

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2019

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Key Trends

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- The number of injury road traffic collisions reported to the police has fallen for three consecutive years, to 5,676 in 2019 which is similar to the number recorded ten years ago in 2010.
- Despite a small increase in 2019 following a three year decline, total casualties remains lower than that recorded 10 years ago (8,872 and 8,957 respectively).
- The number of people killed in 2019 increased slightly on 2018 and was the first increase seen in 5 years.
- Road deaths for the 65+ age group as a proportion of all deaths have risen markedly, from 11% of all deaths in 2010 to 36% of all deaths in 2019.
- The three motorcyclists killed in 2019 was the lowest number recorded on record.
- The 173 KSI casualties of young people (those aged between 16 and 24) was the joint lowest recorded for this age group in a calendar year for records held since 1986.
- There were 34 people killed in 2019 on rural roads which accounted for three fifths of fatalities (60.7%).
- International comparisons for 2018 showed that there were 29 fatalities per million population in NI, compared with 28 in the UK as a whole.



Northern Ireland
Statistics and Research Agency



Keeping People Safe

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User Engagement

If you have any comments or feedback about this report or if there are any tables that you would like to see included, please do not hesitate to contact us. Contact details are provided on the cover page. An accompanying Excel spreadsheet is available on the PSNI website.

Things you need to know about this release

Coverage

Police recorded statistics on injury road collisions and casualties in Northern Ireland are collated and produced by statisticians seconded to the Police Service of Northern Ireland (PSNI) from the Northern Ireland and Statistics Research Agency (NISRA).

These statistics are the main source of official information on trends relating to road traffic collisions resulting in injury and their associated casualties, which have been reported to police. Officers record the details on a Collision Report Form (CRF), which are subsequently input into the PSNI management information system before being extracted, validated and reported by Statistics Branch.

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

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

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

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

National Statistics

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

These statistics were designated as National Statistics in June 2012 following a full [assessment](#) against the [Code of Practice](#). Road accident and safety statistics for England, produced by the Department for Transport, underwent a compliance check by the Office for Statistics Regulation in 2019 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/>

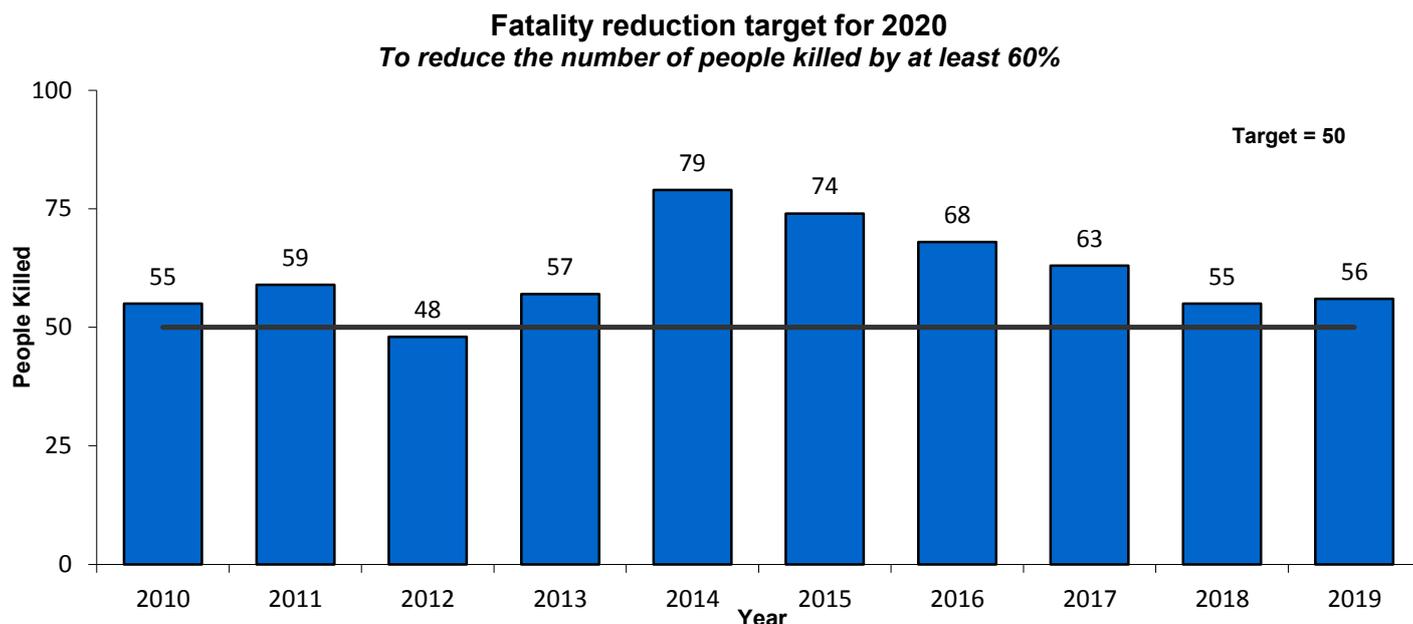
Since the assessment by the UK Statistics Authority, we have continued to comply with the Code of Practice for Statistics, and have made the following improvements:

- 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.

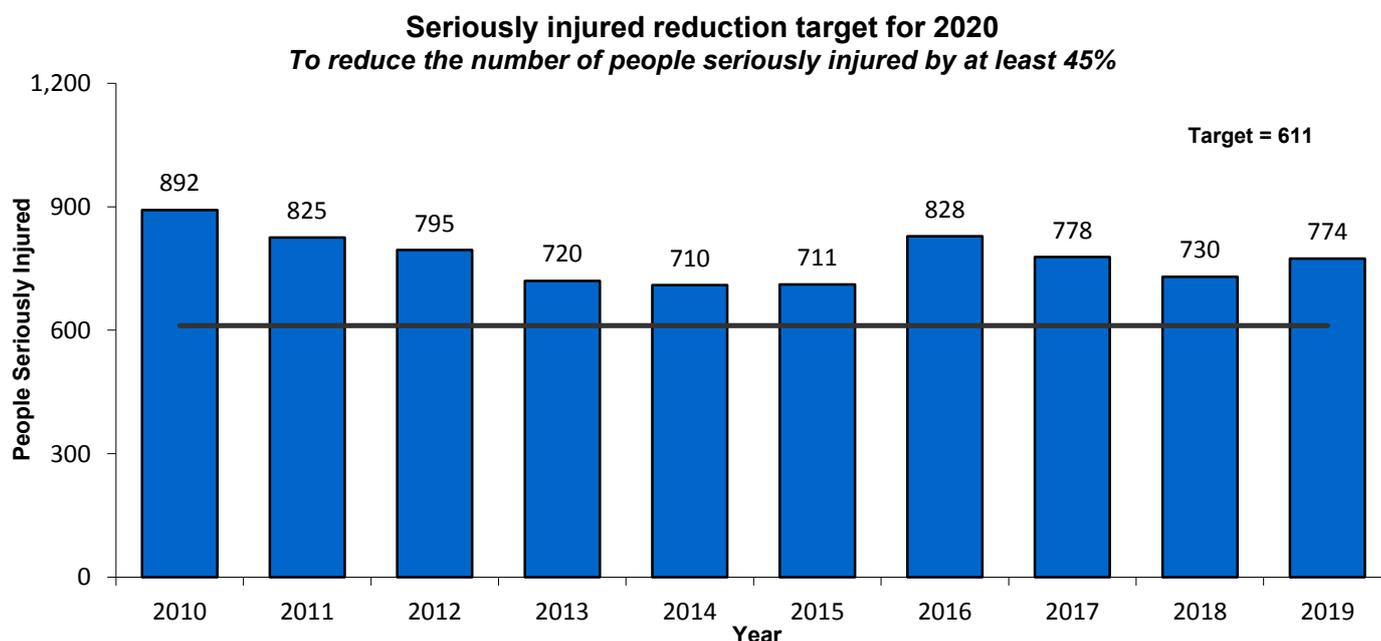
The Casualty Reduction Target for 2020

The Northern Ireland Road Safety Strategy 2020 contains 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 latest detailed update on the strategy targets and performance indicators was published by DfI in September 2019 - <https://www.infrastructure-ni.gov.uk/publications/northern-ireland-road-safety-strategy-2020-annual-statistical-report-2019>

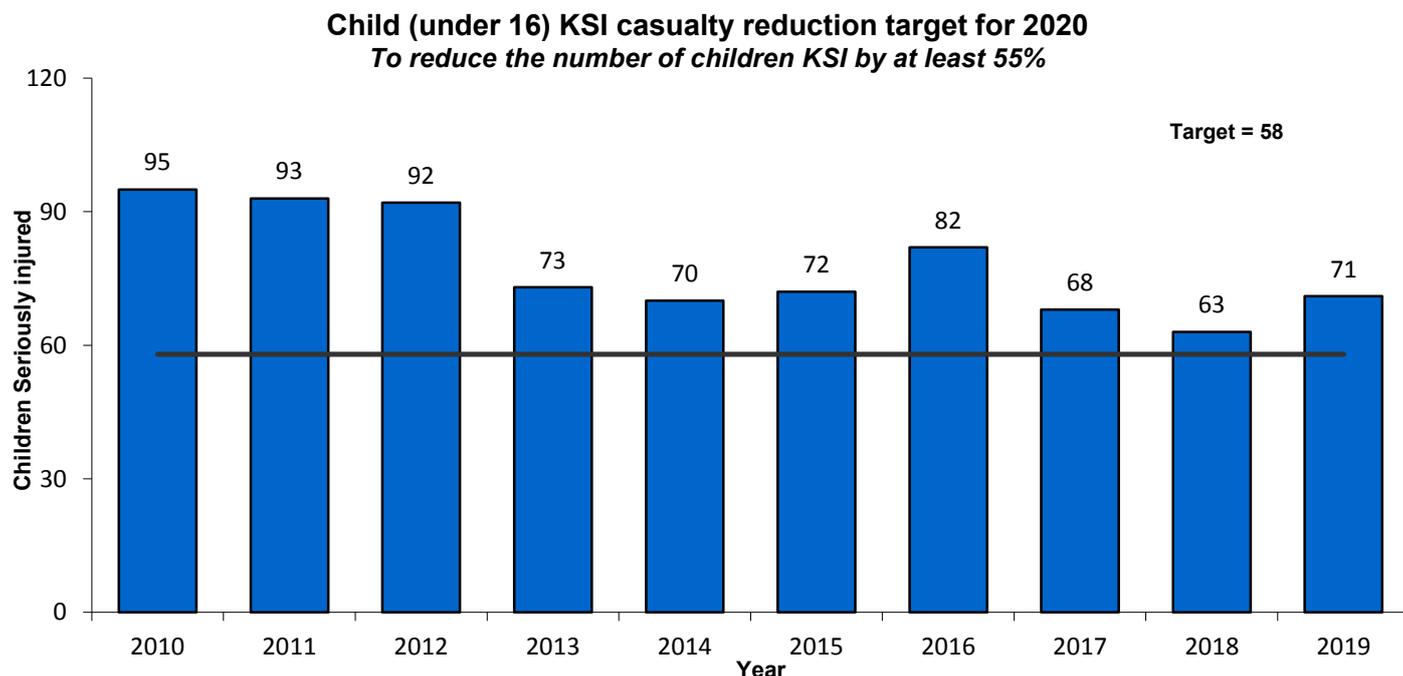
Target A: The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. This figure has fallen below this target previously, reaching 48 fatalities in 2012. The 2019 figure of 56 fatalities was 6 deaths higher than the 2020 target.



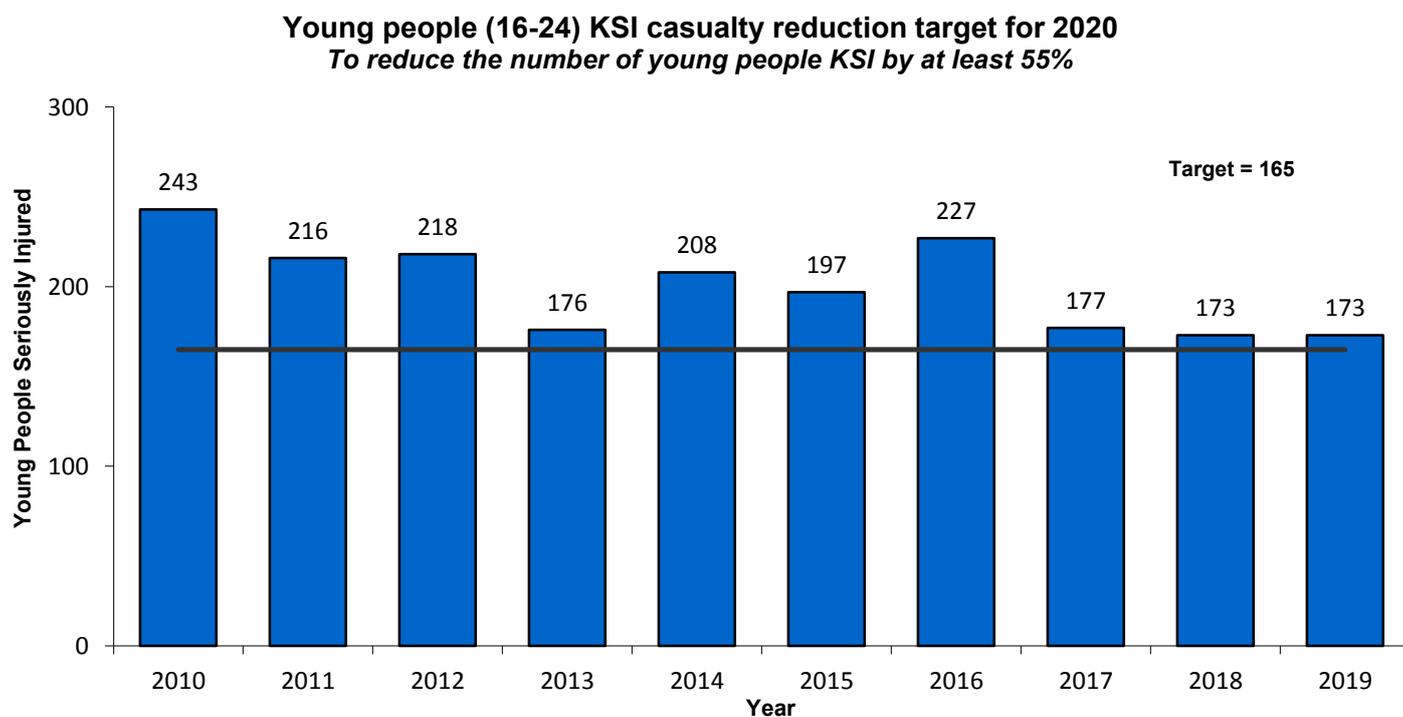
Target B: The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 774 people seriously injured in 2019 which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



Target C: The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The 2019 figure exceeded the target by thirteen and was an increase of 8 child KSIs on the 63 recorded in 2018.



Target D: 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 number of young people KSI casualties in 2019 was 173, 8 more than the target for 2020 and equal to the level seen in 2018.



Section 1 – Casualty Information

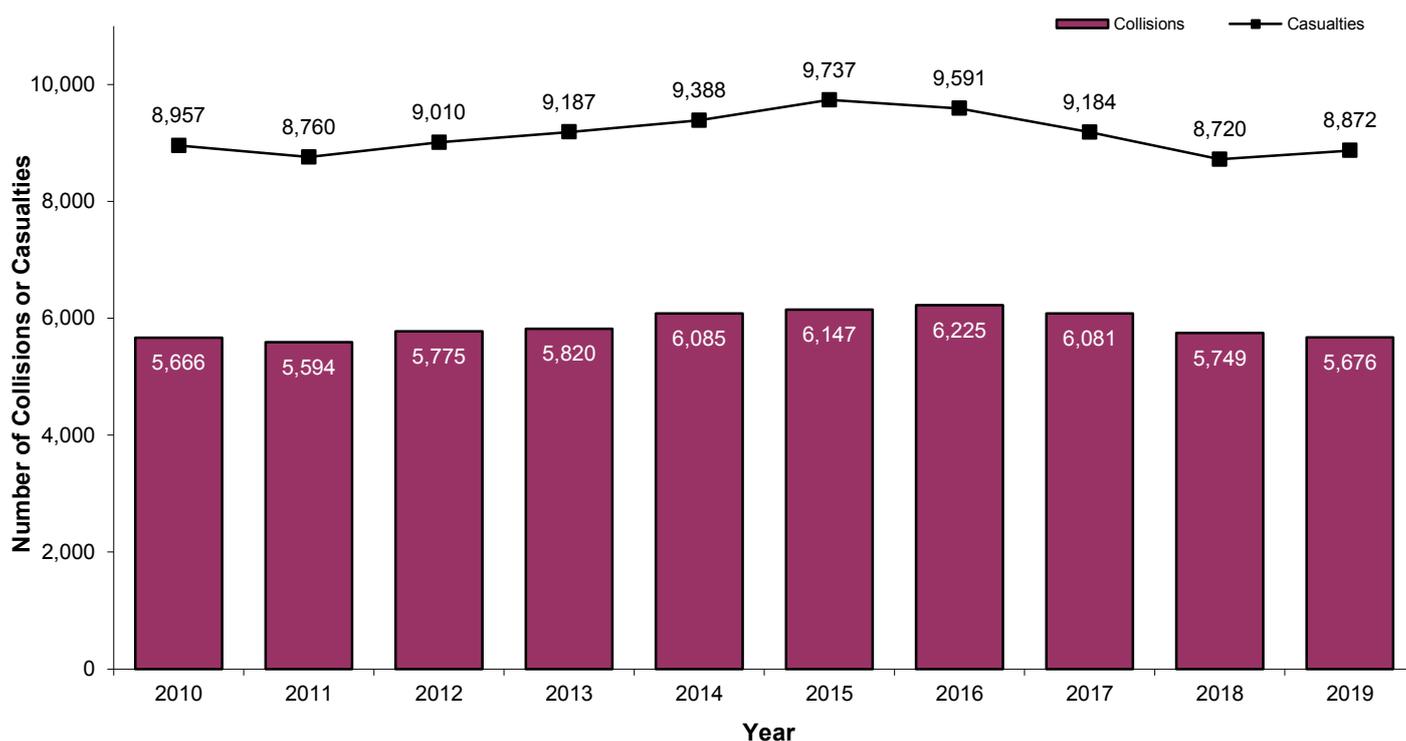
Ten year trends – all collisions and casualties

Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2010-2019

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
2010	51	726	4,889	5,666	55	892	8,010	8,957
2011	57	706	4,831	5,594	59	825	7,876	8,760
2012	45	669	5,061	5,775	48	795	8,167	9,010
2013	55	615	5,150	5,820	57	720	8,410	9,187
2014	74	577	5,434	6,085	79	710	8,599	9,388
2015	69	570	5,508	6,147	74	711	8,952	9,737
2016	65	689	5,471	6,225	68	828	8,695	9,591
2017	62	643	5,376	6,081	63	778	8,343	9,184
2018	53	625	5,071	5,749	55	730	7,935	8,720
2019	53	639	4,984	5,676	56	774	8,042	8,872

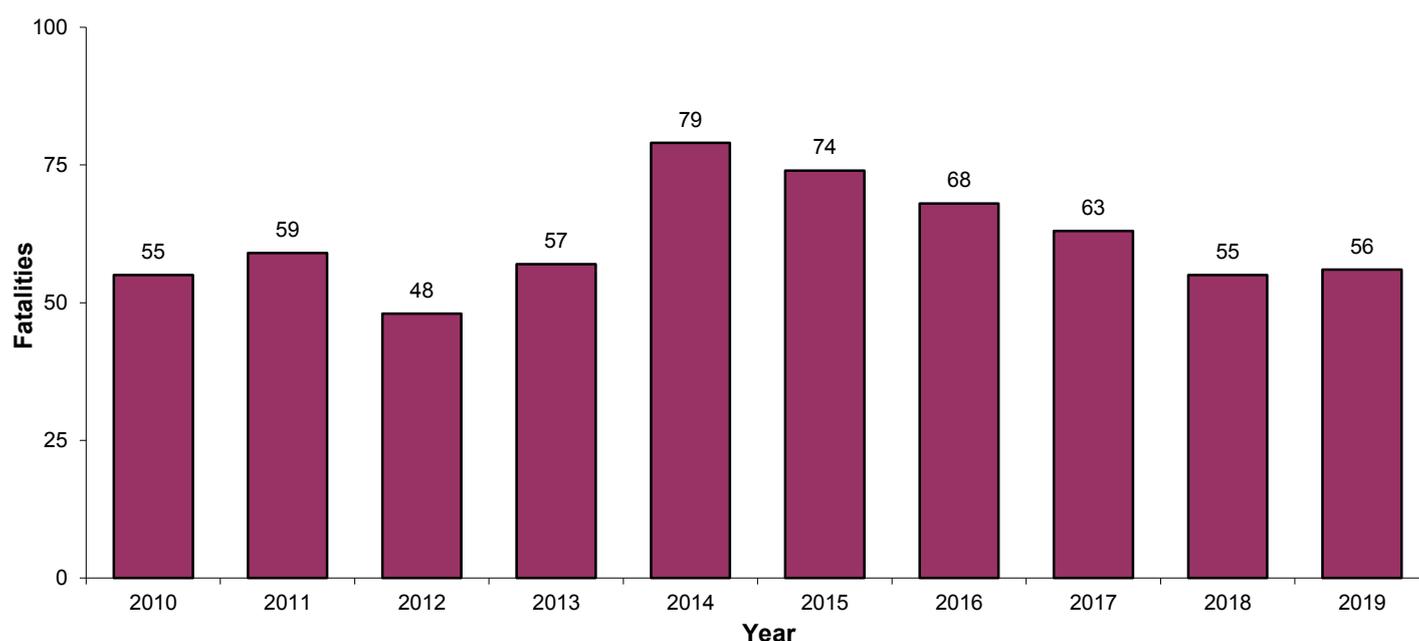
- The number of injury road traffic collisions reported to the police has fallen for three consecutive years, to 5,676 in 2019 which is similar to the number recorded ten years ago in 2010.
- Despite a small increase in 2019 following a three year decline, total casualties remains lower than that recorded 10 years ago (8,872 and 8,957 respectively).

Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2010 to 2019



Fatalities – Trends over the last 10 years

Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2010 to 2019



- The number of people killed in 2019 increased slightly on 2018 and was the first increase seen in 5 years. Although 8 more than the series low of 48 fatalities in 2012, the 2019 total was 23 fewer deaths than the 79 recorded in 2014. (See Appendix 1 for fatalities by year dating back to 1931).

Table 1.2 Number of road traffic fatalities by road user type in Northern Ireland 2010–2019

Road user type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedestrians	10	13	9	7	18	19	15	15	16	17
Drivers of motor vehicles	21	23	21	22	30	31	31	25	23	26
Motorcyclists	8	6	4	10	13	4	4	9	7	3
Pedal Cyclists	0	2	2	4	3	0	3	2	1	2
Passengers	13	11	10	13	12	17	12	11	7	8
Pillion Passengers	2	1	0	0	1	0	1	0	0	0
Other road users	1	3	2	1	2	3	2	1	1	0
Total	55	59	48	57	79	74	68	63	55	56

- Drivers of motor vehicles were the largest casualty class for fatalities in 2019, accounting for 26 people killed. This was three more than the 23 recorded in 2018.
- There were 22 vulnerable road users killed comprising the deaths of 17 pedestrians, 3 motorcyclists and 2 pedal cyclists. This was two less deaths amongst vulnerable road users than in 2018 and 12 less than the 34 fatalities of vulnerable road users in 2014.
- The three motorcyclists killed in 2019 was the lowest number recorded on record.

Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2010–2019

Year	Under 16			16-24			25-34			35-49			50-64			65+			Total		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2010	0	2	2	14	1	15	10	3	13	8	2	10	5	4	9	5	1	6	42	13	55
2011	1	1	2	13	5	18	3	2	5	7	3	10	9	3	12	5	7	12	38	21	59
2012	3	2	5	7	5	12	5	1	6	8	2	10	2	1	3	10	2	12	35	13	48
2013	1	1	2	14	1	15	9	4	13	7	1	8	4	0	4	8	7	15	43	14	57
2014	4	0	4	18	3	21	9	0	9	13	1	14	6	3	9	13	9	22	63	16	79
2015	3	2	5	15	3	18	5	2	7	8	0	8	11	5	16	11	9	20	53	21	74
2016	3	1	4	13	3	16	8	2	10	13	1	14	10	2	12	7	5	12	54	14	68
2017	3	1	4	10	2	12	9	3	12	7	3	10	9	3	12	7	6	13	45	18	63
2018	3	0	3	8	3	11	8	2	10	10	1	11	8	2	10	7	3	10	44	11	55
2019	0	1	1	9	2	11	8	0	8	5	3	8	6	2	8	9	11	20	37	19	56

M=Male F=Female T=Total

- Of the 56 people killed on Northern Ireland’s roads in 2019, 37 were male and 19 female. This is typical of the pattern observed previously, with males accounting for a higher proportion of fatalities by gender.
- There was 1 child (under the age of 16) killed on Northern Ireland’s roads in 2019. This was two fewer child fatalities than the three recorded in 2018.
- Road deaths for the 65+ age group as a proportion of all deaths have risen markedly from 11% of all deaths in 2010 to 36% of all deaths in 2019.
- The number of fatalities has decreased across all age groups in comparison with ten years ago with the exception of the 65+ age group. The largest reduction was seen in the 25-34 age group which saw a fall in the number of deaths of 5 between 2010 and 2019. See chart comparing 2019 with 2010 below.

Figure 1.3 Road fatalities by age group 2010 compared with 2019

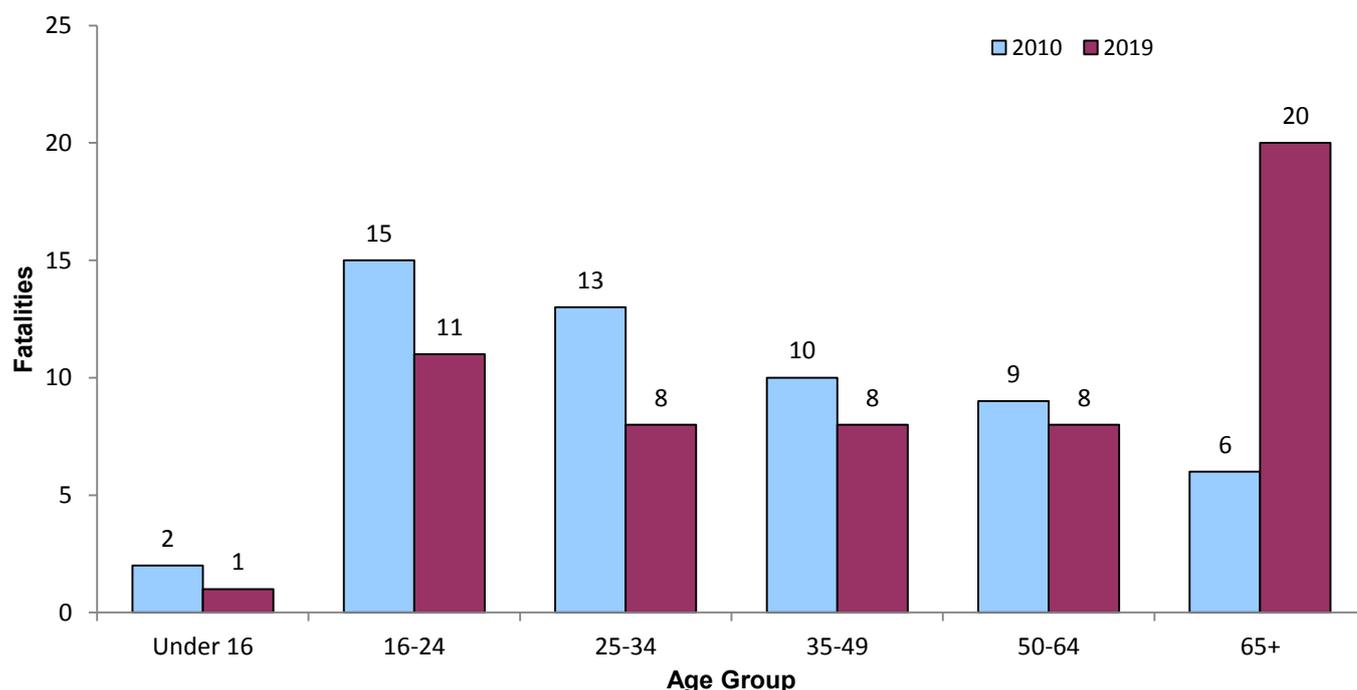
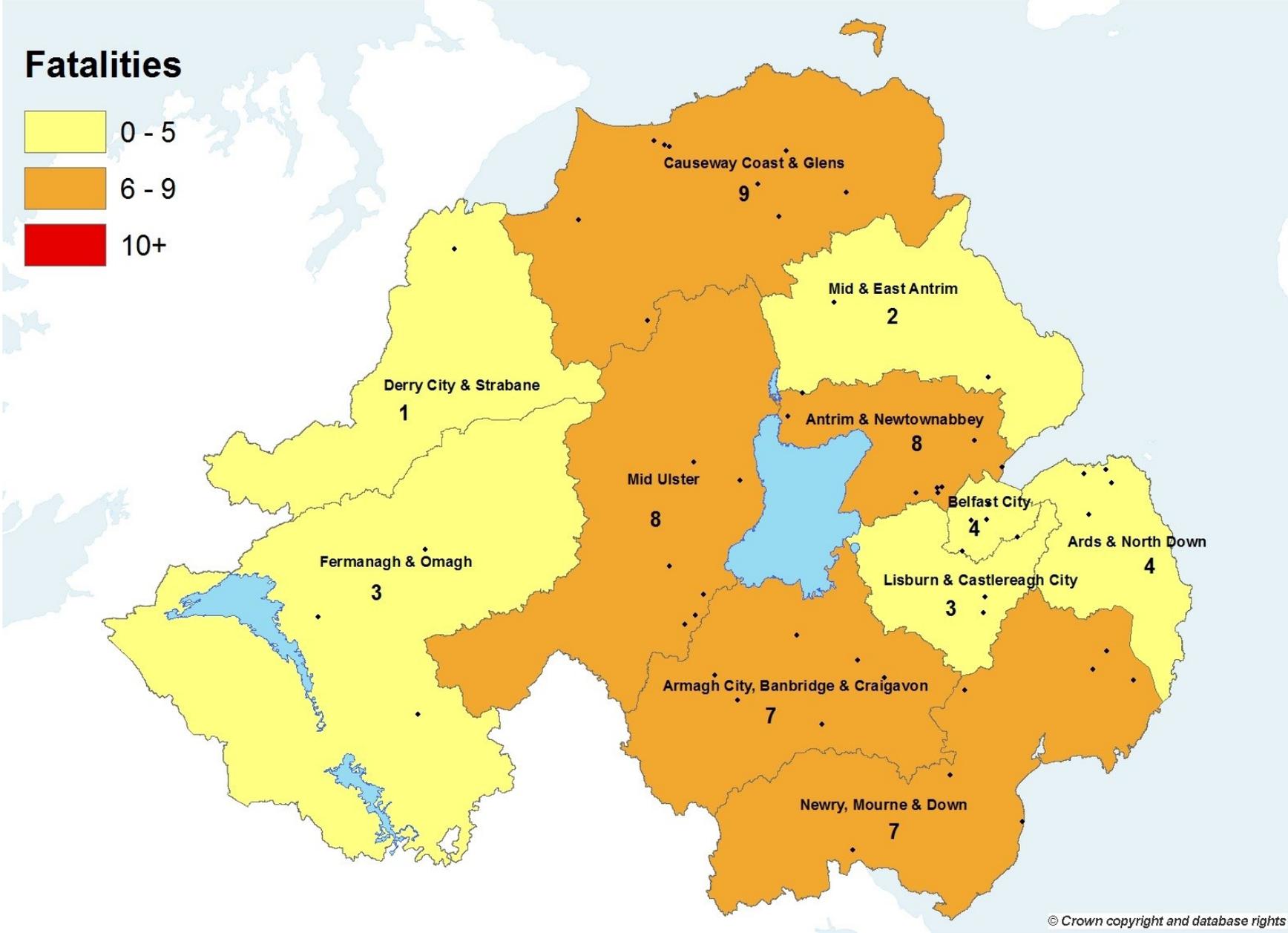


Table 1.4 Fatalities by Police Area and District 2010–2019

Area	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Belfast City	4	6	3	2	7	6	3	3	4	4
Antrim & Newtownabbey	6	8	5	5	2	6	8	2	3	8
Causeway Coast & Glens	2	5	2	5	9	8	8	6	6	9
Derry City & Strabane	5	5	2	4	5	4	7	5	2	1
Mid & East Antrim	1	3	5	9	4	6	3	6	2	2
North Area Policing	14	21	14	23	20	24	26	19	13	20
Ards & North Down	1	2	1	4	4	5	7	4	6	4
Armagh City, Banbridge & Craigavon	6	7	8	6	7	9	10	6	10	7
Fermanagh & Omagh	7	7	7	11	11	8	10	6	8	3
Lisburn & Castlereagh City	9	2	5	2	8	5	3	7	5	3
Mid Ulster	6	6	6	6	7	9	3	5	4	8
Newry, Mourne & Down	8	8	4	3	15	8	6	13	5	7
South Area Policing	37	32	31	32	52	44	39	41	38	32
Northern Ireland Total	55	59	48	57	79	74	68	63	55	56

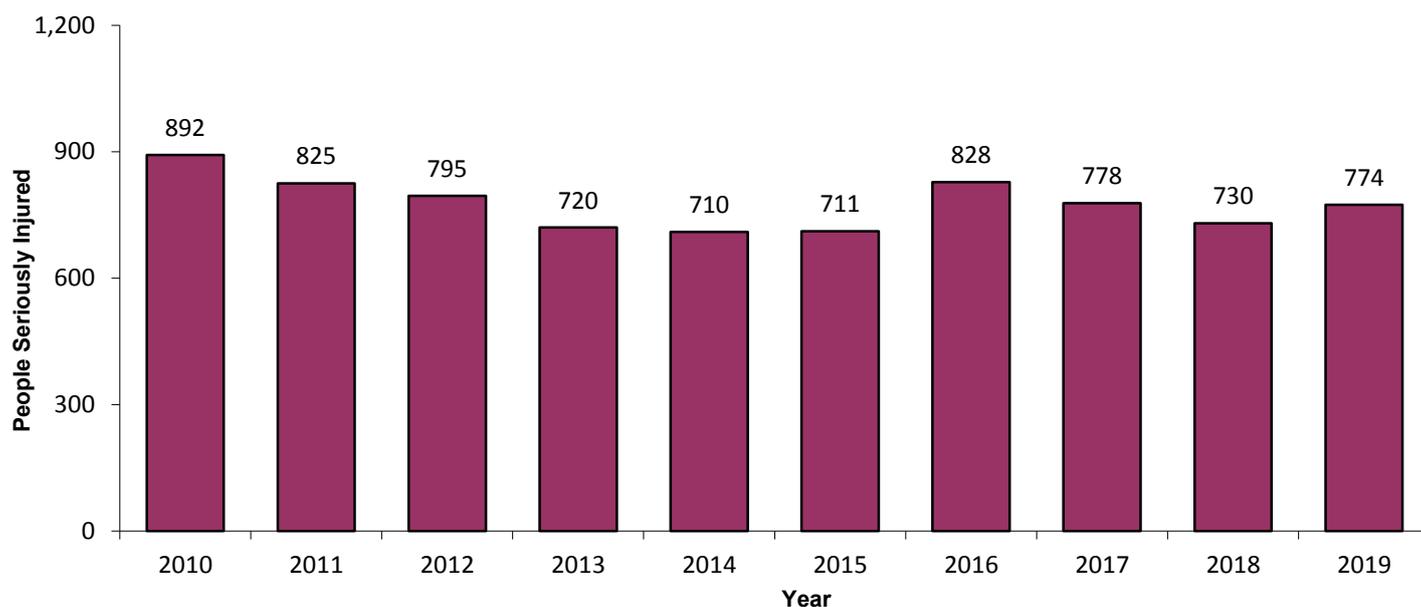
- Causeway Coast & Glens had the highest number of road traffic fatalities in 2019 with 9 deaths.
- Derry City & Strabane district had the lowest number of recorded fatalities in 2019 (1).
- Fermanagh & Omagh reported the largest decrease over the year, reducing from 8 fatalities in 2018 to 3 in 2019.
- Looking further back to 10 years ago, four of the eleven districts had fewer deaths recorded in 2019 than in 2010, these were Derry City & Strabane, Fermanagh & Omagh, Lisburn & Castlereagh City and Newry, Mourne & Down.

