded the lowest monthly fatality totals with two fatalities in each month.
- Mid Ulster had the highest number of road traffic fatalities in 2022 with 13 deaths, while Lisburn & Castlereagh City district recorded the lowest number of fatalities with 1 fatality.
- By comparison, there were 157<sup>p</sup> deaths on roads recorded in the Republic of Ireland<sup>1</sup> in 2022 which was an increase of 20 fatalities on the 137 deaths which occurred in 2021. The latest calendar year figures available for Great Britain<sup>2</sup> covering 2021 showed a 6.7% increase in the number of deaths, with 1,558 recorded compared to 1,460 in the previous year.

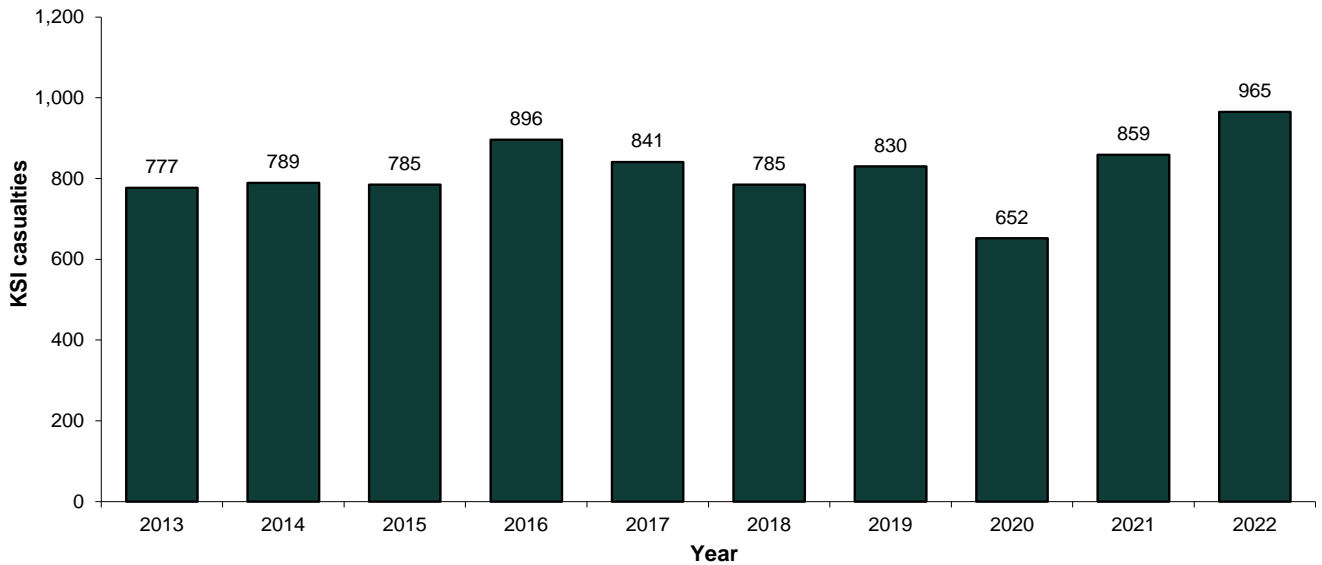
<sup>p</sup> Provisional.

<sup>1</sup> Source: Road Safety Authority – [www.rsa.ie](http://www.rsa.ie)

<sup>2</sup> [Reported road casualties Great Britain, annual report: 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2021)

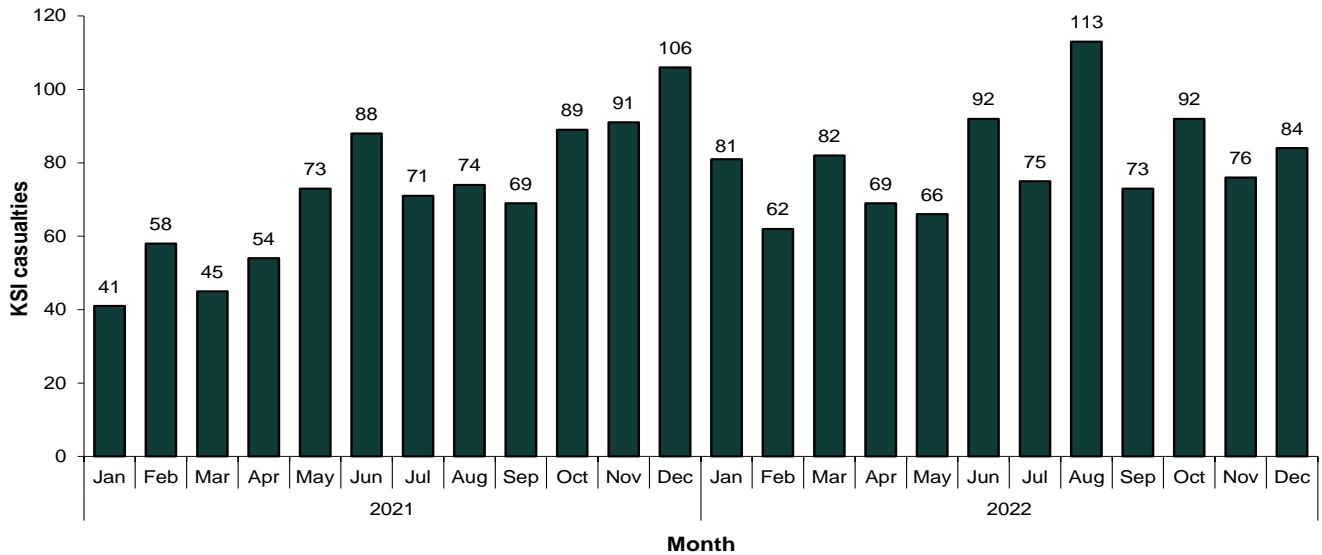
## 4. Killed or seriously injured

Figure 3 KSI casualties resulting from road traffic collisions in Northern Ireland, 2013 - 2022



- There were 965 people killed or seriously injured on Northern Ireland's roads in 2022. This was an increase of 106 KSI casualties from 2021 (12.3%).
- In the longer-term, the 965 KSI casualties in 2022 represented an increase of 188 compared with 2013 but 2,295 fewer KSI casualties than the highest level recorded in 1977 (reduction of 70.4%).
- Drivers accounted for more than a third (37.9%) of those killed or seriously injured in 2022. Passengers were the second largest group of road users who were killed or seriously injured (20.9%), with pedestrians the third largest group of KSIs casualties (19.1%).
- Children (those aged under 16) accounted for 92 KSI casualties in 2022 which was 12 more than the previous year. Those aged 16 to 24 had the highest number of KSI casualties, accounting for 196 (20.3%) of all those killed or seriously injured in 2022.
- The 168 KSI casualties of older people (those aged 65 and over) in 2022 was 50 more than the 118 recorded for this age category in 2021.
- The majority of KSI casualties were males, accounting for over three fifths of those recorded in 2022 (600 of the 965 KSI casualties).
- The most common principal causation factors for KSI casualties during 2022 were 'inattention or attention diverted' (116 KSI casualties), followed by 'wrong course/position' (85 KSI casualties).
- Belfast City district had the highest number of KSI casualties in 2022 with 163. (See Table 5).