Figure 1.4 Fatalities by Police Area and District 2019



People seriously injured – Trends over the last 10 years

Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2010 to 2019



- There were 774 people seriously injured on Northern Ireland's roads in 2019 which was 44 more than the 730 recorded in 2018 (an increase of 6.0%), and 64 more than the low point in the ten year series seen in 2014 (710).
- The 2019 figure of 774 people seriously injured was 118 fewer than 2010 and 2,131 fewer than the highest level recorded in 1977 (reductions of 13.2% and 73.4% respectively).

Table 1.5 Number of people seriously injured by road user type in Northern Ireland 2010–2019

Road user type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedestrians	167	200	182	162	140	164	164	175	135	159
Drivers of motor vehicles	332	295	294	271	263	254	353	309	297	318
Motorcyclists	112	102	96	91	84	78	88	80	101	84
Pedal Cyclists	49	47	55	42	59	40	61	50	46	57
Passengers	211	161	155	136	155	163	156	149	134	144
Pillion Passengers	8	7	3	5	4	6	3	8	5	6
Other road users	13	13	10	13	5	6	3	7	12	6
Total	892	825	795	720	710	711	828	778	730	774

- Drivers of motor vehicles accounted for 41.1% of all seriously injured casualties in 2019. Pedestrians were next highest with 20.5%, followed by passengers (18.6%), motorcyclists (10.9%) and pedal cyclists (7.4%).
- In comparison with ten years ago, all categories of key road users in 2019 had fewer people seriously injured than in 2010, with the exception of pedal cyclists which had 8 additional serious casualties when compared with 2010.
- There were 17 fewer motorcyclists seriously injured in 2019 than in 2018. All other categories of road users showed an increase in serious injuries over the year, with the exception of the 'Other road users' category.

Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2010–2019

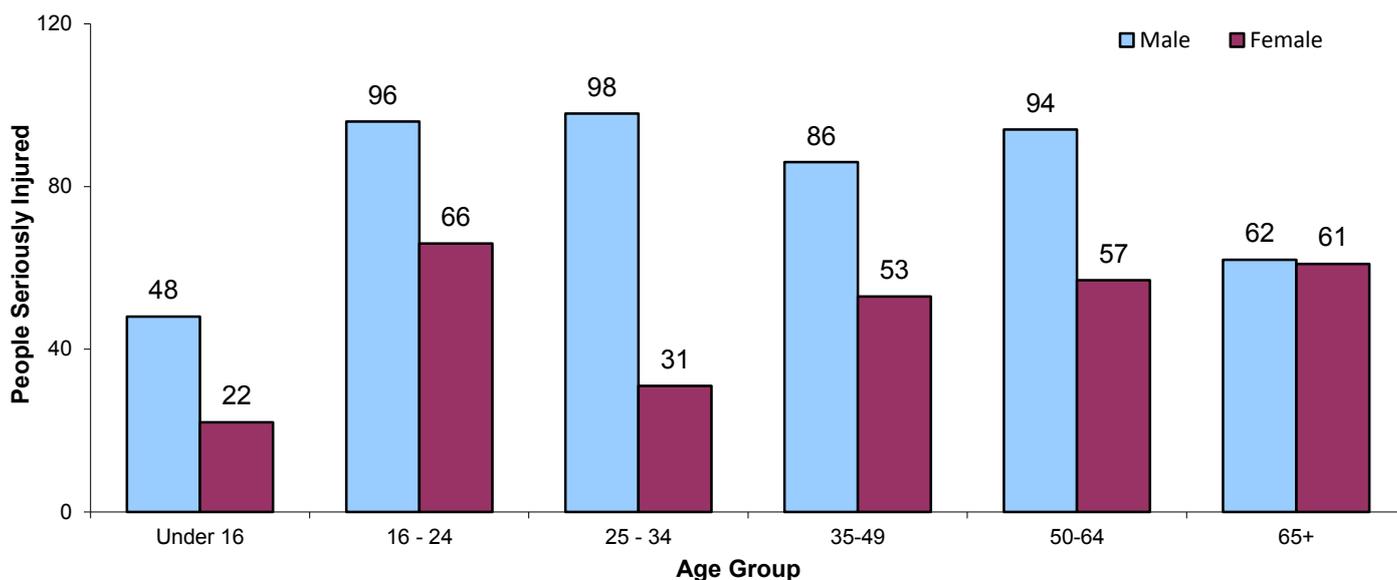
Year	Under 16			16-24			25-34			35-49			50-64			65+			Total ¹		
	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T	M	F	T
2010	58	35	93	153	75	228	90	49	139	128	66	194	82	56	138	40	60	100	551	341	892
2011	57	34	91	126	72	198	109	31	140	130	60	190	53	42	95	49	61	110	525	300	825
2012	63	24	87	155	51	206	106	34	140	100	53	153	67	54	121	44	42	86	537	258	795
2013	41	30	71	117	44	161	87	47	134	100	39	139	71	43	114	50	50	100	466	254	720
2014	40	26	66	127	60	187	89	33	122	105	34	139	73	37	110	35	46	81	472	238	710
2015	44	23	67	115	64	179	93	41	134	90	44	134	68	51	119	27	51	78	437	274	711
2016	47	31	78	146	65	211	75	40	115	110	56	166	88	49	137	63	58	121	529	299	828
2017	38	26	64	105	60	165	82	37	119	108	46	154	96	56	152	68	56	124	497	281	778
2018	40	20	60	103	59	162	99	34	133	96	37	133	84	48	132	62	48	110	484	246	730
2019	48	22	70	96	66	162	98	31	129	86	53	139	94	57	151	62	61	123	484	290	774

Notes:

1. The table above excludes unknown ages

2. M=Male F=Female T=Total

Figure 1.6 Number of people seriously injured by age and gender - 2019



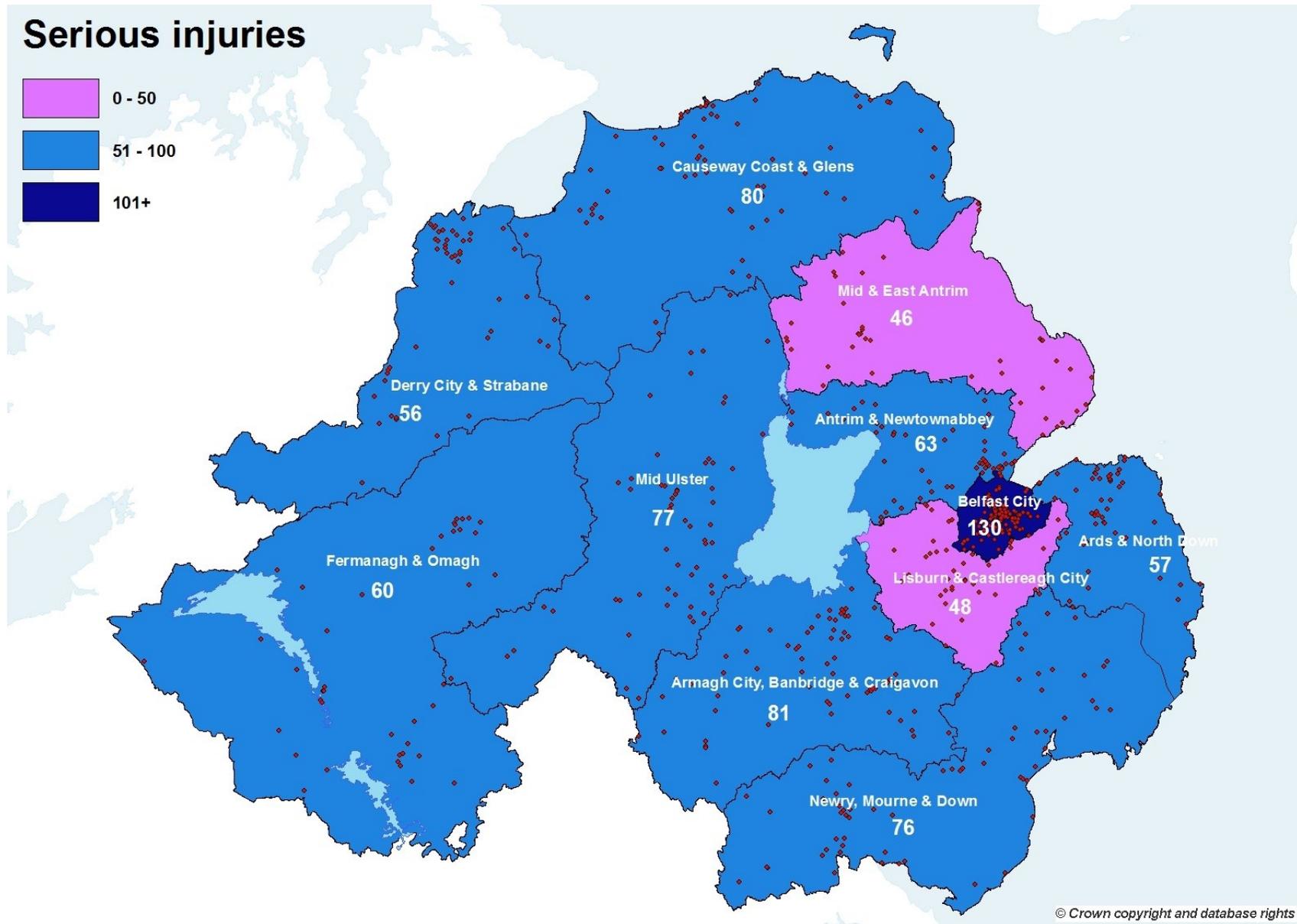
- Males accounted for over three-fifths of people seriously injured (62.5%) in 2019.
- More males were seriously injured than females for all age groups in 2019. The proportion of males to females ranged from 76.0% for the 25 to 34 age group to 50.4% for the 65+ age group.
- The highest proportion of those seriously injured in 2019 was among those aged 16 to 24 with 162, representing 20.9% of those who were seriously injured during the year.
- Comparing 2019 to 2018, the number of people seriously injured decreased in only one age group (25-34).
- Although there were 118 fewer people seriously injured than the 892 recorded in 2010, more people were seriously injured amongst the older age groups in 2019 than ten years ago, with the 50 to 64 and 65 plus age groups increasing by 13 and 23 casualties respectively.

Table 1.7 People Seriously Injured by Police Area and District 2010–2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Belfast City	121	142	150	136	106	115	125	128	93	130
Antrim & Newtownabbey	61	48	53	36	43	45	55	56	60	63
Causeway Coast & Glens	69	74	77	67	73	58	78	63	58	80
Derry City & Strabane	57	50	56	46	64	35	43	43	51	56
Mid & East Antrim	76	62	47	64	46	62	64	63	46	46
North Area Policing	263	234	233	213	226	200	240	225	215	245
Ards & North Down	59	57	55	46	52	45	51	61	51	57
Armagh City, Banbridge & Craigavon	104	126	95	80	76	95	98	77	99	81
Fermanagh & Omagh	60	56	59	66	46	44	85	61	50	60
Lisburn & Castlereagh City	77	65	67	62	57	63	73	55	65	48
Mid Ulster	100	48	61	49	53	69	59	66	67	77
Newry, Mourne & Down	108	97	75	68	94	80	97	105	90	76
South Area Policing	508	449	412	371	378	396	463	425	422	399
Northern Ireland Total	892	825	795	720	710	711	828	778	730	774

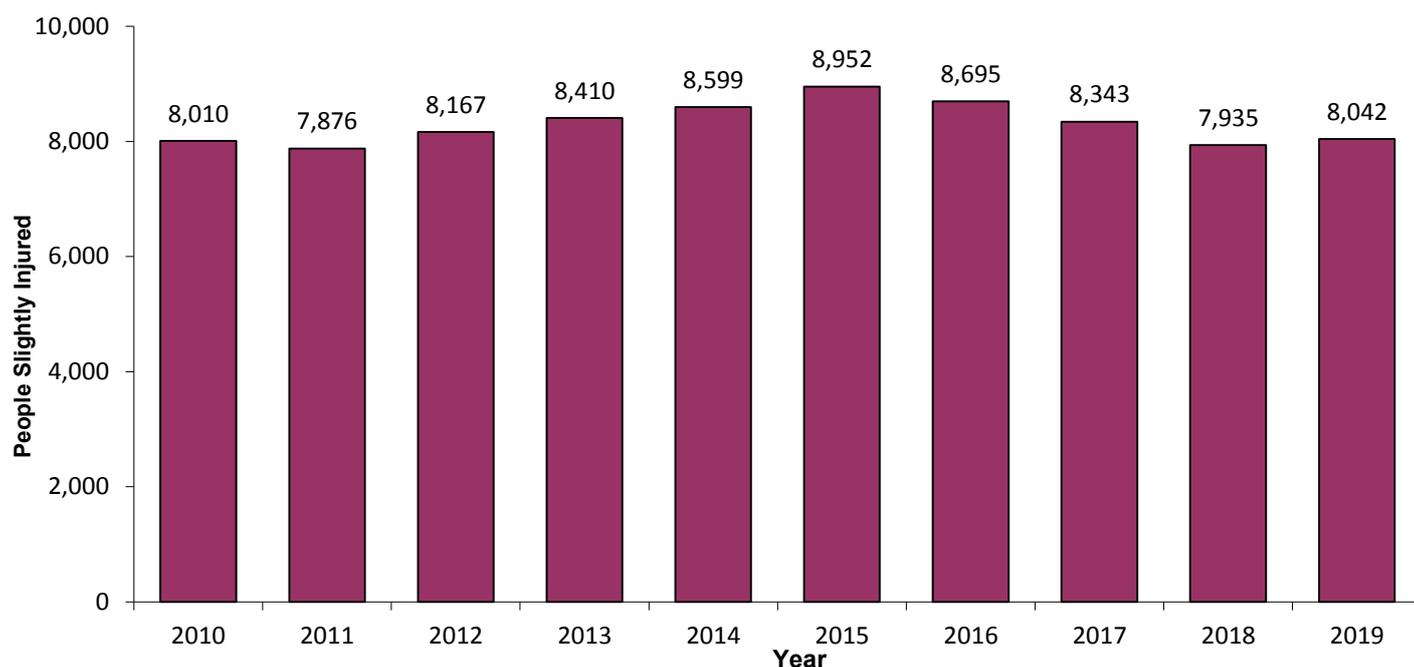
- Belfast City had the largest number of people seriously injured in 2019 with 130 while the District with the fewest was, as last year, Mid & East Antrim with 46.
- The largest overall change in comparison to last year was in Belfast City which increased by 37 from 93 people seriously injured in 2018 to 130 this year.
- Seven of the eleven districts had fewer people seriously injured in 2019 compared with 2010, three districts showed an increase and one remained the same. Newry, Mourne & Down had the largest reduction in serious casualties over the 10 year period, falling by 32 serious casualties from 108 recorded in 2010 to 76 in 2019.

Figure 1.7 People seriously injured by Police Area and District 2019



People Slightly Injured – Trends over the last 10 years

Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2010 to 2019



- There were 8,042 people slightly injured in 2019 which was the first increase in the number of people slightly injured in four years. This was an additional 107 people slightly injured than in 2018, but 910 fewer than the high of the 10 year period in 2015 when 8,952 people were slightly injured.

Table 1.8 Number of people slightly injured by road user type in Northern Ireland 2010 – 2019

Road user type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedestrians	558	621	613	610	611	604	552	539	536	462
Drivers of motor vehicles	4,364	4,144	4,425	4,577	4,786	5,071	5,003	4,851	4,563	4,585
Motorcyclists	255	238	189	210	192	202	193	185	185	185
Pedal Cyclists	165	206	220	210	271	239	266	267	240	231
Passengers	2,613	2,615	2,670	2,750	2,685	2,781	2,625	2,453	2,351	2,520
Pillion Passengers	9	7	11	11	7	4	6	7	9	6
Other road users	46	45	39	42	47	51	50	41	51	53
Total	8,010	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042

- When comparing 2019 to 2010 drivers of motor vehicles, pedal cyclists and the other road users groups have shown an increase in slight injuries of 221, 66 and 7 respectively. All other groups showed a decrease of between 3 and 96 slight injuries.
- At 2,520 the number of passengers slightly injured in 2019 was 169 more than the 2,351 recorded in 2018. The number of pedestrians slightly injured has decreased for the fifth successive year, from 611 in 2014 to 462 in 2019.
- Motorcyclists have maintained their relatively low number of slight injuries in comparison with ten years ago, with 70 fewer slightly injured than in 2010 (a reduction of 27.5%).

Analysis of vulnerable road users

Vulnerable road users have been defined for the purpose of this report as including pedestrians, pedal cyclists and motorcyclists.

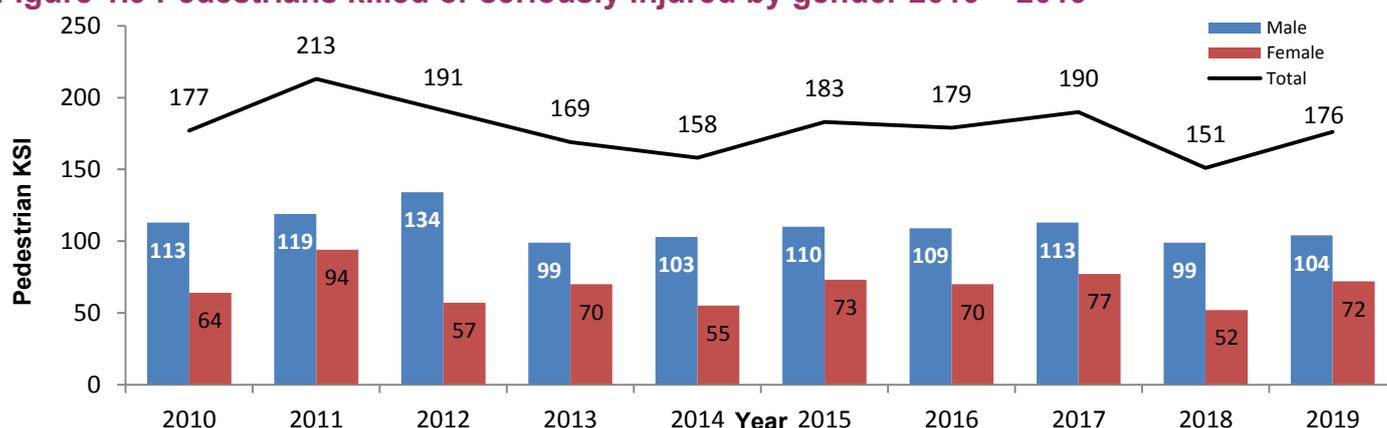
Pedestrians

Table 1.9 Number of pedestrian casualties by severity of injury 2010 – 2019

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2010	8	2	10	105	62	167	312	246	558	425	310	735
2011	6	7	13	113	87	200	358	263	621	477	357	834
2012	7	2	9	127	55	182	366	247	613	500	304	804
2013	5	2	7	94	68	162	353	256	610	452	326	779
2014	15	3	18	88	52	140	352	259	611	455	314	769
2015	9	10	19	101	63	164	346	258	604	456	331	787
2016	13	2	15	96	68	164	303	249	552	412	319	731
2017	11	4	15	102	73	175	289	250	539	402	327	729
2018	13	3	16	86	49	135	295	241	536	394	293	687
2019	10	7	17	94	65	159	249	211	462	353	283	638

- There were 638 pedestrian casualties in 2019, 49 less than 2018 and an overall reduction of 13.2% from the 735 recorded in 2010.
- The 17 pedestrians killed in 2019 comprised 10 males and 7 females.
- As with previous years, the majority of pedestrian casualties recorded in 2019 were male. They accounted for more than half the proportion of casualties overall (55.3%) and approximately three-fifths of those killed or seriously injured in 2019 (59.1%).
- The 65+ age group accounted for the highest number of pedestrians killed or seriously injured with 47 (26.7%) out of the 176 KSI casualties recorded in 2019 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2010.
- In June 2019, DfI published a detailed analysis of KSIs among pedestrians using data from 2013-2017 - <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/pedestrian-ksi-casualties-in-northern-ireland-2013-2017.pdf>

Figure 1.9 Pedestrians killed or seriously injured by gender 2010 – 2019



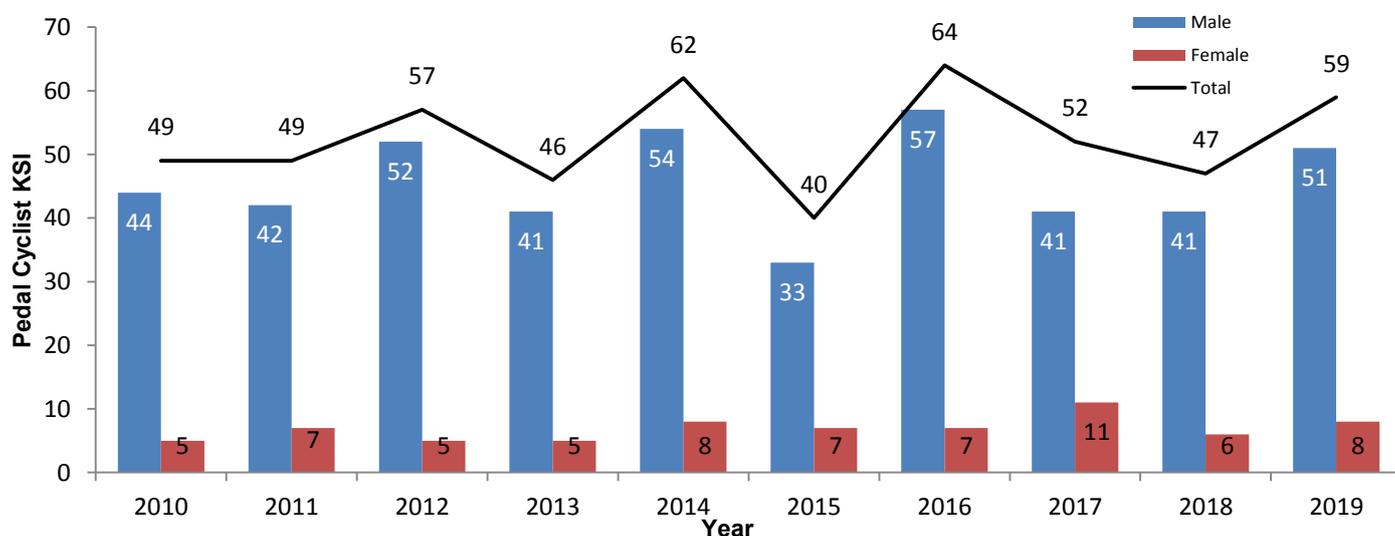
Pedal cyclists

Table 1.10 Number of pedal cyclist casualties by severity of injury 2010 – 2019

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2010	0	0	0	44	5	49	142	23	165	186	28	214
2011	1	1	2	41	6	47	169	37	206	211	44	255
2012	2	0	2	50	5	55	180	40	220	232	45	277
2013	4	0	4	37	5	42	177	33	210	218	38	256
2014	3	0	3	51	8	59	231	40	271	285	48	333
2015	0	0	0	33	7	40	203	36	239	236	43	279
2016	3	0	3	54	7	61	220	46	266	277	53	330
2017	2	0	2	39	11	50	222	45	267	263	56	319
2018	1	0	1	40	6	46	207	33	240	248	39	287
2019	2	0	2	49	8	57	201	30	231	252	38	290

- There were 290 pedal cyclist casualties in 2019, 3 more than in 2018 but 12.9% less than the number of pedal cyclists injured in 2014 (333).
- The 59 pedal cyclists killed or seriously injured in 2019 was 12 more than recorded in 2018.
- The majority of pedal cycle casualties in 2019 were males, who accounted for 86.9% overall and 86.4% of those killed or seriously injured.
- In terms of age group, most killed or seriously injured casualties were from the 50-64 age group with over a third of all pedal cyclists KSI casualties in 2019 coming from this category (21 out of 59). See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2010.
- In June 2020, DfI published a detailed analysis of KSIs among cyclists using data from 2014-2018 - <https://www.infrastructure-ni.gov.uk/articles/pedal-cyclist-ksi-casualties-northern-ireland-2014-2018>

Figure 1.10 Pedal cyclists killed or seriously injured by gender 2010 - 2019



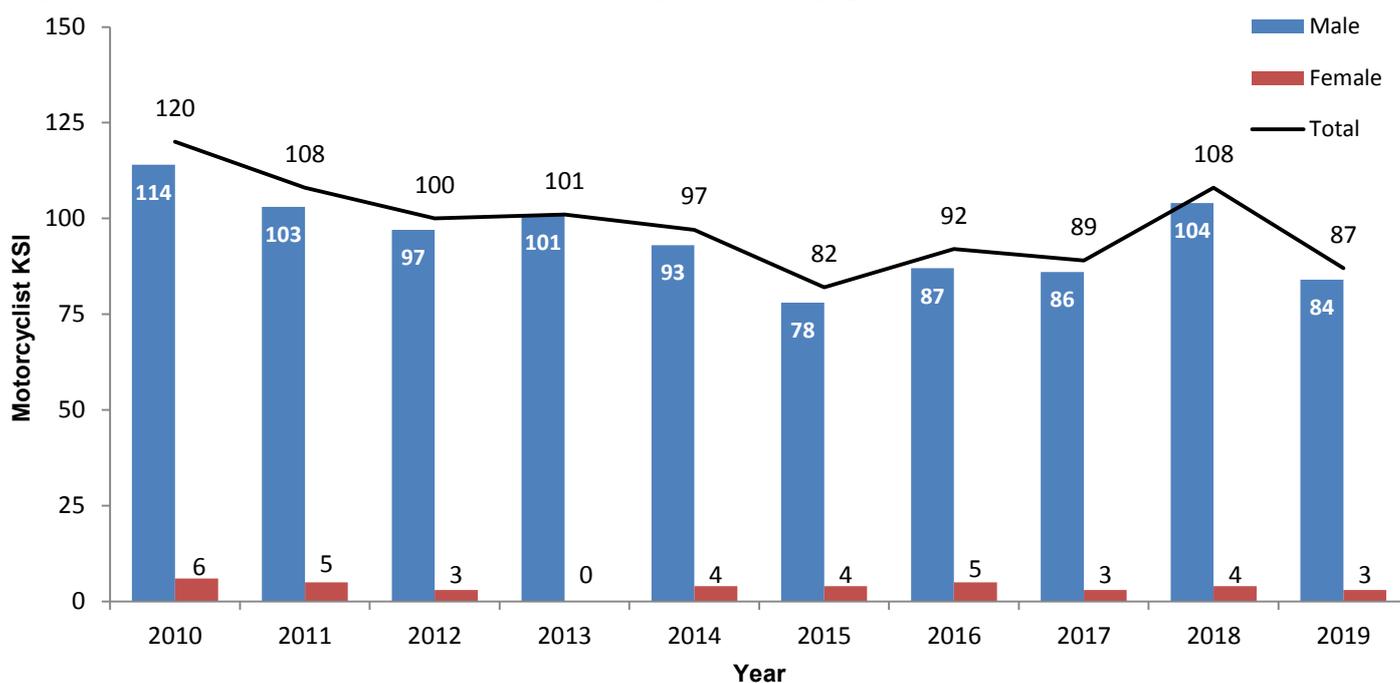
Motorcyclists

Table 1.11 Number of motorcycle casualties by severity of injury 2010 – 2019

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2010	8	0	8	106	6	112	240	15	255	354	21	375
2011	6	0	6	97	5	102	224	14	238	327	19	346
2012	4	0	4	93	3	96	174	15	189	271	18	289
2013	10	0	10	91	0	91	194	16	210	295	16	311
2014	13	0	13	80	4	84	184	8	192	277	12	289
2015	4	0	4	74	4	78	189	13	202	267	17	284
2016	4	0	4	83	5	88	178	15	193	265	20	285
2017	9	0	9	77	3	80	175	10	185	261	13	274
2018	7	0	7	97	4	101	176	9	185	280	13	293
2019	3	0	3	81	3	84	172	13	185	256	16	272

- There were 272 motorcycle casualties in 2019, twenty-one less than 2018 and an overall reduction of 27.5% from the 375 recorded in 2010.
- The 3 deaths of motorcyclists recorded in 2019 was four less than 2018 and is the lowest on record.
- Most motorcyclist casualties in 2019 were from the 35 to 49 age group which accounted for 85 (31.3%) of the 272 overall recorded.
- Male motorcyclists accounted for 97% of all killed or seriously injured motorcyclists in 2019. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2010.

Figure 1.11 Motorcyclists killed or seriously injured by gender 2010 - 2019

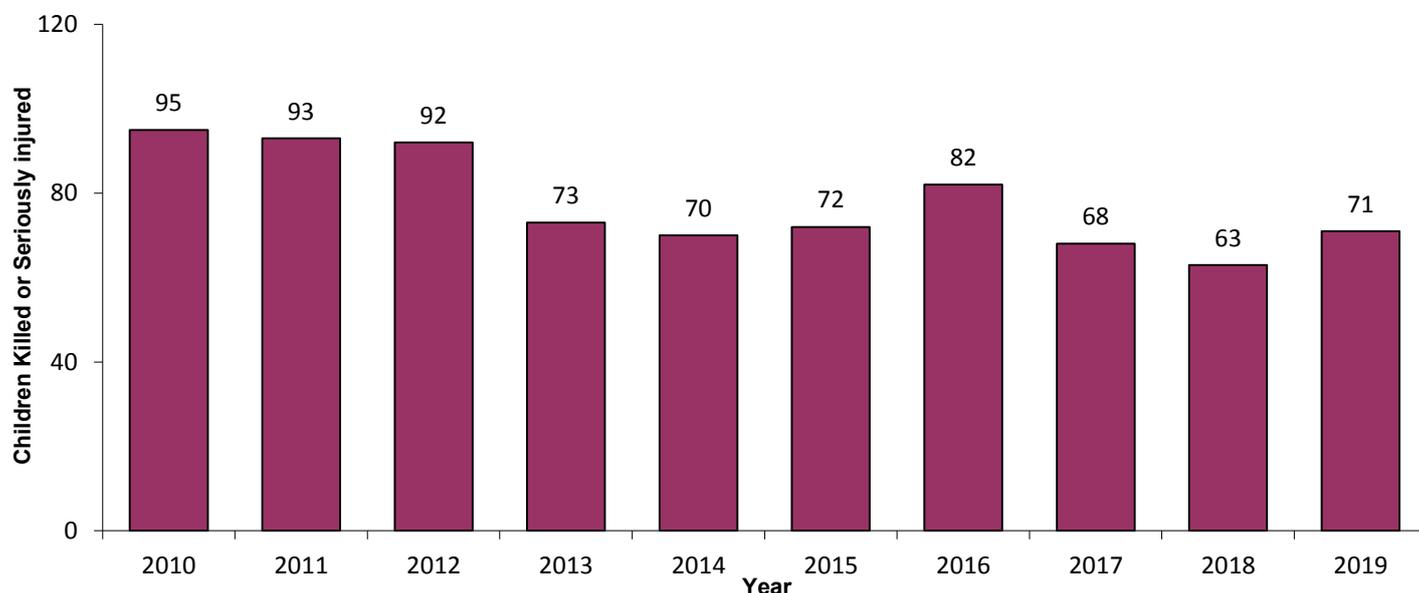


Casualties by selected age group

This section of the report focuses on age groups who are perceived as being more at risk in road traffic collisions namely children under the age of 16, young people (aged 16 to 24) and older people (65 plus).

Children (Age Group under 16)

Figure 1.12 Child casualties killed or seriously injured – 2010 to 2019



- The 71 children (under 16) killed or seriously injured in 2019 was 8 more than recorded in 2018 but 24 fewer child KSI casualties than recorded in 2010.

Table 1.12 Number of child casualties by gender and severity of injury 2010 – 2019

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2010	0	2	2	58	35	93	399	350	749	457	387	844
2011	1	1	2	57	34	91	431	406	837	489	441	930
2012	3	2	5	63	24	87	512	444	956	578	470	1,048
2013	1	1	2	41	30	71	445	413	858	487	444	931
2014	4	0	4	40	26	66	438	388	827	482	414	897
2015	3	2	5	44	23	67	443	408	853	490	433	925
2016	3	1	4	47	31	78	438	434	872	488	466	954
2017	3	1	4	38	26	64	410	384	796	451	411	864
2018	3	0	3	40	20	60	377	364	741	420	384	804
2019	0	1	1	48	22	70	412	405	818	460	428	889

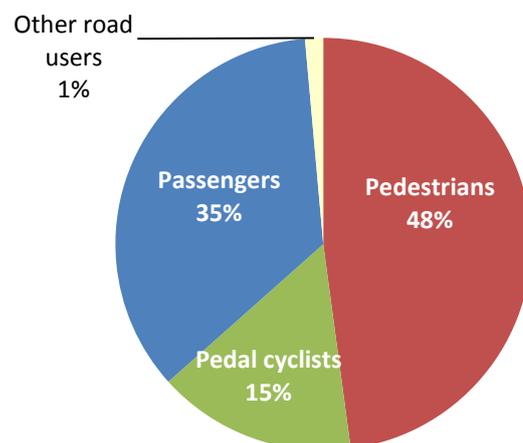
- The total number of child casualties increased to 889 in 2019, 85 more than in 2018. However, this was still 15.2% less than the 1,048 child casualties recorded in 2012.
- While children killed or seriously injured showed a decrease from the number recorded 10 years ago with one less death and 23 fewer seriously injured, there were 69 more children slightly injured in 2019 compared with 2010.
- Over two-thirds (67.6%) of child KSI casualties in 2019 were male, while for all child casualties the proportion by gender was much more even with just over half (51.7%) being male. This is fairly typical of the pattern observed over the last 10 years.