**Figure 4 KSI casualties resulting from road traffic collisions in Northern Ireland by month, 2021 - 2022**



- The lowest monthly total for KSI casualties during 2021 and 2022 was recorded in January 2021 (41), which was the first full month immediately after the re-introduction of lockdown measures in relation to Covid-19 on 26<sup>th</sup> December 2020.
- The average number of people killed or seriously injured per month in 2022 was 80, compared with an average of 65 in 2013. This equates to an increase of 15 KSI casualties per month compared with that of 10 years ago.

**Table 1 Police recorded injury road traffic collisions and casualties by severity and year, 2013-2022**

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
2013	55	615	5,150	<b>5,820</b>	57	720	777	8,410	<b>9,187</b>
2014	74	577	5,434	<b>6,085</b>	79	710	789	8,599	<b>9,388</b>
2015	69	570	5,508	<b>6,147</b>	74	711	785	8,952	<b>9,737</b>
2016	65	689	5,471	<b>6,225</b>	68	828	896	8,695	<b>9,591</b>
2017	62	643	5,376	<b>6,081</b>	63	778	841	8,343	<b>9,184</b>
2018	53	625	5,071	<b>5,749</b>	55	730	785	7,935	<b>8,720</b>
2019	53	639	4,984	<b>5,676</b>	56	774	830	8,042	<b>8,872</b>
2020	51	518	3,654	<b>4,223</b>	56	596	652	5,835	<b>6,487</b>
2021	47	651	4,006	<b>4,704</b>	50	809	859	6,333	<b>7,192</b>
2022	52	748	4,316	<b>5,116</b>	55	910	965	6,881	<b>7,846</b>

<sup>1</sup> 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 2022 are presented in the table below.

**Table 2 Most common principal causation factors in injury road traffic collisions, 2022**

Principal Factor	Number of collisions	KSI <sup>1</sup> casualties	Slight casualties	Total casualties
Inattention or attention diverted	924	116	1,202	<b>1,318</b>
Driving too close	562	22	941	<b>963</b>
Emerging from minor road without care	397	65	552	<b>617</b>
Crossing or entering road junction without care	300	64	460	<b>524</b>
Turning right without care	295	62	417	<b>479</b>
Impairment by drugs or alcohol - driver/rider	262	81	322	<b>403</b>
Wrong course/position	224	85	317	<b>402</b>
Overtaking on offside without care	183	56	273	<b>329</b>
Changing lane without care	168	16	239	<b>255</b>
Emerging from private road/entrance without care	155	22	210	<b>232</b>

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

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,318 casualties) followed by 'driving too close' (963 casualties) and 'emerging from minor road without care' (617 casualties). These 3 causation factors alone accounted for more than a third of all casualties in 2022.
- The most common principal causation factors for KSI casualties during 2022 were 'inattention or attention diverted' (116 KSI casualties), followed by 'wrong course/position' (85 KSI casualties).



## 6. Road user type

Figure 5 Overall casualties by road user type, 2022

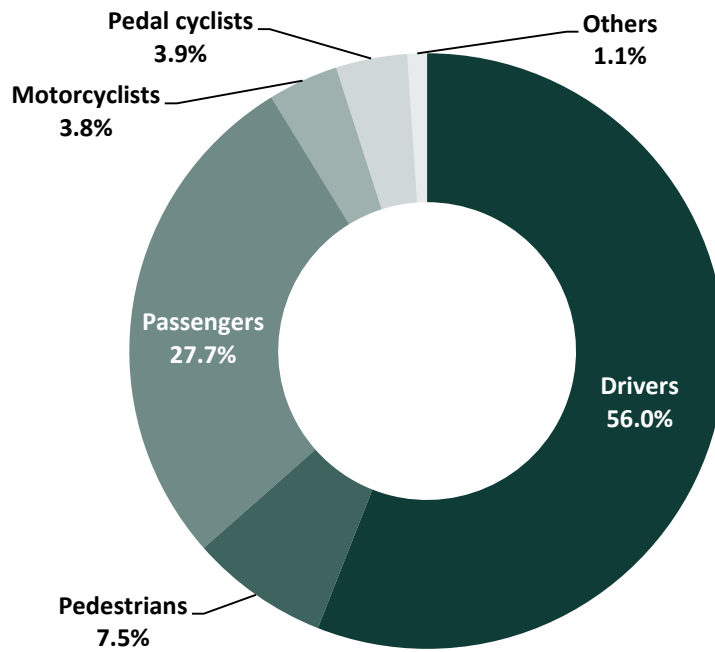
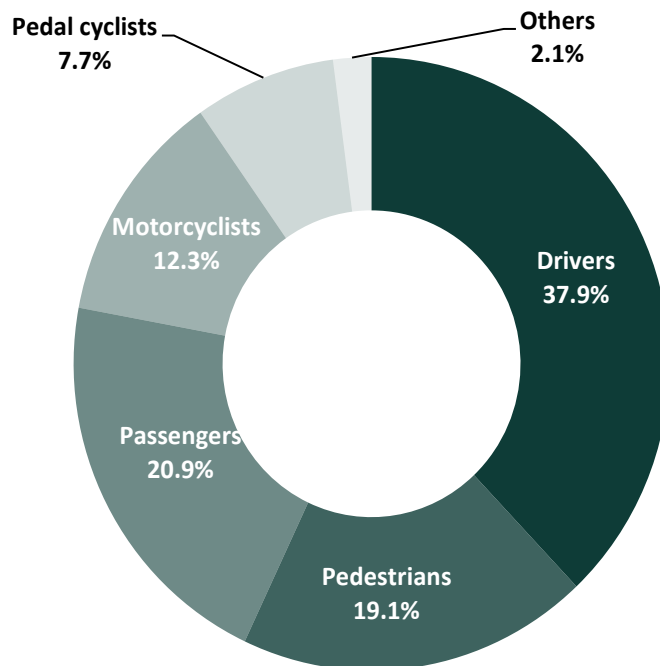
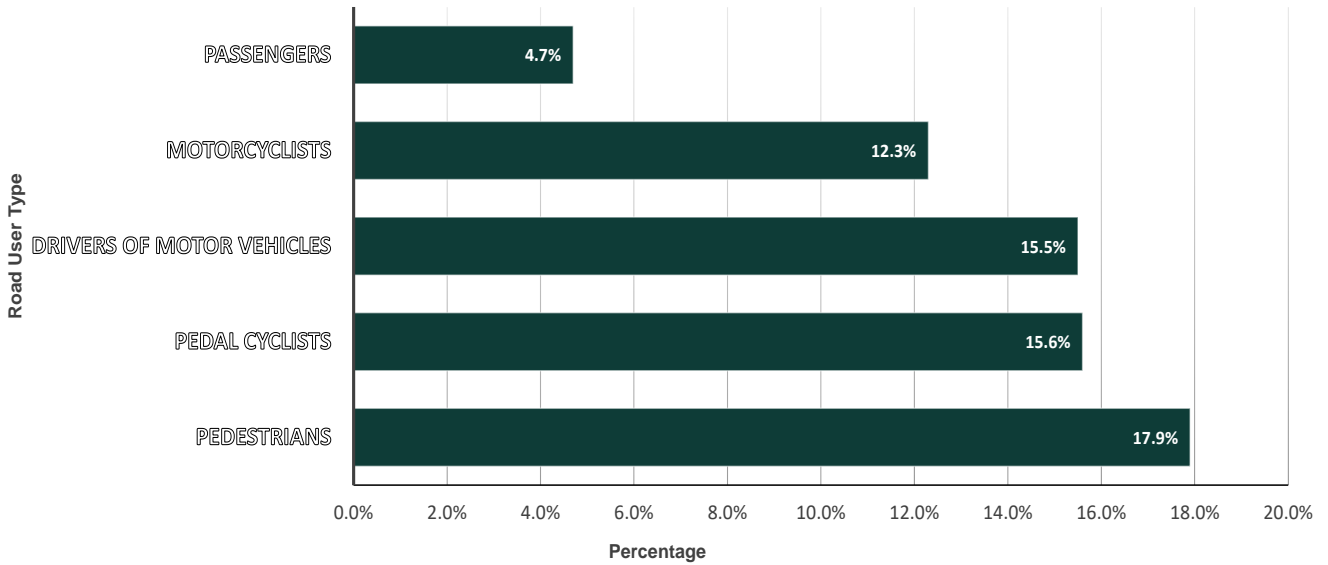