Table 1.13 Child casualties by road user type & severity of injury in Northern Ireland 2010 – 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Killed										
Pedestrians	1	0	3	0	3	2	3	2	2	0
Pedal cyclists	0	0	0	0	1	0	0	0	0	0
Passengers	1	1	2	2	0	3	1	0	1	1
Other road users	0	1	0	0	0	0	0	2	0	0
Total	2	2	5	2	4	5	4	4	3	1
Seriously Injured										
Pedestrians	57	55	55	54	34	37	50	50	38	34
Pedal cyclists	9	10	9	4	10	4	6	4	5	11
Passengers	20	23	18	12	21	22	19	8	16	24
Other road users	7	3	5	1	1	4	3	2	1	1
Total	93	91	87	71	66	67	78	64	60	70
KSI										
<i>Pedestrians</i>	58	55	58	54	37	39	53	52	40	34
<i>Pedal cyclists</i>	9	10	9	4	11	4	6	4	5	11
<i>Passengers</i>	21	24	20	14	21	25	20	8	17	25
<i>Other road users</i>	7	4	5	1	1	4	3	4	1	1
Total	95	93	92	73	70	72	82	68	63	71
Slightly Injured										
Pedestrians	167	183	170	162	169	161	145	137	126	113
Pedal cyclists	41	55	46	38	32	43	46	44	33	50
Passengers	533	590	734	653	623	643	676	611	576	650
Other road users	8	9	6	5	3	6	5	4	6	5
Total	749	837	956	858	827	853	872	796	741	818
All Casualties										
Pedestrians	225	238	228	216	206	200	198	189	166	147
Pedal cyclists	50	65	55	42	43	47	52	48	38	61
Passengers	554	614	754	667	644	668	696	619	593	675
Other road users	15	13	11	6	4	10	8	8	7	6
Total	844	930	1,048	931	897	925	954	864	804	889

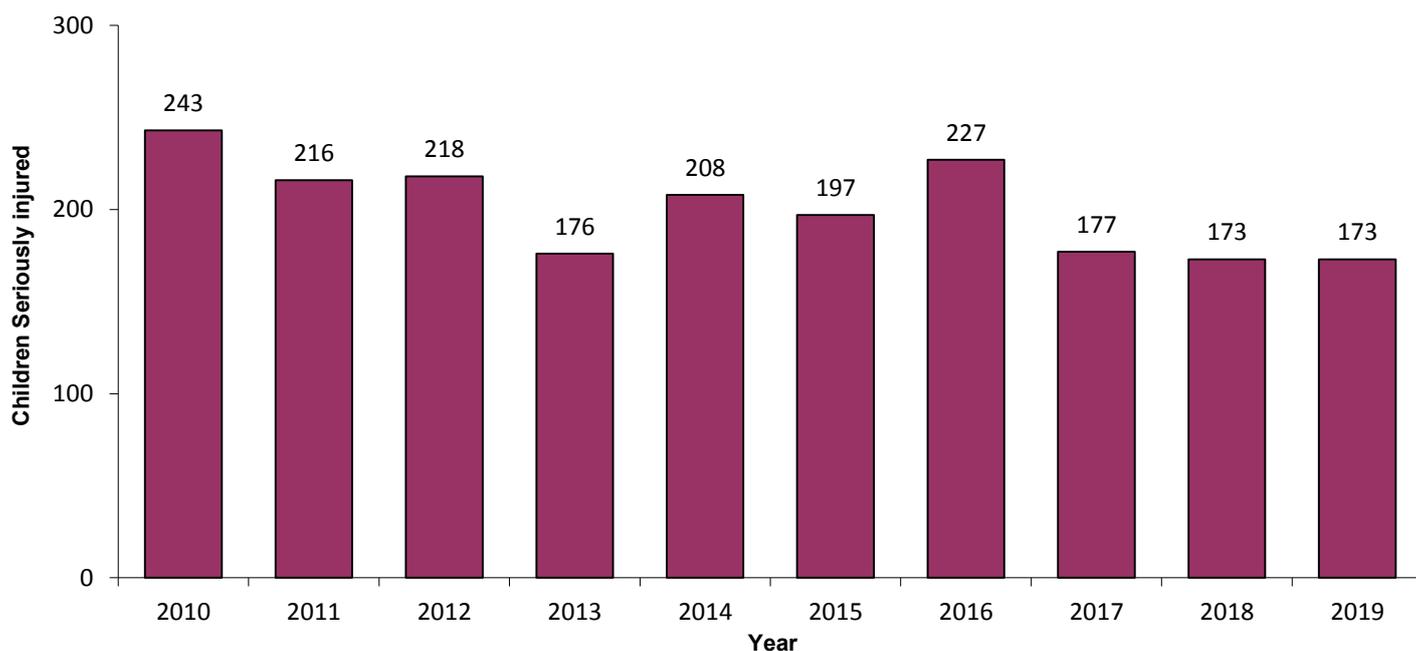
- Three-quarters of all child casualties (75.9%) were passengers in motor vehicles in 2019, approximately half (47.9%) of children killed or seriously injured during the year were pedestrians.

Figure 1.13 Child casualties killed or seriously injured by road user type 2019



Young People (Age group 16 to 24)

Figure 1.14 Young people killed or seriously injured – 2010 to 2019



- The 173 KSI casualties of young people (those aged between 16 and 24) was the joint lowest recorded for this age group in a calendar year for records held since 1986. It was also 70 fewer than 2010 when 243 young people were killed or seriously injured (a reduction of 29%).

Table 1.14 Number of casualties of young people by gender and severity of injury 2010 – 2019

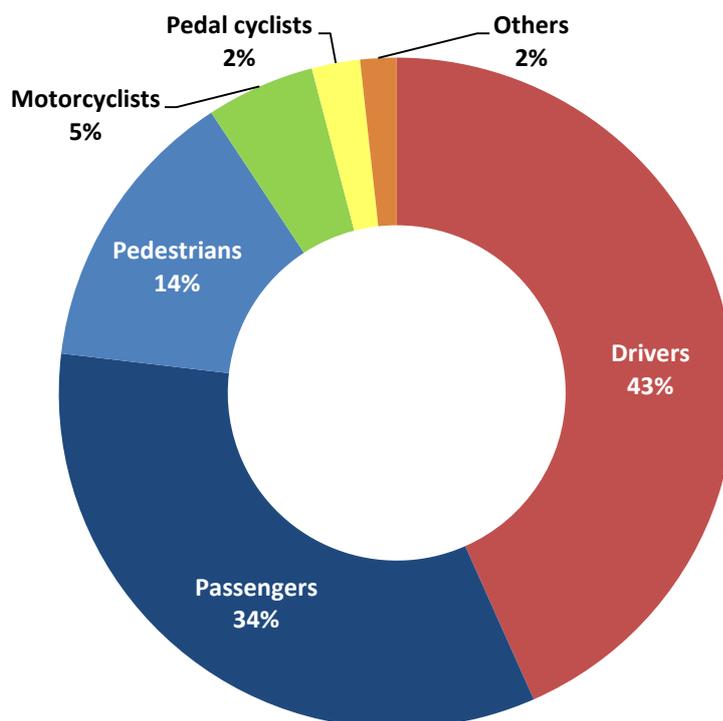
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2010	14	1	15	153	75	228	1,108	1,067	2,175	1,275	1,143	2,418
2011	13	5	18	126	72	198	1,077	911	1,988	1,216	988	2,204
2012	7	5	12	155	51	206	975	934	1,909	1,137	990	2,127
2013	14	1	15	117	44	161	990	906	1,896	1,121	951	2,072
2014	18	3	21	127	60	187	1,009	947	1,956	1,154	1010	2,164
2015	15	3	18	115	64	179	1,066	939	2,005	1,196	1,006	2,202
2016	13	3	16	146	65	211	893	891	1,784	1,052	959	2,011
2017	10	2	12	105	60	165	859	803	1,662	974	865	1,839
2018	8	3	11	103	59	162	797	767	1,564	908	829	1,737
2019	9	2	11	96	66	162	879	788	1,667	984	856	1,840

- In 2019 there were 11 fatalities of young people. This was equal to the 11 recorded in 2018 and a 48% reduction on the number recorded in 2014 (21 fatalities).
- Slightly more than half of all young casualties were males (53.5%), while over three-fifths of young KSI casualties were male (60.7%).
- In 2019, there were 578 fewer young people who were casualties in a road traffic collision than in 2010. Fatalities reduced by 4, those seriously injured by 66 and young people slightly injured by 508 (reductions of 26.6%, 28.9% and 23.4% respectively).

Table 1.15 Number of young people killed or seriously injured by road user type 2010 – 2019

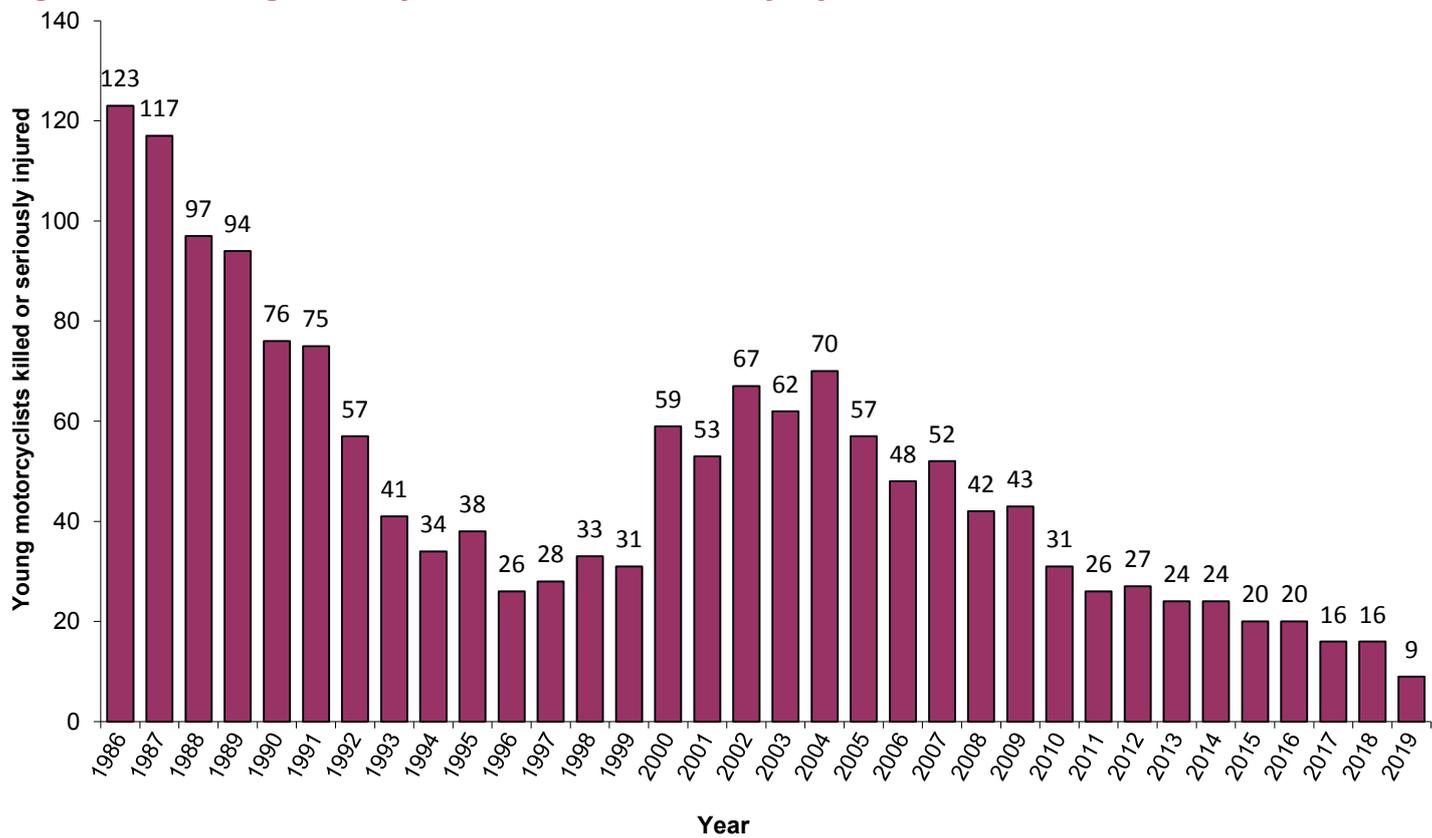
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
KSI										
Pedestrians	30	39	30	17	19	33	23	26	22	24
Drivers of motor vehicles	95	79	82	67	96	72	105	80	79	75
Motorcyclists	31	26	27	24	24	20	20	16	16	9
Pedal cyclists	6	8	8	2	5	4	8	2	4	4
Passengers	76	61	69	60	62	66	66	49	49	58
Pillion Passengers	3	1	1	2	2	1	4	2	1	2
Other road users	2	2	1	4	0	1	1	2	2	1
Total	243	216	218	176	208	197	227	177	173	173

Figure 1.15 Young people killed or seriously injured by road user type - 2019



- The majority of young people killed or seriously injured in 2019 were drivers of motor vehicles with 75 out of the 173 KSI casualties being from this category (43.4%).
- The 9 young motorcyclists killed or seriously injured in 2019 was the fewest observed for this age category since records on severity of injury by age group began to be collated in 1986. See chart below.

Figure 1.16 Young motorcyclists killed or seriously injured – 1986 to 2019



Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2010 – 2019

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2010	5	1	6	40	60	100	230	289	519	275	350	625
2011	5	7	12	49	61	110	219	291	510	273	359	632
2012	10	2	12	44	42	86	277	272	549	331	316	647
2013	8	7	15	50	50	100	281	326	607	339	383	722
2014	13	9	22	35	46	81	284	327	611	332	382	714
2015	11	9	20	27	51	78	346	370	716	384	430	814
2016	7	5	12	63	58	121	360	357	717	430	420	850
2017	7	6	13	68	56	124	377	345	722	452	407	859
2018	7	3	10	62	48	110	324	354	678	393	405	798
2019	9	11	20	62	61	123	355	386	741	426	458	884

- There were 20 fatalities of older people (those aged 65 plus) in 2019, 10 more deaths than recorded in 2018 and 14 more than recorded in 2010.
- There were 123 older people seriously injured in 2019, this was 13 more than the 110 recorded in 2018.
- In terms of overall casualties, there were 259 more casualties amongst the 65 and over age group in 2019 than in 2010. The data shows a generally increasing trend since the series low of 485 seen in 2005. See chart below for a yearly breakdown from 1986.

Figure 1.17 Casualties of older people – 1986 to 2019

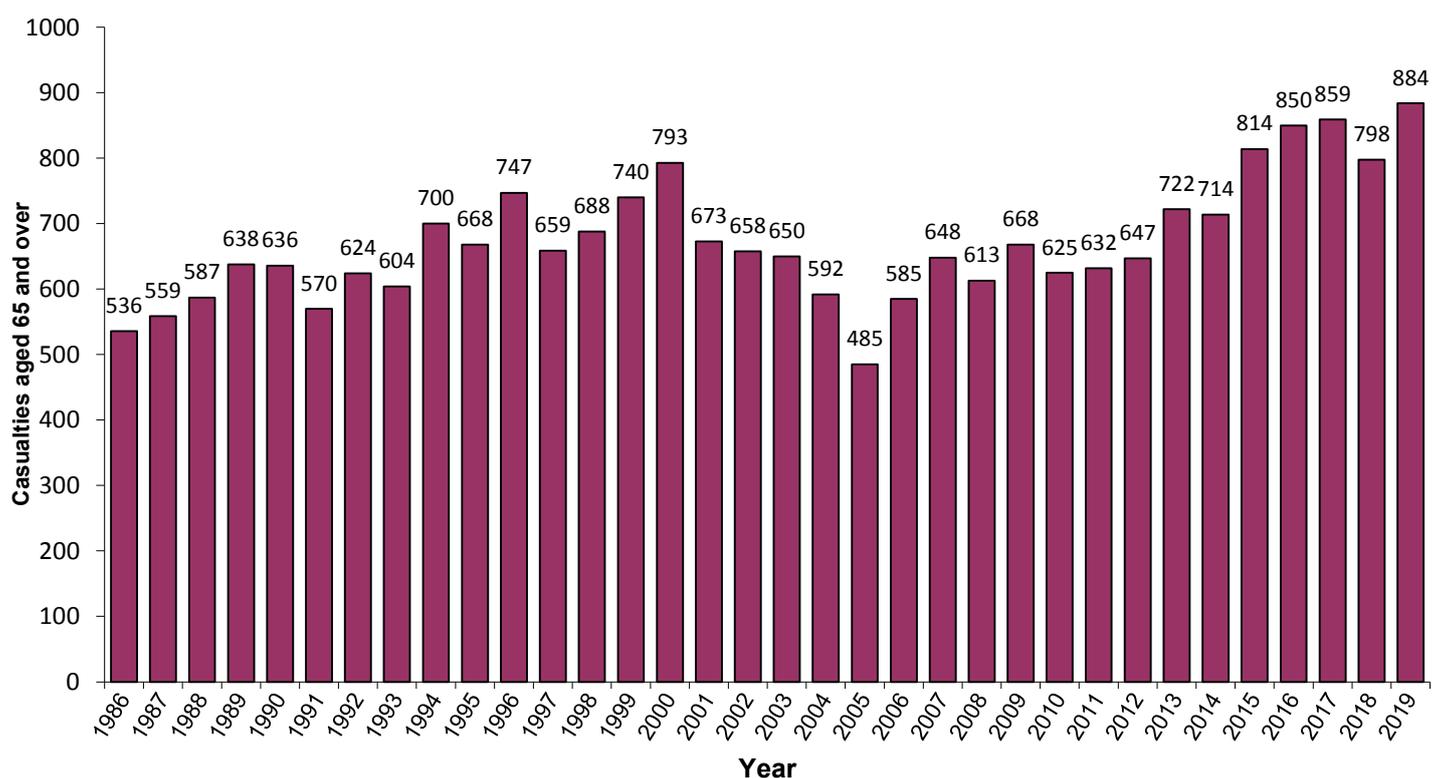


Table 1.17 Number of older people killed or seriously injured by road user type 2010 – 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
KSI										
Pedestrians	26	43	33	38	38	29	39	42	30	47
Drivers of motor vehicles	45	48	35	45	38	36	64	57	53	63
Motorcyclists	3	4	5	3	2	3	6	5	8	2
Pedal cyclists	1	1	5	5	2	2	5	3	4	5
Passengers	28	22	17	22	21	25	19	29	23	25
Pillion Passengers	0	1	0	0	0	0	0	0	0	0
Other road users	3	3	3	2	2	3	0	1	2	1
Total	106	122	98	115	103	98	133	137	120	143

- In terms of road user category, the majority of KSI casualties of older people in 2019 were drivers with 63 recorded (44.1%).