Figure 6 KSI casualties by road user type, 2022



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (56.0%) followed by passengers (27.7%) and pedestrians (7.5%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 8.8%.
- In terms of KSI casualties, drivers accounted for over a third of those killed or seriously injured (37.9%). Passengers were the second largest group of road users who were killed or seriously injured (20.9%). Pedestrians accounted for 19.1% of KSI casualties despite comprising only 7.5% of all casualties.

**Figure 7 Change in the number of KSI casualties by key road user type in 2022 compared with 2021**



- 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 2021 and 2022. Pedestrians showed the largest percentage increase at 17.9%, 28 more KSI than 2021, followed by pedal cyclist KSI casualties which increased by 15.6% to 74. Drivers, motorcyclists and passenger KSI increased by 15.5%, 12.3% and 4.7% respectively when compared with the previous year.

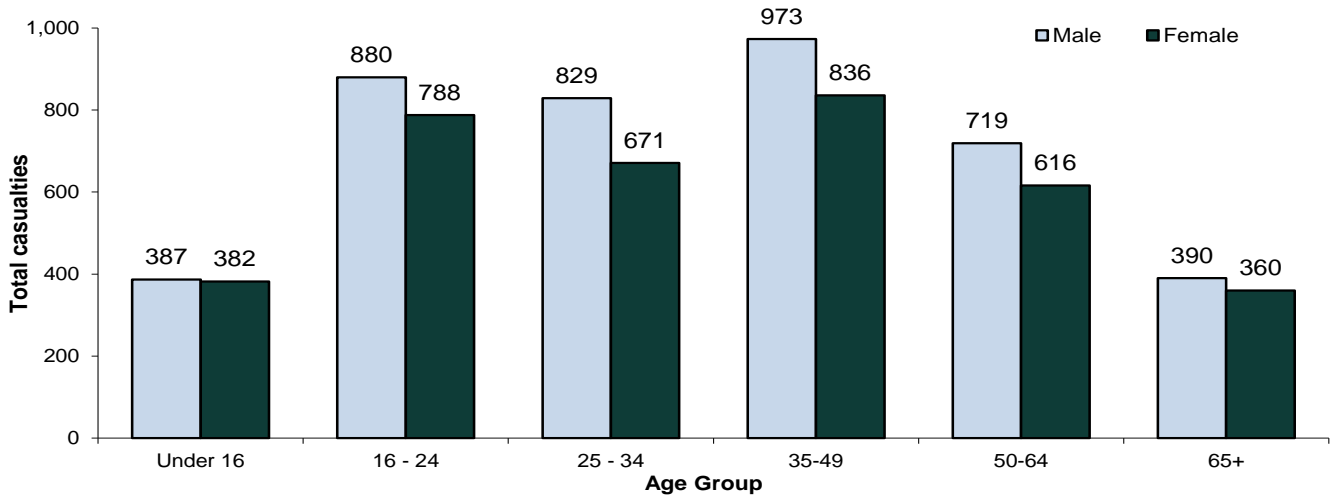
**Table 3 Police recorded injury road traffic casualties by road user type, 2018 to 2022**

Type of Road User	2018	2019	2020	2021	2022
<b>Fatalities:</b>					
Pedestrians	16	17	6	8	16
Drivers of motor vehicles	23	26	25	20	23
Motorcyclists	7	3	8	14	9
Pedal cyclists	1	2	4	0	1
Passengers	7	8	8	8	6
Pillion passengers	0	0	1	0	0
Other road users	1	0	4	0	0
<b>Totals</b>	<b>55</b>	<b>56</b>	<b>56</b>	<b>50</b>	<b>55</b>
<b>Seriously Injured:</b>					
Pedestrians	135	159	118	148	168
Drivers of motor vehicles	297	318	243	297	343
Motorcyclists	101	84	84	92	110
Pedal cyclists	46	57	45	64	73
Passengers	134	144	92	185	196
Pillion passengers	5	6	3	6	4
Other road users	12	6	11	17	16
<b>Totals</b>	<b>730</b>	<b>774</b>	<b>596</b>	<b>809</b>	<b>910</b>
<b>KSI<sup>1</sup>:</b>					
<i>Pedestrians</i>	<i>151</i>	<i>176</i>	<i>124</i>	<i>156</i>	<i>184</i>
<i>Drivers of motor vehicles</i>	<i>320</i>	<i>344</i>	<i>268</i>	<i>317</i>	<i>366</i>
<i>Motorcyclists</i>	<i>108</i>	<i>87</i>	<i>92</i>	<i>106</i>	<i>119</i>
<i>Pedal cyclists</i>	<i>47</i>	<i>59</i>	<i>49</i>	<i>64</i>	<i>74</i>
<i>Passengers</i>	<i>141</i>	<i>152</i>	<i>100</i>	<i>193</i>	<i>202</i>
<i>Pillion passengers</i>	<i>5</i>	<i>6</i>	<i>4</i>	<i>6</i>	<i>4</i>
<i>Other road users</i>	<i>13</i>	<i>6</i>	<i>15</i>	<i>17</i>	<i>16</i>
<b>Totals</b>	<b>785</b>	<b>830</b>	<b>652</b>	<b>859</b>	<b>965</b>
<b>Slightly Injured:</b>					
Pedestrians	536	462	359	379	406
Drivers of motor vehicles	4,563	4,585	3,367	3,664	4,026
Motorcyclists	185	185	118	185	181
Pedal cyclists	240	231	207	218	230
Passengers	2,351	2,520	1,734	1,839	1,974
Pillion passengers	9	6	4	9	10
Other road users	51	53	46	39	54
<b>Totals</b>	<b>7,935</b>	<b>8,042</b>	<b>5,835</b>	<b>6,333</b>	<b>6,881</b>
<b>All Casualties:</b>					
Pedestrians	687	638	483	535	590
Drivers of motor vehicles	4,883	4,929	3,635	3,981	4,392
Motorcyclists	293	272	210	291	300
Pedal cyclists	287	290	256	282	304
Passengers	2,492	2,672	1,834	2,032	2,176
Pillion passengers	14	12	8	15	14
Other road users	64	59	61	56	70
<b>Totals</b>	<b>8,720</b>	<b>8,872</b>	<b>6,487</b>	<b>7,192</b>	<b>7,846</b>

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

## 7. Age and gender

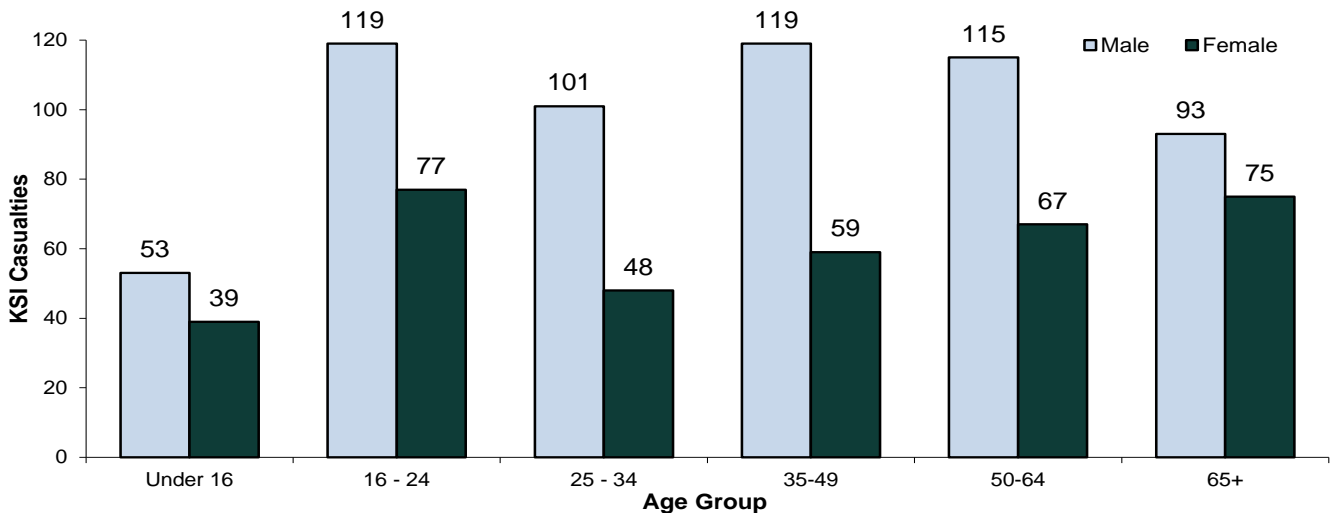
**Figure 8 Total casualties by age and gender<sup>1</sup>, 2022**



<sup>1</sup> Chart does not include those where gender or age is unknown

- The gender split for all traffic casualties in 2022 was 53.4% male compared to 46.6% female. This was similar to the proportion observed in 2021.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for 23.1% of all casualties recorded in 2022. Overall, the proportion split of all casualties across the age bands in 2022 was similar to that seen in 2021.
- There were more male casualties recorded than females for each age category in 2022.

**Figure 9 KSI casualties by age and gender<sup>1</sup>, 2022**



<sup>1</sup> Chart does not include those where gender or age is unknown

- Males accounted for over three fifths of all KSI casualties recorded in 2022 (representing 62.2%).
- The age group with the highest proportion of those killed or seriously injured was ages 16 to 24, representing over one fifth (20.3%) of KSI casualties in 2022.
- There were more males killed or seriously injured than females for all age groups in 2022.

**Table 4 Police recorded injury road traffic casualties by age and gender, 2021 and 2022**

Month	2021					2022				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Male</b>										
Under 16	2	48	50	291	341	2	51	53	334	387
16 - 24	8	104	112	770	882	11	108	119	761	880
25 - 34	8	98	106	699	805	5	96	101	728	829
35 - 49	11	107	118	771	889	9	110	119	854	973
50 - 64	9	81	90	564	654	9	106	115	604	719
65 +	5	61	66	277	343	8	85	93	297	390
Unknown	0	0	0	5	5	0	0	0	9	9
<b>Total</b>	<b>43</b>	<b>499</b>	<b>542</b>	<b>3,377</b>	<b>3,919</b>	<b>44</b>	<b>556</b>	<b>600</b>	<b>3,587</b>	<b>4,187</b>
<b>Female</b>										
Under 16	1	29	30	285	315	1	38	39	343	382
16 - 24	2	66	68	626	694	0	77	77	711	788
25 - 34	1	45	46	633	679	0	48	48	623	671
35 - 49	0	64	64	661	725	3	56	59	777	836
50 - 64	1	56	57	495	552	5	62	67	549	616
65 +	2	50	52	252	304	2	73	75	285	360
Unknown	0	0	0	1	1	0	0	0	5	5
<b>Total</b>	<b>7</b>	<b>310</b>	<b>317</b>	<b>2,953</b>	<b>3,270</b>	<b>11</b>	<b>354</b>	<b>365</b>	<b>3,293</b>	<b>3,658</b>
<b>Unknown/ Other</b>										
16 - 24	0	0	0	2	2	0	0	0	0	0
25 - 34	0	0	0	1	1	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>All</b>										
Under 16	3	77	80	576	656	3	89	92	677	769
16 - 24	10	170	180	1,398	1,578	11	185	196	1,472	1,668
25 - 34	9	143	152	1,333	1,485	5	144	149	1,351	1,500
35 - 49	11	171	182	1,432	1,614	12	166	178	1,631	1,809
50 - 64	10	137	147	1,059	1,206	14	168	182	1,153	1,335
65 +	7	111	118	529	647	10	158	168	582	750
Unknown	0	0	0	6	6	0	0	0	15	15
<b>Total</b>	<b>50</b>	<b>809</b>	<b>859</b>	<b>6,333</b>	<b>7,192</b>	<b>55</b>	<b>910</b>	<b>965</b>	<b>6,881</b>	<b>7,846</b>