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

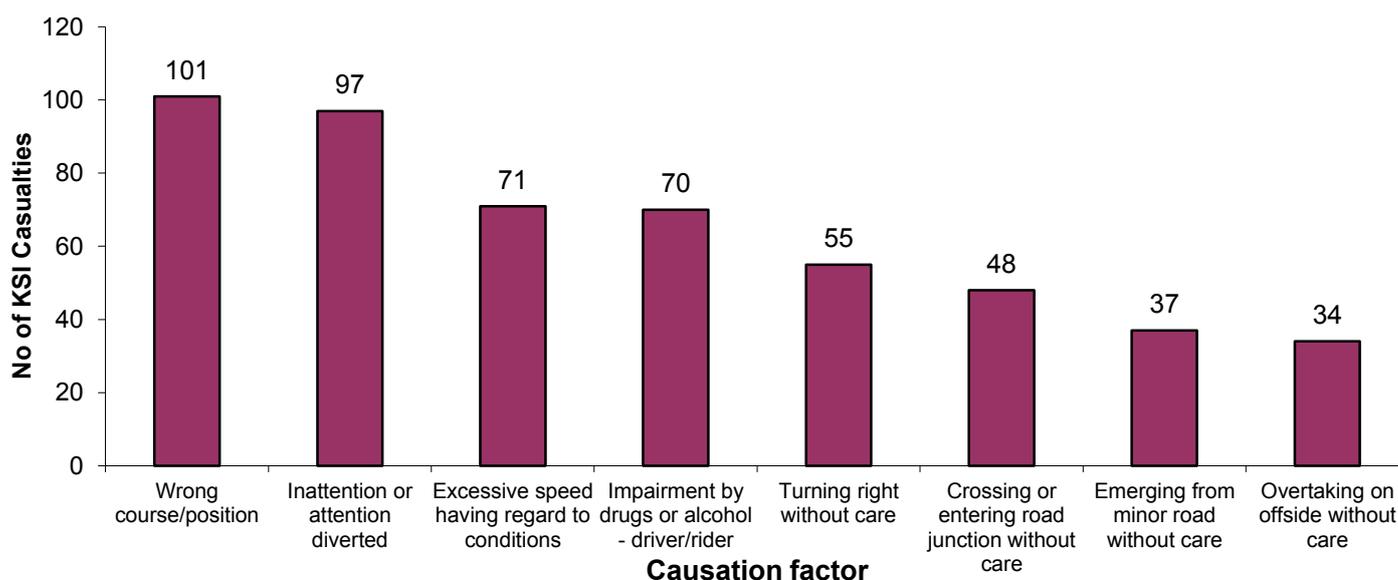
Causation factors in road traffic collisions

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

Table 2.1 Most common principal causation factors in road traffic collisions 2019

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

Figure 2.1 Most common principal causation factors for KSI casualties 2019



- Appendix 5 provides a longer term overview of the causation factors for casualties. The number of KSI casualties due to 'Excessive Speed having regard to conditions' decreased by 49.6% in 2019 when compared with 2010. KSI casualties due to 'Impairment by drugs or alcohol - driver/rider' decreased by 27.1%, however, 'Careless Driving' KSI casualties increased by 5.9% over the same period.

Table 2.2 Selected causation factors for KSI casualties 2010 – 2019

	Impaired by alcohol or drugs - driver/rider			Careless Driving ¹			Excessive Speed having regard to conditions		
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI
2010	10	86	96	19	440	459	10	131	141
2011	9	87	96	23	415	438	7	87	94
2012	8	59	67	14	387	401	8	92	100
2013	10	40	50	25	375	400	11	79	90
2014	16	62	78	35	350	385	14	74	88
2015	8	64	72	32	373	405	14	67	81
2016	17	64	81	32	449	481	8	85	93
2017	8	76	84	29	424	453	13	72	85
2018	9	69	78	25	427	452	10	61	71
2019	6	64	70	21	465	486	11	60	71

- There were 486 KSI casualties in 2019 which were attributed to careless driving¹ comprising 21 people killed and 465 seriously injured.
- There were 6 deaths recorded in 2019 due to a driver/rider being impaired by alcohol or drugs, this was three fewer than 2018 and 11 fewer than 2016.
- There were 11 people killed and 60 people seriously injured attributed to excessive speed having regard to conditions in 2019. This was 70 less KSI casualties as a result of excessive speed than 2010, down 49.6%.
- Not all collisions are assessed to be the fault of the driver as evidenced by the table below. Passengers, pedestrians, vehicle defects, obstructions and weather conditions can also be the cause of a collision.

Table 2.3 Police recorded injury road traffic collisions and casualties by causation factor type 2019

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	53	210	263	70	362	432
Excessive speed having regard to conditions	52	169	221	71	301	372
Careless driving ¹	398	3,752	4,150	486	6,201	6,687
Other driver rider fault	23	171	194	25	257	282
Total	526	4,302	4,828	652	7,121	7,773
Passenger Fault	10	30	40	11	31	42
Pedestrian Fault	93	220	313	94	234	328
Vehicle Defects	13	62	75	15	92	107
Obstructions	2	20	22	2	33	35
Physical/Road	24	131	155	29	188	217
Weather	19	177	196	22	281	303
Miscellaneous	5	42	47	5	62	67
Total	692	4,984	5,676	830	8,042	8,872

¹ This is a composite causation factor comprised of several causation factors including 'inattention or attention diverted' and 'driving too close'. Please see *Recorded road traffic collision and casualty definitions* for a full list in the Notes.

Who is responsible for collisions attributed to a driver or rider?

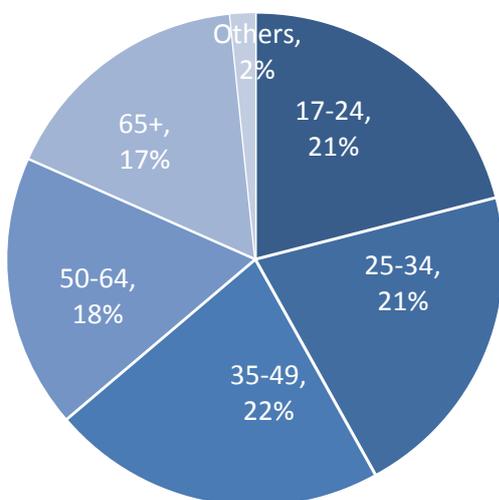
Table 2.4 Driver/rider responsibility¹ by age and gender 2019

Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	6	2	0	8	37	9	0	46
17 - 24	75	28	0	103	659	357	0	1,016
25 - 34	86	17	0	103	677	329	0	1,006
35 - 49	79	28	0	107	686	396	0	1,082
50 - 64	62	26	0	88	524	249	2	775
65+	54	28	0	82	338	171	0	509
Unknown	1	0	34	35	10	5	379	394
Total	363	129	34	526	2,931	1,516	381	4,828

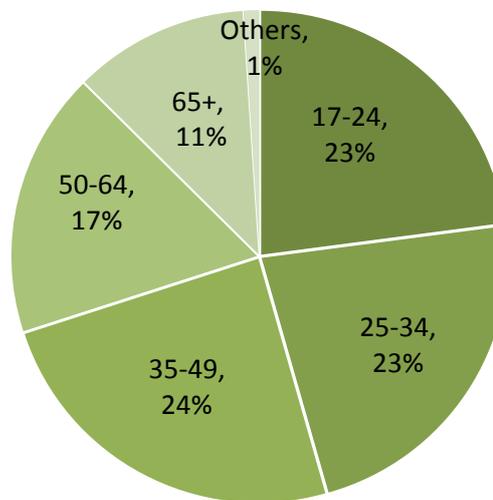
- Of the 526 fatal and serious collisions in 2019 where the causation was driver/rider responsibility¹, 363 were the responsibility of a male driver, 129 were caused by a female and 34 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 73.8% of fatal and serious collisions and 65.9% of collisions overall with driver/rider responsibility and where a gender is known.
- Drivers aged 35 to 49 were most likely to be responsible for fatal and serious collision (21.8%). See Figure 2.2 below.
- For overall collisions, the age group which had most collisions attributed to them in 2019 were the 35 to 49 year olds who accounted for 1,082 (24.4%) of driver/rider fault collisions where age was known.
- More males than females were responsible for overall collisions occurring in 2019 in each of the different age groups. Of those where the driver was known and aged 17 and over, the 65 plus age group had the highest proportion of males to females (67.6% males / 32.1% females), though the proportional split was similar across all age groups.

Figure 2.2 Drivers responsibility by age group¹

Drivers Responsible for fatal and serious collisions by age group



Drivers Responsible for overall collisions by age group



¹ Please note that as a collision can involve more than one driver who is responsible, this information is based on the driver linked to the principal causation factor of the collision.

- DfI has published a number of reports relevant to RTC causation including a profile of KSIs caused by drink driving (<https://www.infrastructure-ni.gov.uk/articles/fatal-and-serious-ksi-road-traffic-collisions-caused-by-drink-driving-northern-ireland-2013-2017>) and the findings of research into road safety issues (<https://www.infrastructure-ni.gov.uk/articles/road-safety-issues-northern-ireland>).
- In addition, PSNI Statistics Branch produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences - <https://www.psni.police.uk/inside-psni/Statistics/motoring-offences-statistics/>.

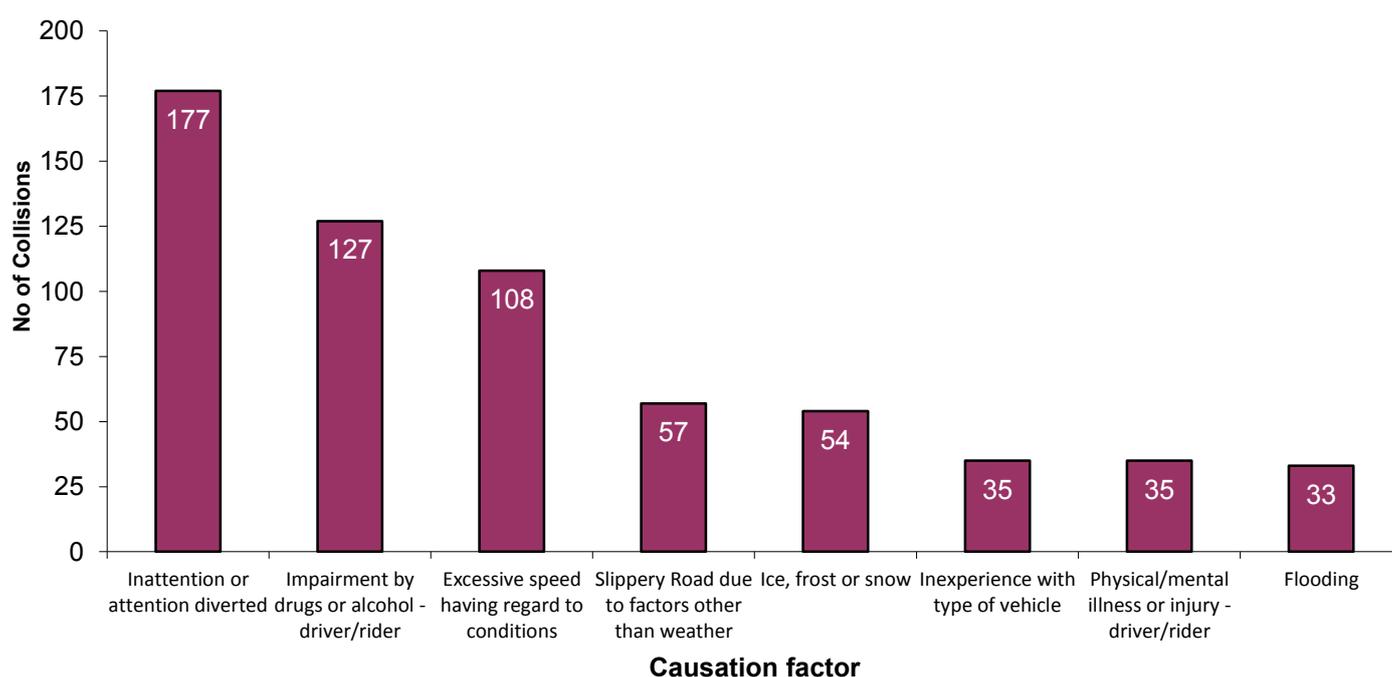
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2010 - 2019

Year	Number of single vehicle injury Collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2010	17	161	720	898	18	202	979	1,199
2011	18	172	707	897	18	196	1015	1,229
2012	13	141	723	877	13	177	1,009	1,199
2013	21	146	778	945	23	175	1,053	1,251
2014	19	140	815	974	20	173	1,093	1,286
2015	16	127	790	933	18	150	1,087	1,255
2016	21	162	737	920	22	186	952	1,160
2017	16	150	698	864	17	174	903	1,094
2018	15	127	638	780	15	149	820	984
2019	16	140	705	861	16	166	941	1,123

- There were 861 single vehicle collisions recorded in 2019, 81 more than 2018 but 113 fewer than the 10 year series high seen in 2014.
- The 861 single vehicle collisions in 2019 accounted for 15.2% of all collisions. The proportion for the year is on a sliding scale in terms of severity of injury with single vehicle collisions comprising three in ten (30.2%) fatal collisions, over a fifth (21.9%) of serious collisions and approximately one in seven slight collisions (14.1%).
- The most common causation factor for all single vehicle collisions occurring in 2019 was 'inattention or attention diverted' (177, 20.6%), followed by 'impairment by alcohol or drugs by drivers or riders' (127, 14.8%), and then 'excessive speed having regard to conditions' with 108 (12.5%). See Figure 2.3 below.
- Impairment by alcohol or drugs by drivers or riders accounted for the highest number of those killed or seriously injured in single vehicle collisions with 41, accounting for more than a fifth (22.5%) of the 182 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2019

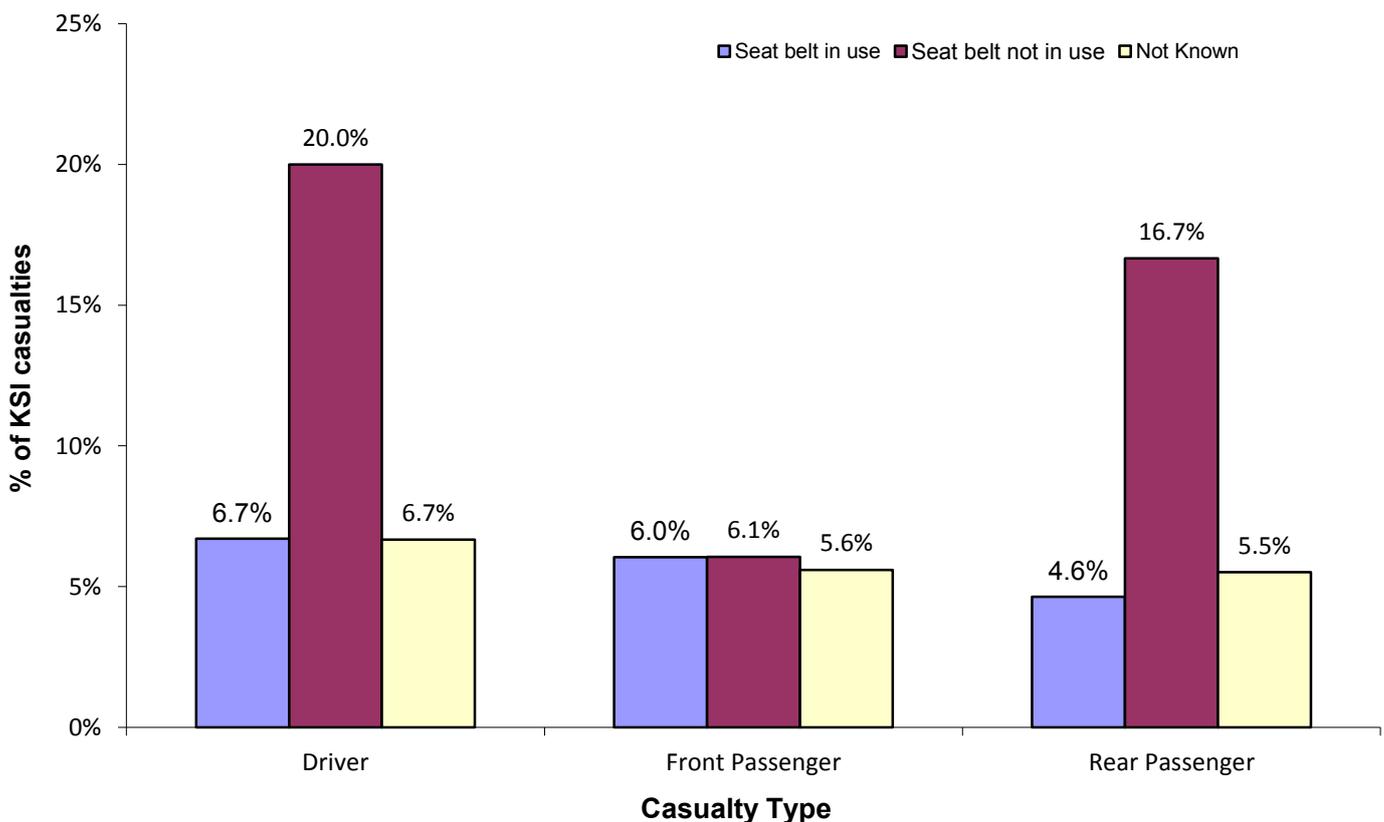


Seat belt wearing rates of those casualties involved in road traffic collisions

There were 4,862 casualties among drivers of vehicles in which a seat belt is normally worn. Of these 61% were wearing a seat belt at the time of the collision, 2% were not wearing a seat belt and for the remaining 37% it was unknown whether or not a seat belt was in use. The figures below are based on cases where seatbelt usage is known.

- The likelihood of a driver being killed in a collision greatly increases when not wearing a seat belt. In 2019, 0.6% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 2.9% of driver casualties who were not wearing a seat belt. Similarly, 6.1% of driver casualties were seriously injured when wearing a seat belt compared to 17.1% of those not wearing a seat belt.
- A total of 1,530 front seat passengers were casualties in vehicles in which a seat belt is normally worn and 66 of these (4.3%) were not wearing a seat belt.
- A total of 935 rear seat passengers were casualties in vehicles in which a seat belt is normally worn. Of the rear seat passenger casualties 3.2% were not wearing a seat belt.
- Of those rear seat passengers wearing a seat belt at the time of the collision 4.6% were killed or seriously injured when a seat belt was in use compared with 16.7% of those who were not wearing a seat belt at the time of the collision.

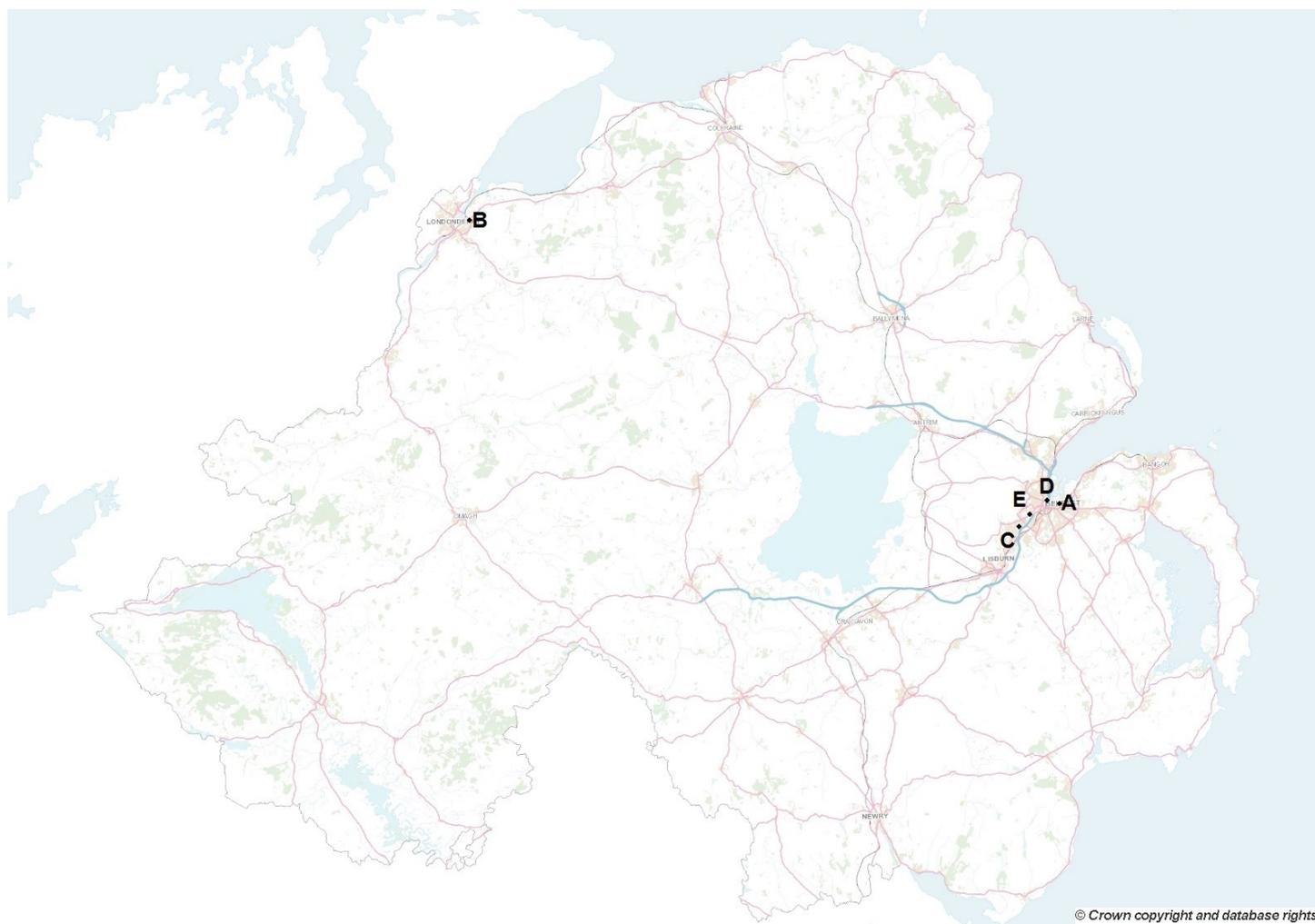
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2019



Section 3–Location, times and types of vehicles involved in collisions

Where did collisions occur in 2019?

Figure 3.1: The top five collision sites in Northern Ireland within a 50 metre radius – 2019



Using mapping software it is possible to identify sites that have a high number of collisions within a specified distance. Using a radius of 50 metres the top 5 sites for all collisions identified occurring in 2019 were the following:

- **A – Sydenham By-Pass/ Dee Street, Belfast City District.** There were 14 collisions within 50 metres of this junction.
- **B – Caw Roundabout / Clooney Road, Derry City and Strabane District.** There were 12 collisions within 50 metres of this junction.
- **C – Andersonstown Road / Finaghy Road North, Belfast City District.** There were 8 collisions within 50 metres of this junction.
- **D – York Street / Westlink, Belfast City District.** There were 8 collisions within 50 metres of this junction.
- **E – Falls Road / Donegall Road.** There were 8 collisions within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2019

The top 3 collision sites for fatal and serious collisions within a kilometre radius are identified and ranked in the maps below:

Figure 3.2: Belfast City District fatal and serious collisions (Great Victoria Street and Amelia Street)

There were 23 KSI collisions in 2019 in the kilometre radius surrounding where Great Victoria Street meets Amelia Street.

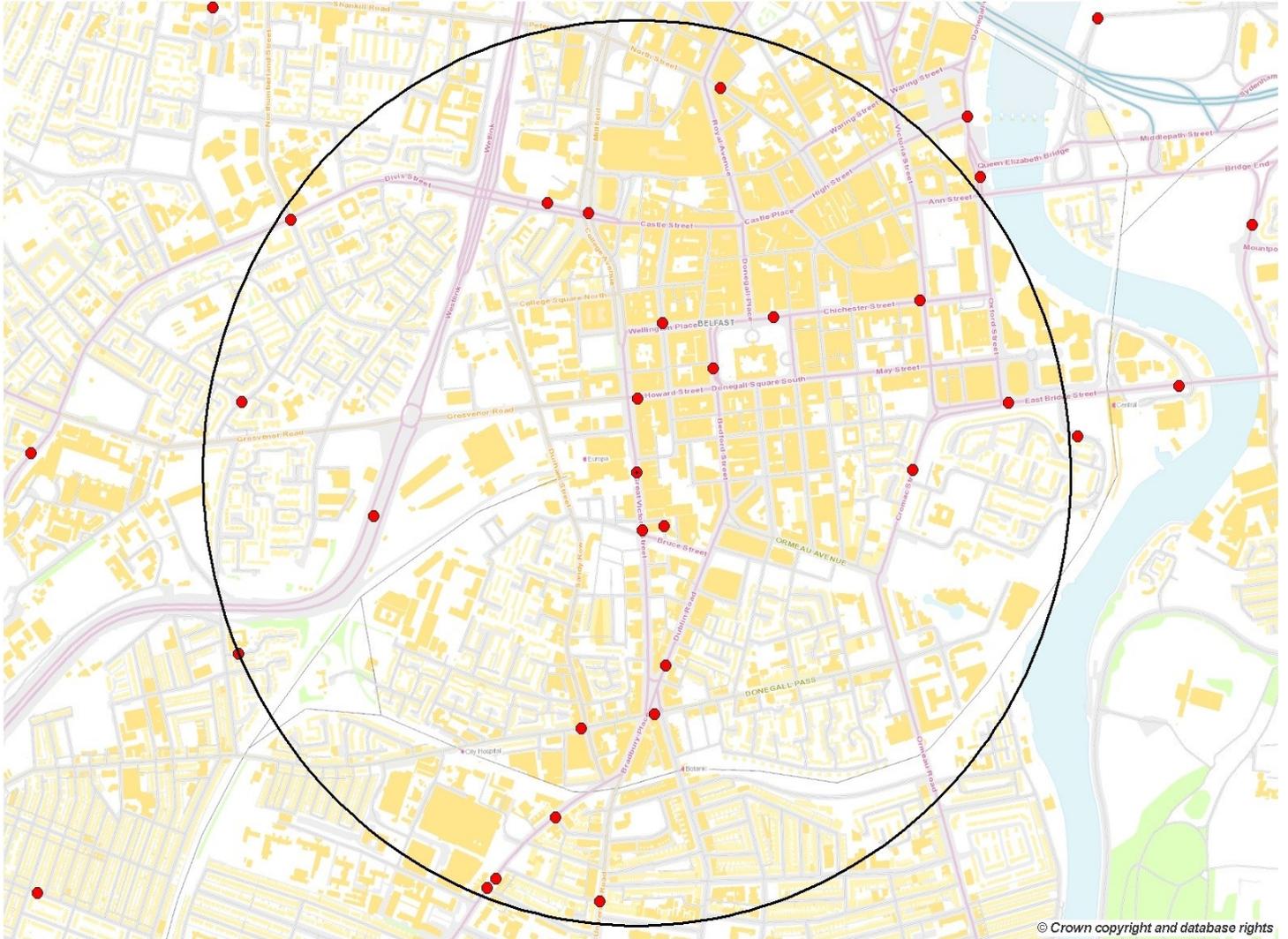


Figure 3.3: Belfast City District fatal and serious collisions (Beersbridge Road and Castlereagh Street)

There were 12 serious collisions in 2019 in the kilometre radius surrounding where Beersbridge Road meets Castlereagh Street.

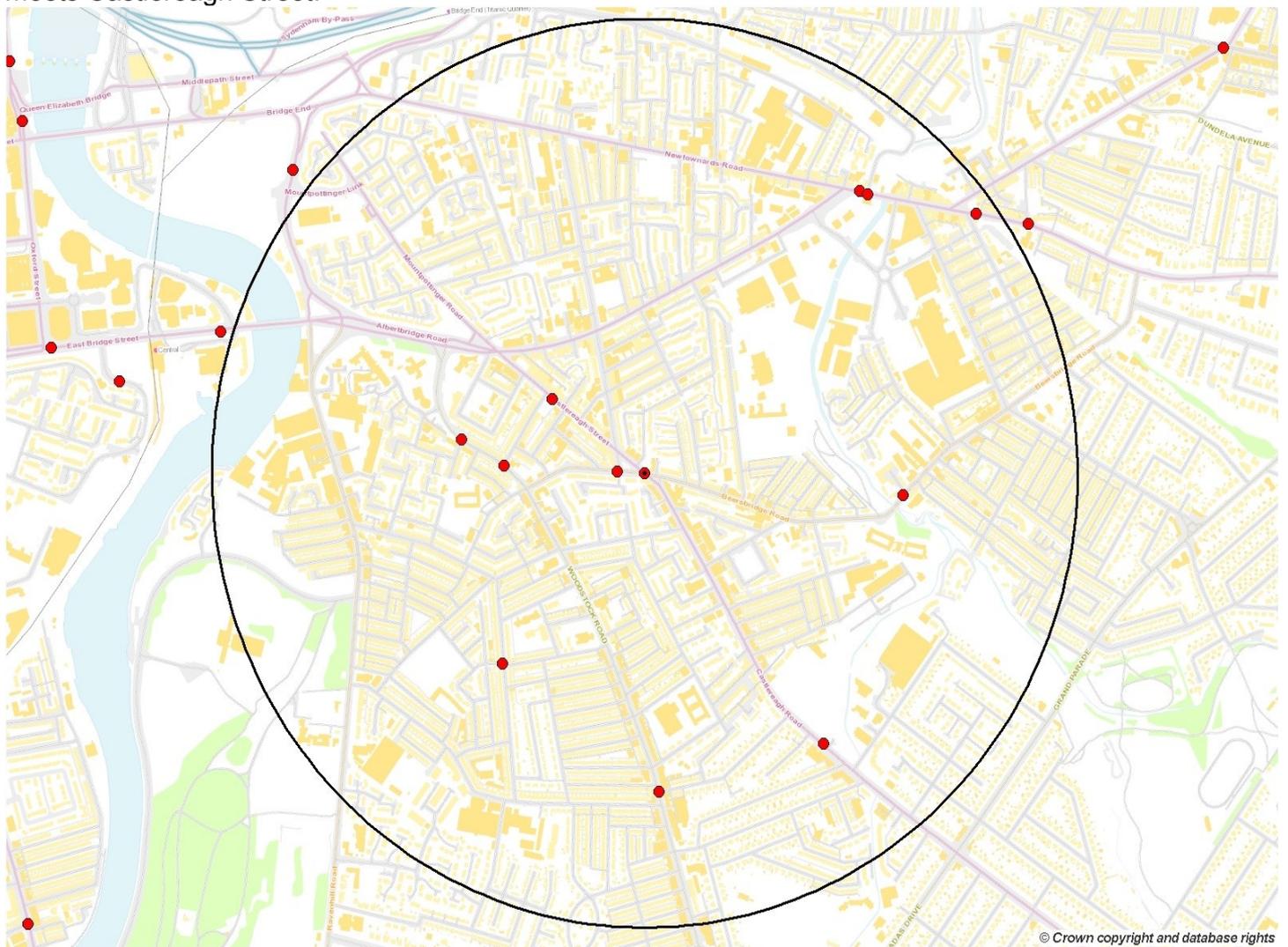
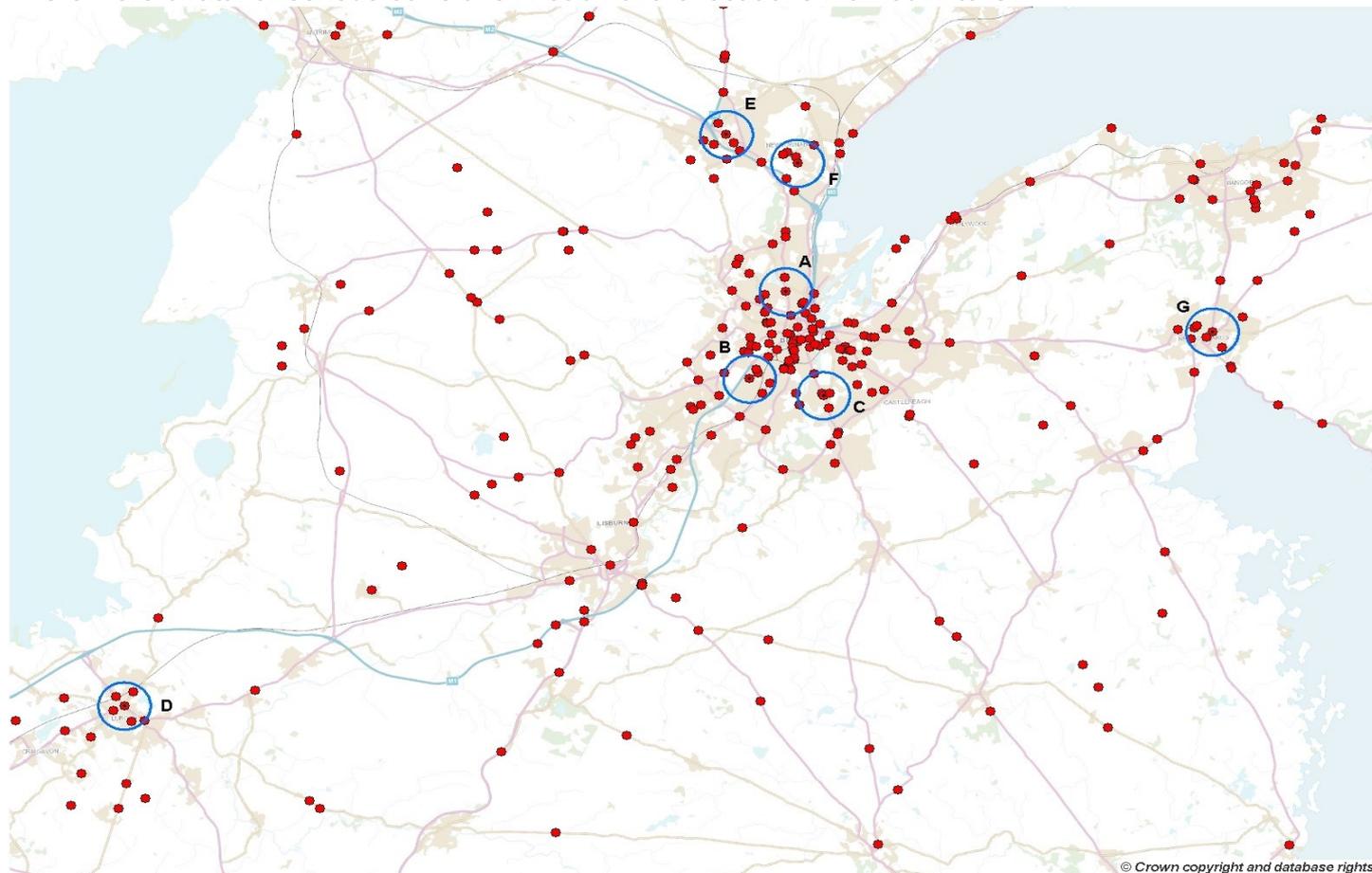


Figure 3.4: There were seven areas holding position three of the top three fatal and serious collision sites in Northern Ireland.