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

## 8. District

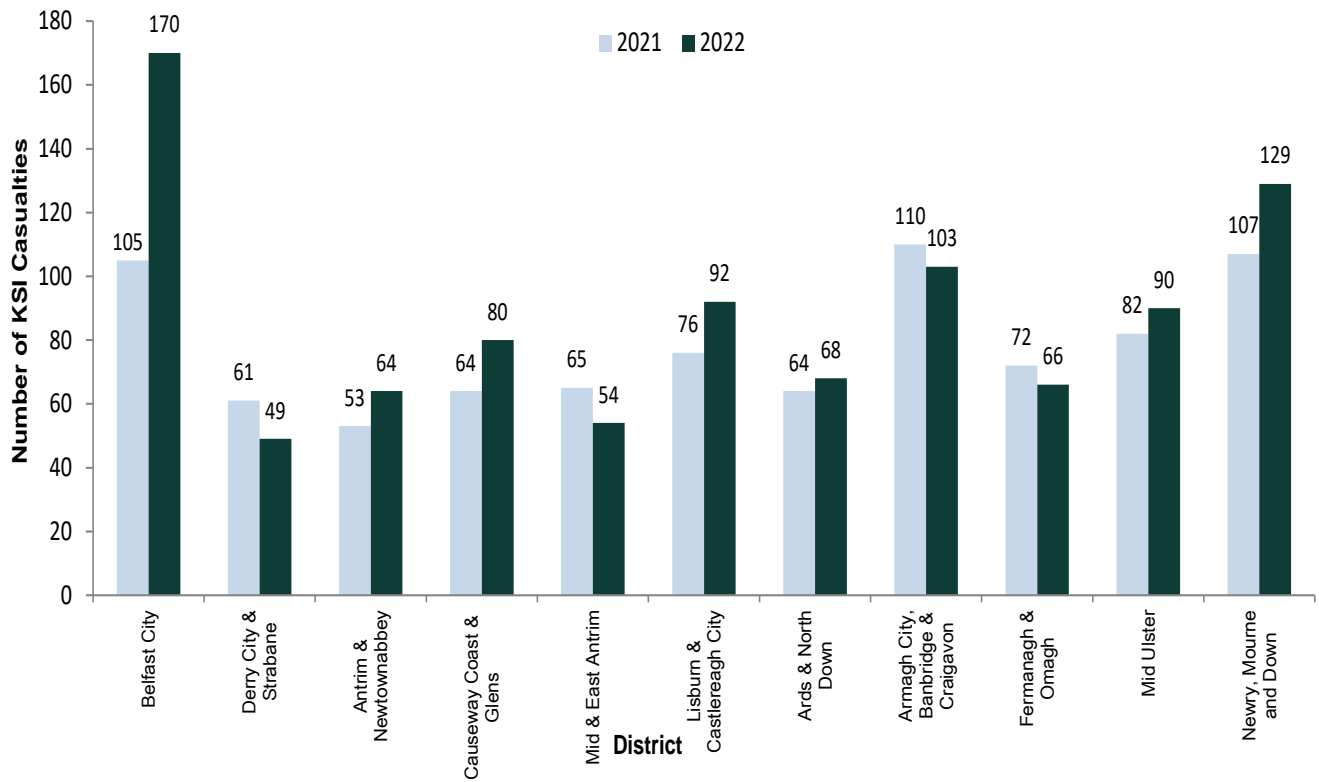
**Table 5 Police recorded injury road traffic casualties by injury severity, Police District and Area, 2021 and 2022**

District	2021					2022				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Belfast City</b>	3	102	105	1,548	<b>1,653</b>	7	163	170	1,725	<b>1,895</b>
<b>Derry City &amp; Strabane</b>	2	59	61	537	<b>598</b>	2	47	49	567	<b>616</b>
Antrim & Newtownabbey	6	47	53	482	<b>535</b>	3	61	64	524	<b>588</b>
Causeway Coast & Glens	9	55	64	477	<b>541</b>	4	76	80	483	<b>563</b>
Mid & East Antrim	4	61	65	389	<b>454</b>	3	51	54	307	<b>361</b>
Lisburn & Castlereagh City	2	74	76	485	<b>561</b>	1	91	92	533	<b>625</b>
Ards & North Down	7	57	64	455	<b>519</b>	3	65	68	467	<b>535</b>
Armagh City, Banbridge & Craigavon	4	106	110	586	<b>696</b>	3	100	103	737	<b>840</b>
Fermanagh & Omagh	5	67	72	330	<b>402</b>	9	57	66	393	<b>459</b>
Mid Ulster	4	78	82	437	<b>519</b>	13	77	90	480	<b>570</b>
Newry, Mourne & Down	4	103	107	607	<b>714</b>	7	122	129	665	<b>794</b>
<b>Total</b>	<b>50</b>	<b>809</b>	<b>859</b>	<b>6,333</b>	<b>7,192</b>	<b>55</b>	<b>910</b>	<b>965</b>	<b>6,881</b>	<b>7,846</b>

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

- Mid Ulster had the highest number of road traffic fatalities in 2022 with 13 deaths. Causeway Coast & Glens reported the largest decrease over the year, reducing from 9 in 2021 to 4 in 2022. Lisburn & Castlereagh City had the lowest number of fatalities by district with 1 fatality in 2022. Mid Ulster reported the largest increase over the year, increasing from 4 in 2021 to 13 in 2022.
- Belfast City district showed the largest increase in KSI casualties between 2021 and 2022, an increase of 65 KSI casualties. Four of the 11 districts showed a decrease in KSI casualties.
- All districts, with the exception of Mid & East Antrim, showed an increase in overall casualties between 2021 and 2022, most notably Belfast City, which increased from 1,653 to 1,895, an increase of 242 casualties overall.

Figure 10 KSI casualties by Police District, 2021 – 2022



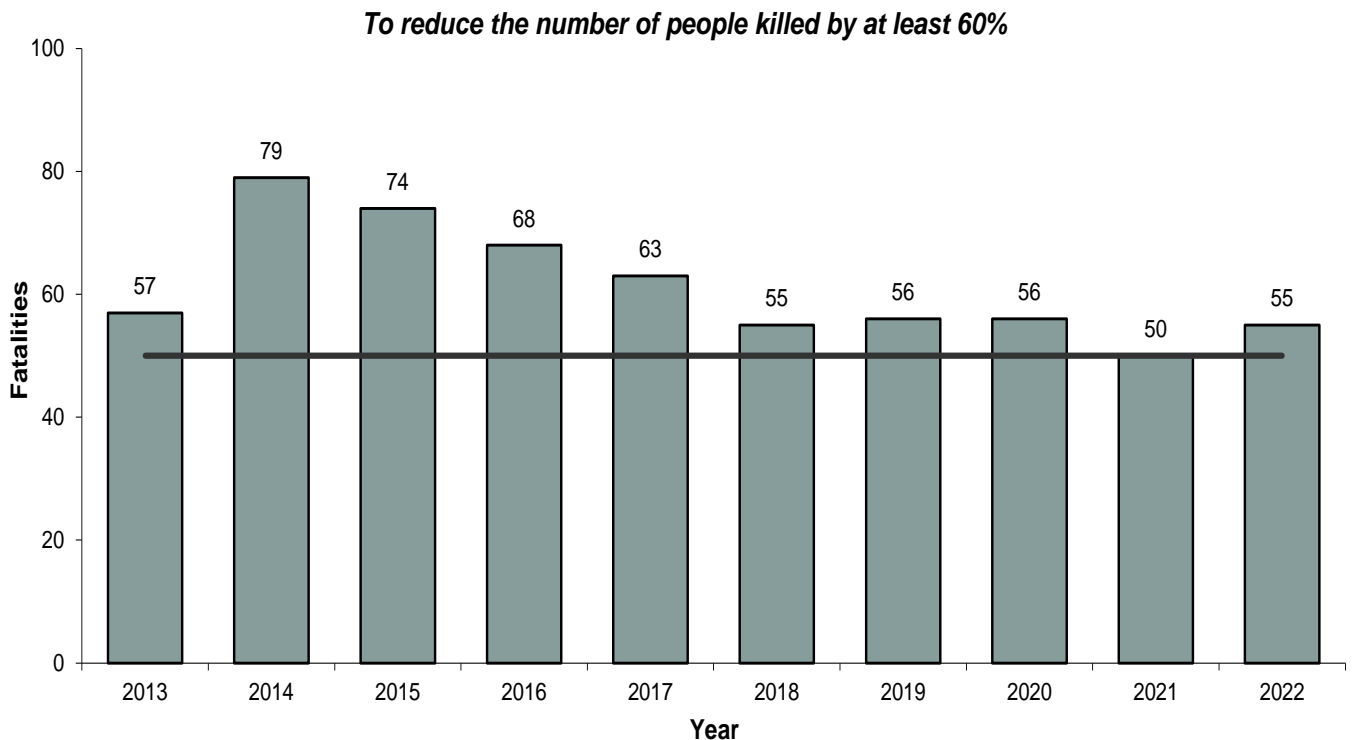
## 9. Road Safety Strategy targets

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 a 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/publications/northern-ireland-road-safety-strategy-2020-annual-statistical-report-2022>

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

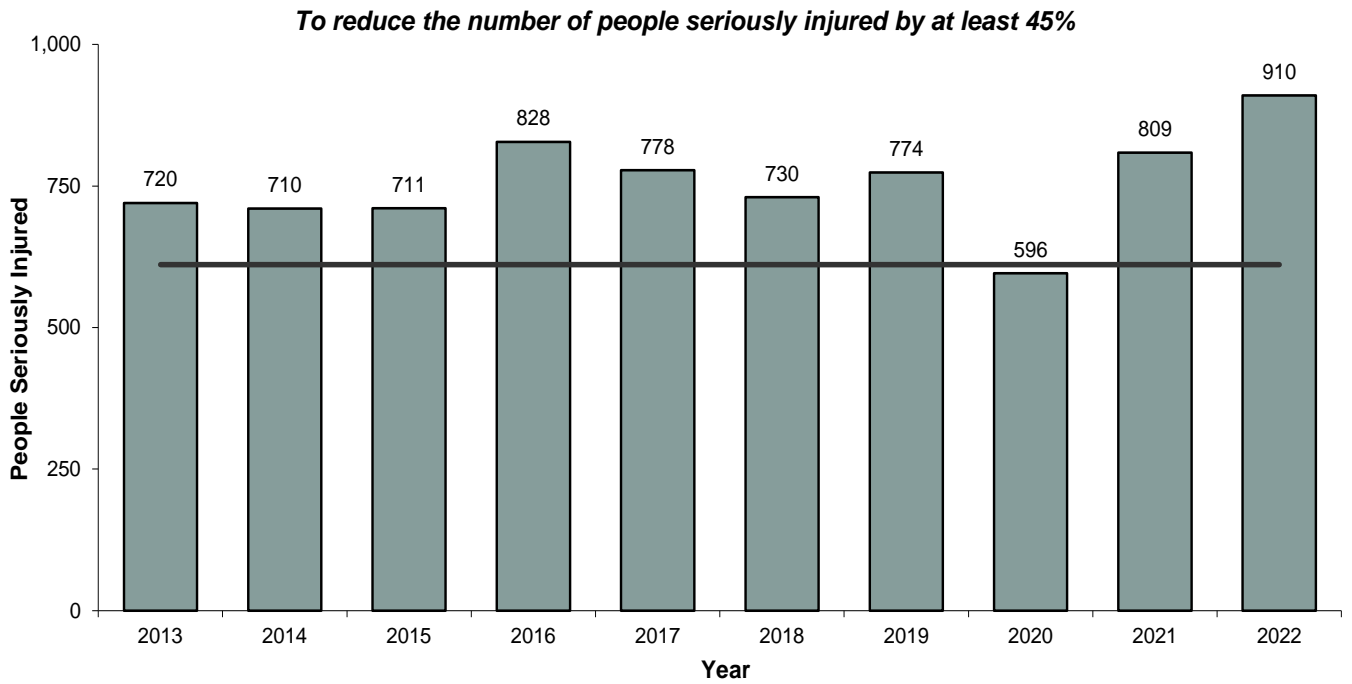
**Figure 11 Fatality reduction target for 2020**



- 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 2022 total was five fatalities more than the 2020 target of 50 fatalities.

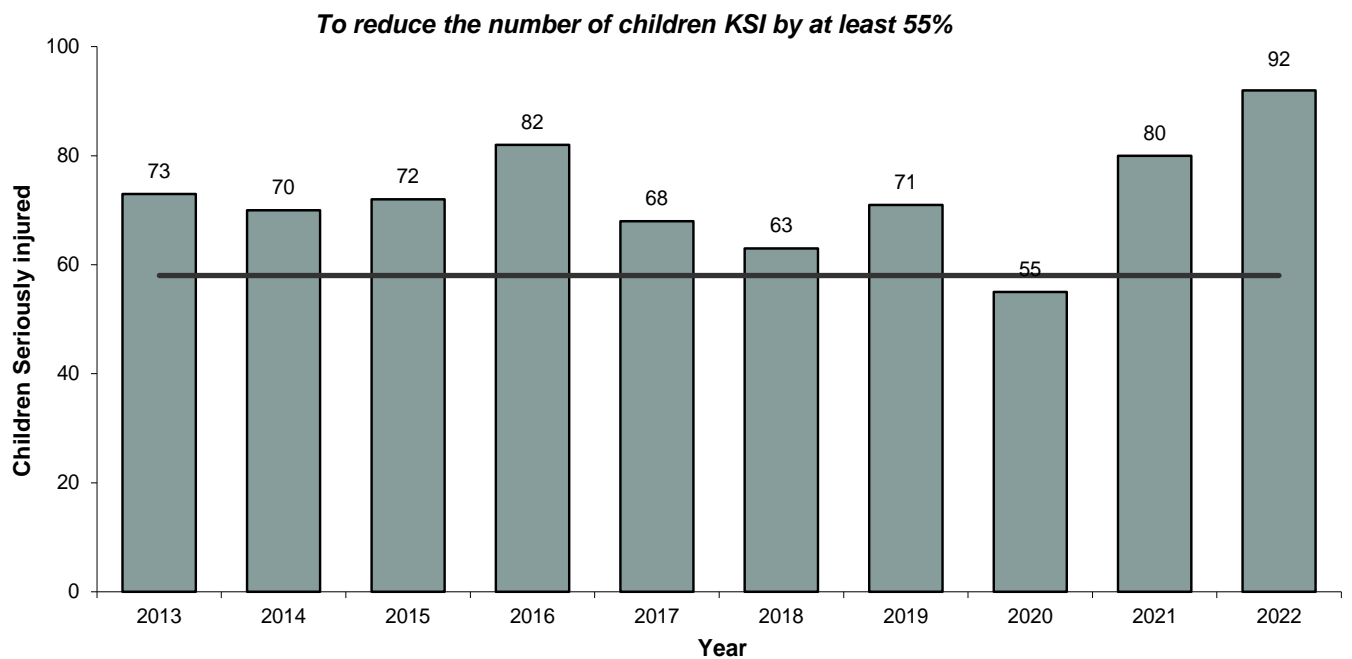


**Figure 12 Seriously injured reduction target for 2020**



- 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 910 people seriously injured in 2022, which was 299 more than the target of 611.

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

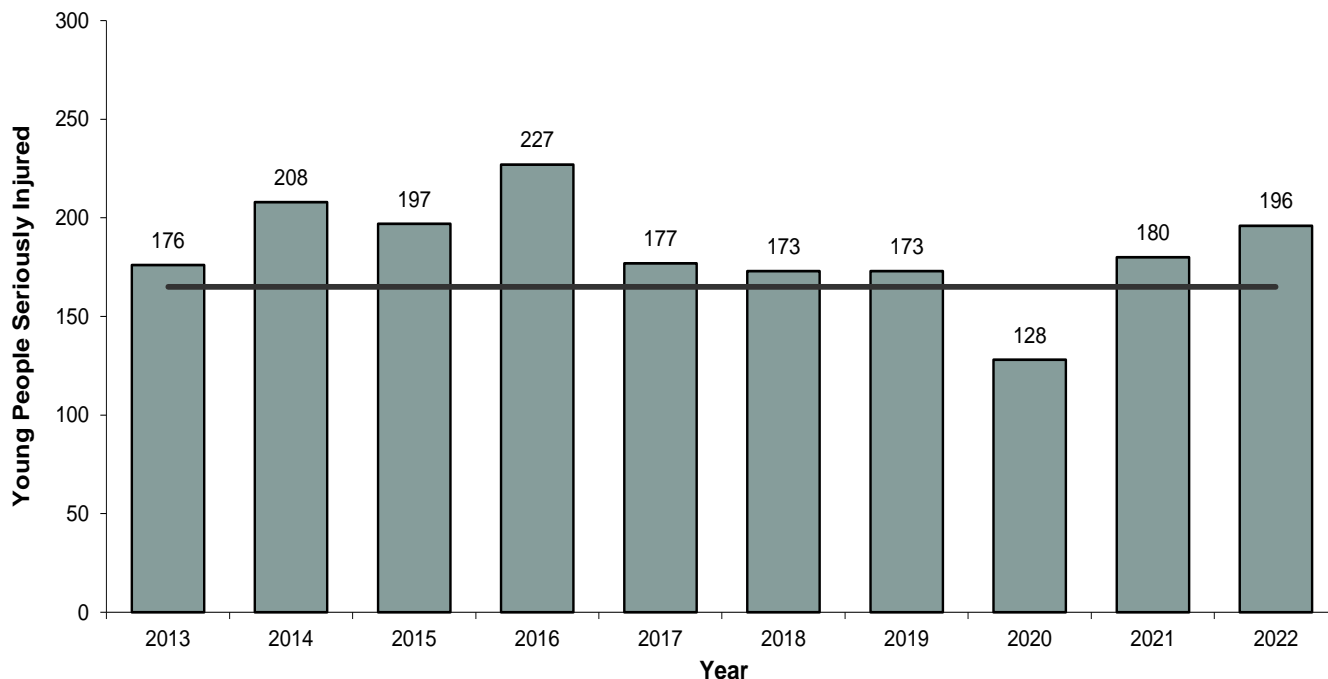


- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland’s roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The 2022 figure was 34 child KSI above the target.

\*children casualties are those casualties aged 15 or under.

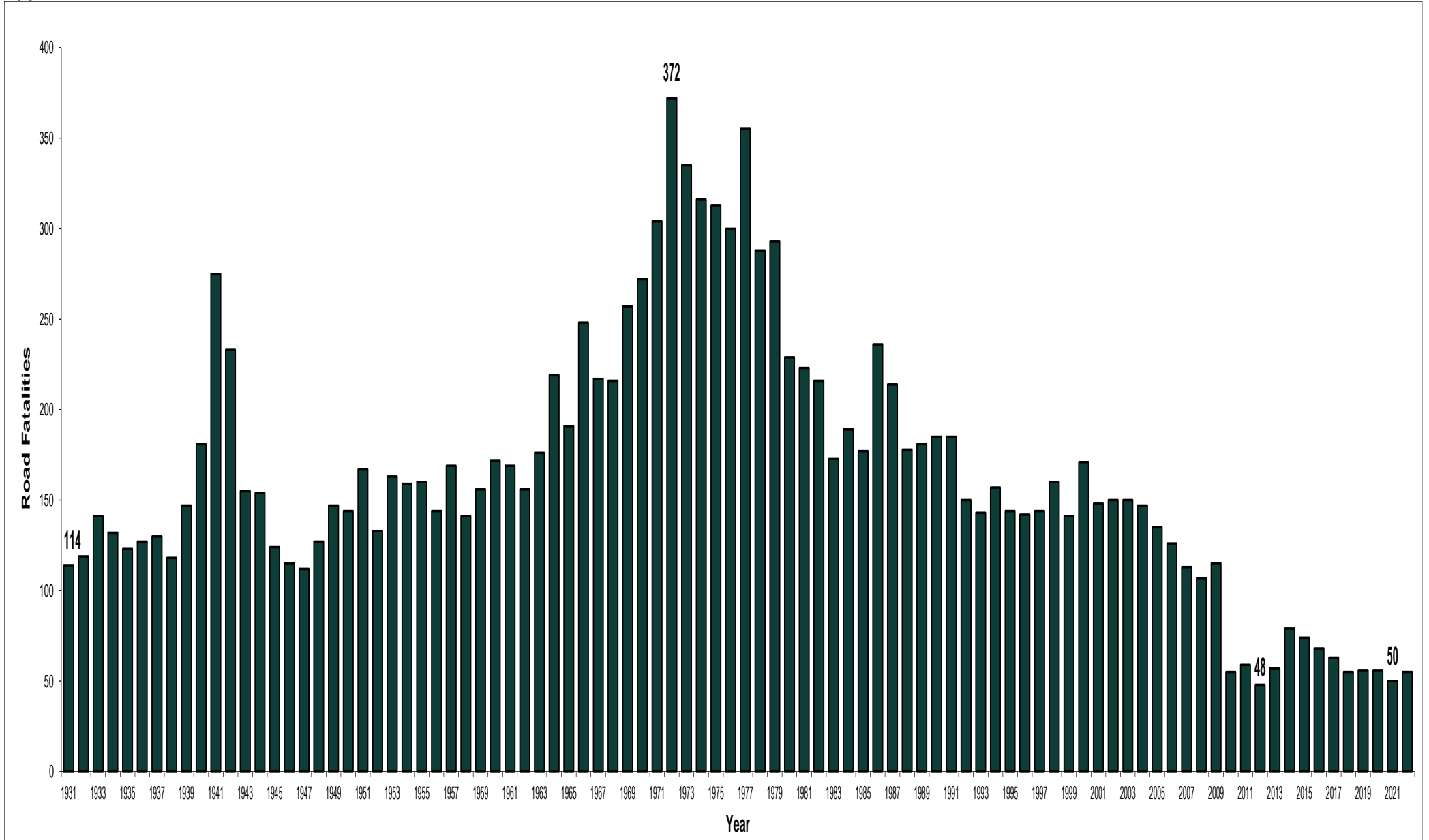
**Figure 14 Young people (16-24) KSI casualty reduction target for 2020**

*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 recorded figure of 196 KSI in 2022 is 31 above the target.

Appendix 1 Road deaths in Northern Ireland 1931 – 2022



**Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931 – 2022**

<b>Year</b>	<b>No of injury collisions</b>	<b>Killed</b>	<b>Seriously Injured</b>	<b>Injured</b>	<b>Slightly Injured</b>	<b>Total casualties</b>
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 – 2022 (continued)**

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1982	5,551	216	2,503		5,420	<b>8,139</b>
1983	5,425	173	2,300		5,240	<b>7,713</b>
1984	5,978	189	2,465		6,096	<b>8,750</b>
1985	5,779	177	1,148		7,312	<b>8,637</b>
1986	6,171	236	1,825		7,381	<b>9,442</b>
1987	6,344	214	1,885		7,837	<b>9,936</b>
1988	6,943	178	1,969		8,820	<b>10,967</b>
1989	7,199	181	2,014		9,416	<b>11,611</b>
1990	7,159	185	1,993		9,583	<b>11,761</b>
1991	6,171	185	1,648		8,481	<b>10,314</b>
1992	6,650	150	1,841		9,273	<b>11,264</b>
1993	6,517	143	1,725		9,232	<b>11,100</b>
1994	6,783	157	1,648		10,289	<b>12,094</b>
1995	6,792	144	1,532		10,049	<b>11,725</b>
1996	7,093	142	1,599		10,834	<b>12,575</b>
1997	7,192	144	1,548		11,006	<b>12,698</b>
1998	7,487	160	1,538		11,704	<b>13,402</b>
1999	7,562	141	1,509		11,799	<b>13,449</b>
2000	8,388	171	1,786		12,763	<b>14,720</b>
2001	7,447	148	1,682		11,312	<b>13,142</b>
2002	6,784	150	1,526		10,238	<b>11,914</b>
2003	6,049	150	1,288		8,887	<b>10,325</b>
2004	5,633	147	1,183		8,177	<b>9,507</b>
2005	4,947	135	1,073		6,951	<b>8,159</b>
2006	5,628	126	1,211		7,845	<b>9,182</b>
2007	5,990	113	1,097		8,226	<b>9,436</b>
2008	6,223	107	990		8,454	<b>9,551</b>
2009	6,251	115	1,035		8,617	<b>9,767</b>
2010	5,666	55	892		8,010	<b>8,957</b>
2011	5,594	59	825		7,876	<b>8,760</b>
2012	5,775	48	795		8,167	<b>9,010</b>
2013	5,820	57	720		8,410	<b>9,187</b>
2014	6,085	79	710		8,599	<b>9,388</b>
2015	6,147	74	711		8,952	<b>9,737</b>
2016	6,225	68	828		8,695	<b>9,591</b>
2017	6,081	63	778		8,343	<b>9,184</b>
2018	5,749	55	730		7,935	<b>8,720</b>
2019	5,676	56	774		8,042	<b>8,872</b>
2020	4,223	56	596		5,835	<b>6,487</b>
2021	4,704	50	809		6,333	<b>7,192</b>
2022	5,116	55	910		6,881	<b>7,846</b>

**Appendix 3 Police recorded road traffic casualties by injury severity and month, 2021 and 2022**

Month	2021					2022				
	Killed	Seriously Injured	KS1 <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KS1 <sup>1</sup>	Slightly injured	Total
January	4	37	41	340	<b>381</b>	3	78	81	547	<b>628</b>
February	6	52	58	326	<b>384</b>	2	60	62	509	<b>571</b>
March	2	43	45	396	<b>441</b>	2	80	82	545	<b>627</b>
April	3	51	54	463	<b>517</b>	3	66	69	546	<b>615</b>
May	1	72	73	532	<b>605</b>	2	64	66	559	<b>625</b>
June	6	82	88	615	<b>703</b>	6	86	92	588	<b>680</b>
July	4	67	71	560	<b>631</b>	5	70	75	503	<b>578</b>
August	3	71	74	640	<b>714</b>	9	104	113	597	<b>710</b>
September	1	68	69	568	<b>637</b>	6	67	73	620	<b>693</b>
October	5	84	89	668	<b>757</b>	5	87	92	681	<b>773</b>
November	6	85	91	605	<b>696</b>	4	72	76	625	<b>701</b>
December	9	97	106	620	<b>726</b>	8	76	84	561	<b>645</b>
<b>Total</b>	<b>50</b>	<b>809</b>	<b>859</b>	<b>6,333</b>	<b>7,192</b>	<b>55</b>	<b>910</b>	<b>965</b>	<b>6,881</b>	<b>7,846</b>

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

## 10. Notes

### User Guide

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

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

### Quality

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

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

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

### E-Scooters

From 1st April 2022 where previously e-scooters were categorised as being a motorcycle vehicle type, these vehicles will now be categorised as being other motor vehicle type. This means that casualties who were users of an e-scooter are now categorised as being part of the other road user group. This change is based on UK guidance and will enable NI statistics to retain comparability with DfT statistics. Statistics branch do not intend to retrospectively apply this change to data prior to 1st April 2022. The availability of e-scooters and their prevalence in road traffic collisions is a relatively new development in our statistics and examination of the data prior to 1st April 2022 in Northern Ireland shows that there were small numbers within the data.

### Daily Fatal Spreadsheet

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

### Additional Data

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

### Comparisons with other regions

The Department for Transport (DfT) published the most recent provisional statistics for Great Britain on 24th November 2022, covering the year ending June 2022. Key points from the publication are as below.

The reported road casualties in Great Britain for the year ending June 2022 show there were an estimated:

- 1,760 in reported road deaths, a 4% decrease compared with year ending June 2019 (pre-pandemic levels).
- 29,804 reported killed or seriously injured (KSI) casualties, a decrease of 6% compared with the year ending June 2019.
- 137,013 reported casualties of all severities, a decrease of 12% compared with the year ending June 2019.

[Reported road casualties in Great Britain, provisional estimates: year ending June 2022](#)

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

## **Revisions**

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

## **Feedback**

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