There were 6 fatal or serious collisions in each of the locations marked A to G.



¹ This is using the ranking criteria that each circle must be comprised of different collisions.

- **A – Antrim Road / Atlantic Avenue, Belfast City District.** There were 6 KSI collisions within 1km of this junction.
- **B – Boucher Road / Boucher Crescent, Belfast City District.** There were 6 KSI collisions within 1km of this junction.
- **C – Ormeau Road / Jameson Street, Belfast City District.** There were 6 KSI collisions within 1km of this junction.
- **D – Church Place / Church Place, Armagh City, Banbridge & Craigavon District.** There were 6 KSI collisions within 1km of this junction.
- **E – Antrim Road / Jubilee Way, Antrim & Newtownabbey District.** There were 6 KSI collisions within 1km of this junction.
- **F – Carnreagh Bend / Crossreagh Drive, Antrim & Newtownabbey District.** There were 6 KSI collisions within 1km of this junction.
- **G – Bangor Road / East Street, Ards & North Down.** There were 6 KSI collisions within 1km of this junction.

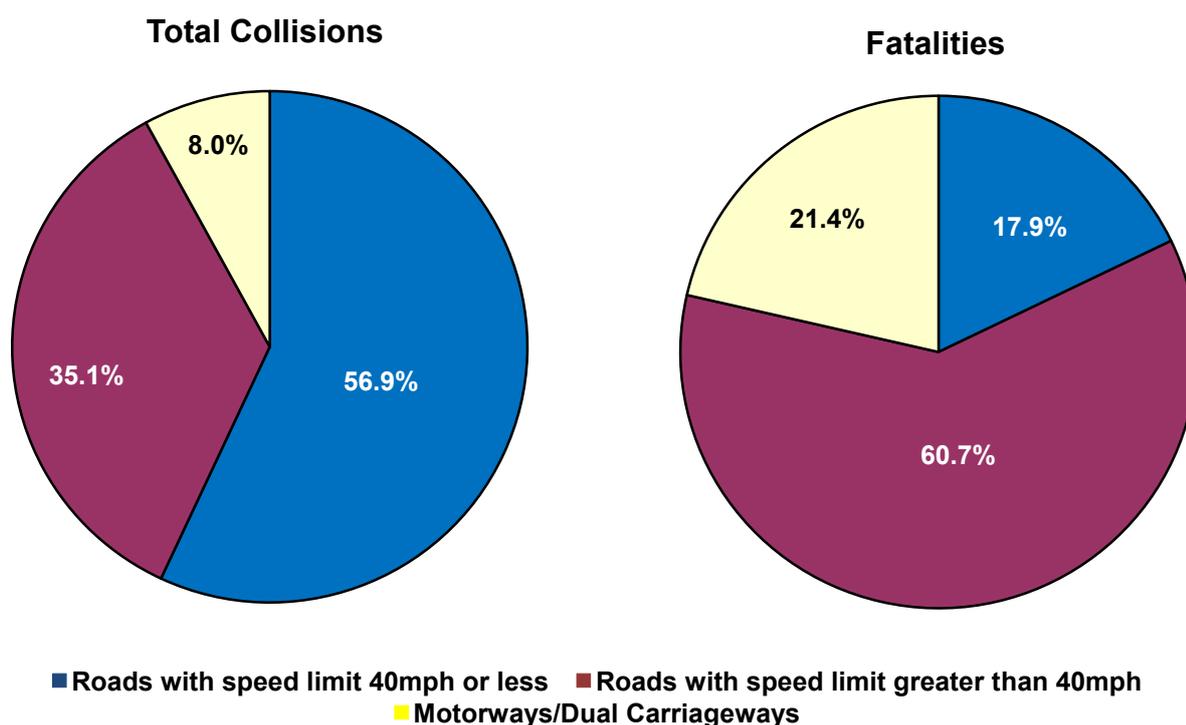
Links to our collisions are available on the NINIS website for each calendar year from 2007. See link to the NINIS website below. The 2019 collision statistics will be updated in the autumn of 2020.

<http://www.ninis2.nisra.gov.uk/>

Speed limit of road

- In general in 2019, fatal and serious collisions were most likely to occur on rural roads (defined as roads with a speed limit greater than 40 miles per hour except motorways and dual carriageways).
- Of the 5,676 injury collisions recorded by the police in 2019, 3,232 (56.9%) occurred on urban roads with a speed limit of 40 mph or less while 1,991 (35.1%) took place on rural roads and the remaining 453 (8.0%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 3,306 of all casualties (37.3%) and 423 out of the 830 killed or seriously injured (51.0%).

Figure 3.5 Road traffic collisions and fatalities by speed limit of road 2019



- There were 34 people killed in 2019 on rural roads which accounted for three fifths of fatalities (60.7%). However, this was a decrease of 58 fatalities from the 2004 – 2008 baseline of 92 fatalities on rural roads (Key Performance Indicator in Road Safety Strategy).
- The one child killed on Northern Ireland roads in 2019 was on a rural road.
- There were 104 young people (aged between 16 and 24) killed or seriously injured in 2019 on rural roads, equating to 60.1% of the total of 173 for this age group.

When did 2019 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 6pm and 7pm (60 collisions, 8.7%).
- There were contrasts between the pattern of collisions at weekends and during the working week. The afternoon/evening time of 4pm to 7pm accounted for over a quarter (25.5%) of all fatal and serious collisions between Monday and Friday, compared with one in six (15.8%) for the same hours on Saturday and Sunday. For fatal and serious collisions occurring on a weekend, 24.4% happened between 12pm and 3pm.
- At weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 14.8% of weekend collisions occurring between midnight and 4am in comparison with 5.2% for the same hours between Monday and Friday.
- Sunday was the day which had the most fatal collisions recorded in 2019 with 17, accounting for nearly a third (32.1%) of those occurring for the year.

Figure 3.6 Weekday fatal and serious collisions by hour 2019

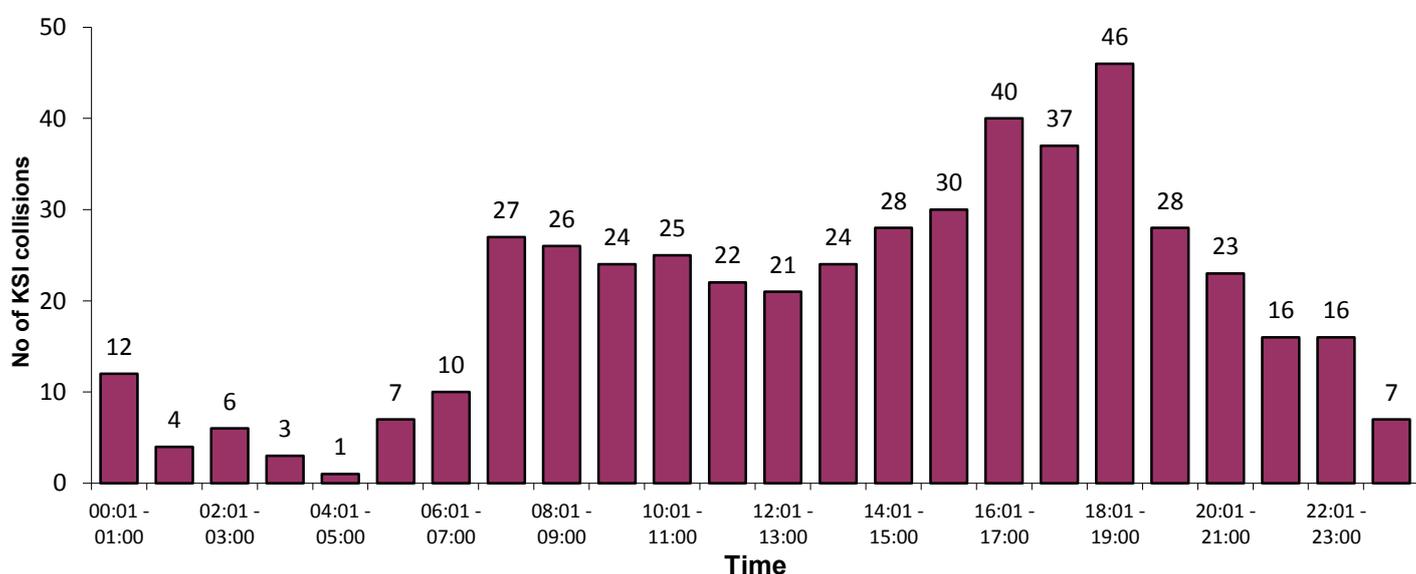


Figure 3.7 Weekend fatal and serious collisions by hour 2019

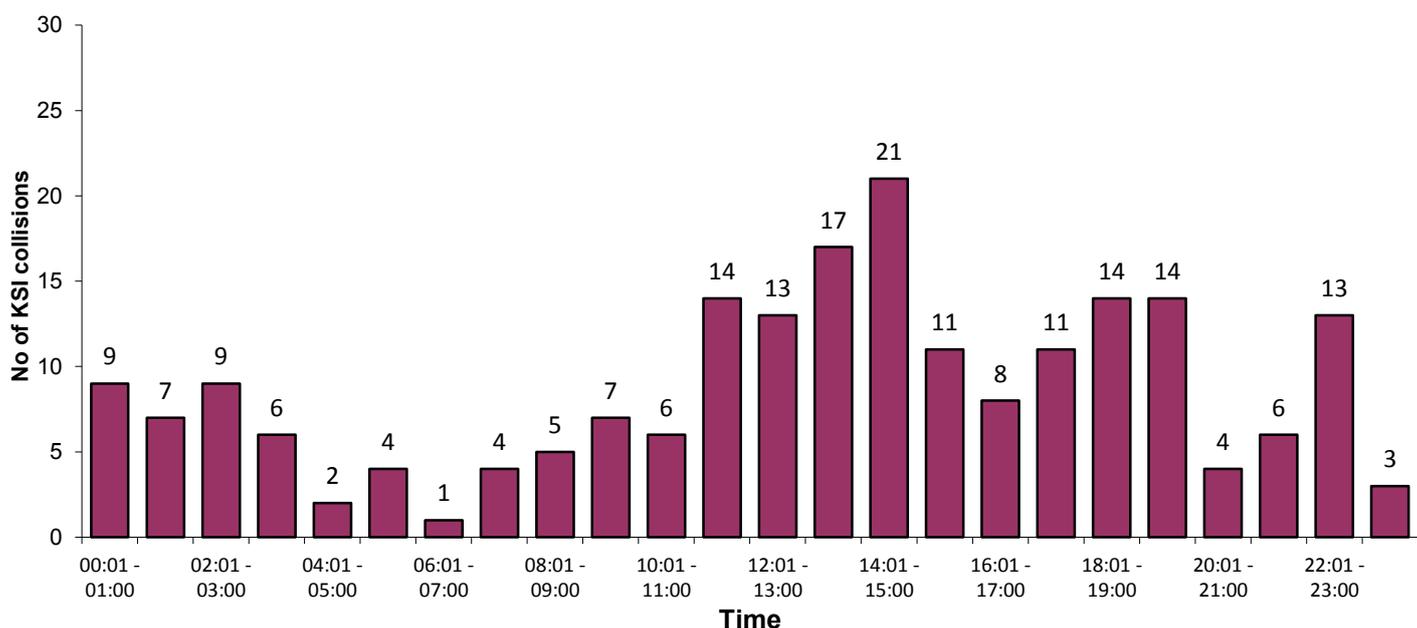


Figure 3.8 Fatal and serious collisions by time and day of week 2019

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
0001 - 0100	4	1	0	4	3	3	6	21	0001 - 0100
0101 - 0200	2	0	0	1	1	2	5	11	0101 - 0200
0201 - 0300	0	1	0	2	3	3	6	15	0201 - 0300
0301 - 0400	1	0	1	0	1	2	4	9	0301 - 0400
0401 - 0500	0	0	1	0	0	0	2	3	0401 - 0500
0501 - 0600	1	0	1	1	4	2	2	11	0501 - 0600
0601 - 0700	1	2	3	2	2	0	1	11	0601 - 0700
0701 - 0800	4	7	2	5	9	2	2	31	0701 - 0800
0801 - 0900	4	6	6	6	4	5	0	31	0801 - 0900
0901 - 1000	5	7	4	4	4	3	4	31	0901 - 1000
1001 - 1100	5	3	8	7	2	3	3	31	1001 - 1100
1101 - 1200	1	6	3	5	7	9	5	36	1101 - 1200
1201 - 1300	4	7	3	2	5	6	7	34	1201 - 1300
1301 - 1400	4	4	4	5	7	8	9	41	1301 - 1400
1401 - 1500	7	4	5	6	6	15	6	49	1401 - 1500
1501 - 1600	7	4	6	7	6	4	7	41	1501 - 1600
1601 - 1700	8	5	7	12	8	6	2	48	1601 - 1700
1701 - 1800	5	11	9	7	5	6	5	48	1701 - 1800
1801 - 1900	7	12	8	8	11	3	11	60	1801 - 1900
1901 - 2000	6	3	3	11	5	8	6	42	1901 - 2000
2001 - 2100	5	5	2	9	2	2	2	27	2001 - 2100
2101 - 2200	0	4	3	3	6	1	5	22	2101 - 2200
2201 - 2300	3	2	4	3	4	6	7	29	2201 - 2300
2301 - 2400	1	2	1	1	2	2	1	10	2301 - 2400
All	85	96	84	111	107	101	108	692	All

- The peak hours of collisions involving KSI casualties were between 4pm and 7pm when nearly a quarter (22.5%) of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Saturday between 12pm and 3pm with 29 having occurred in 2019 during this time period. Thursday had the most KSI collisions by day of the week with 111 of the 692 fatal and serious collisions occurring on this day (16.0%).
- In terms of month, September had the highest number of fatal and serious collisions in 2019 with 69 (10.0%). April had the fewest with 47 fatal and serious collisions (7%). See table below.

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2019

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	1	9	13	15	5	8	2	53
February	8	9	6	13	8	8	12	64
March	12	7	3	7	5	12	13	59
April	10	7	6	5	4	7	8	47
May	5	7	10	7	13	9	9	60
June	4	6	7	6	8	10	10	51
July	10	6	9	4	9	9	12	59
August	7	7	4	7	10	6	10	51
September	12	9	6	17	9	6	10	69
October	6	13	8	13	10	7	9	66
November	4	8	6	4	15	9	7	53
December	6	8	6	13	11	10	6	60
Total	85	96	84	111	107	101	108	692

Type of vehicles involved in injury road traffic collisions in 2019

- When looking at types of vehicles involved in road traffic collisions in 2019, cars formed the largest group with 8,809 (83.1%) involved in injury road traffic collisions. This was followed by 817 goods vehicles (7.7%) and 295 motorcycles including mopeds (2.8%).
- The collision rate per 1,000 licensed vehicles is highest for buses/coaches (33 per 1,000) followed by hackney taxis (24 per 1,000). Motorcycles and cars had 13 and 9 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2019

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	4	92	199	295	2.8	13
Hackney taxi	0	0	9	9	0.1	24
Car	62	797	7,950	8,809	83.1	9
Goods Vehicles	8	90	719	817	7.7	6
Buses / coaches	1	18	161	180	1.7	33
Agricultural Vehicles	2	10	98	110	1.0	4
Other/Unknown Vehicles	5	71	306	382	3.6	---
Total	82	1,078	9,442	10,602	100	9

¹DfI Driver, Vehicle, Operator, and Enforcement Statistics - 2019-20 publication Quarter 4: Tables 2.13 and 2.14 Licensed Vehicles by body type (December 2019)

- Motorcyclists had the highest combined fatal and serious collision rate by category with 4 KSI collisions per 1,000 licensed vehicles in 2019.
- Vehicle licensing statistics are produced by the Driver and Vehicle Agency (DVA) and published on the DfI website - <https://www.infrastructure-ni.gov.uk/publications/dfi-driver-vehicle-operator-and-enforcement-statistics-2019-20-quarter-4>.

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2019

Weather	Total
Fine (without high wind)	466
Rain (without high wind)	106
Snow (without high wind)	3
Fine (with high wind)	9
Rain (with high wind)	18
Snow (with high wind)	2
Fog or mist - if hazard	5
Strong sun (glaring)	13
Other	6
Unknown	64
Total	692

Section 4 – Death rate in comparison with other countries

How does Northern Ireland compare?

As the latest fatality information for a list of selected countries is only available for 2018, this report compares Northern Ireland's road deaths with a selected list of countries for the 2018 calendar year.

Table 4.1 International comparisons of road deaths by selected country¹ 2018:

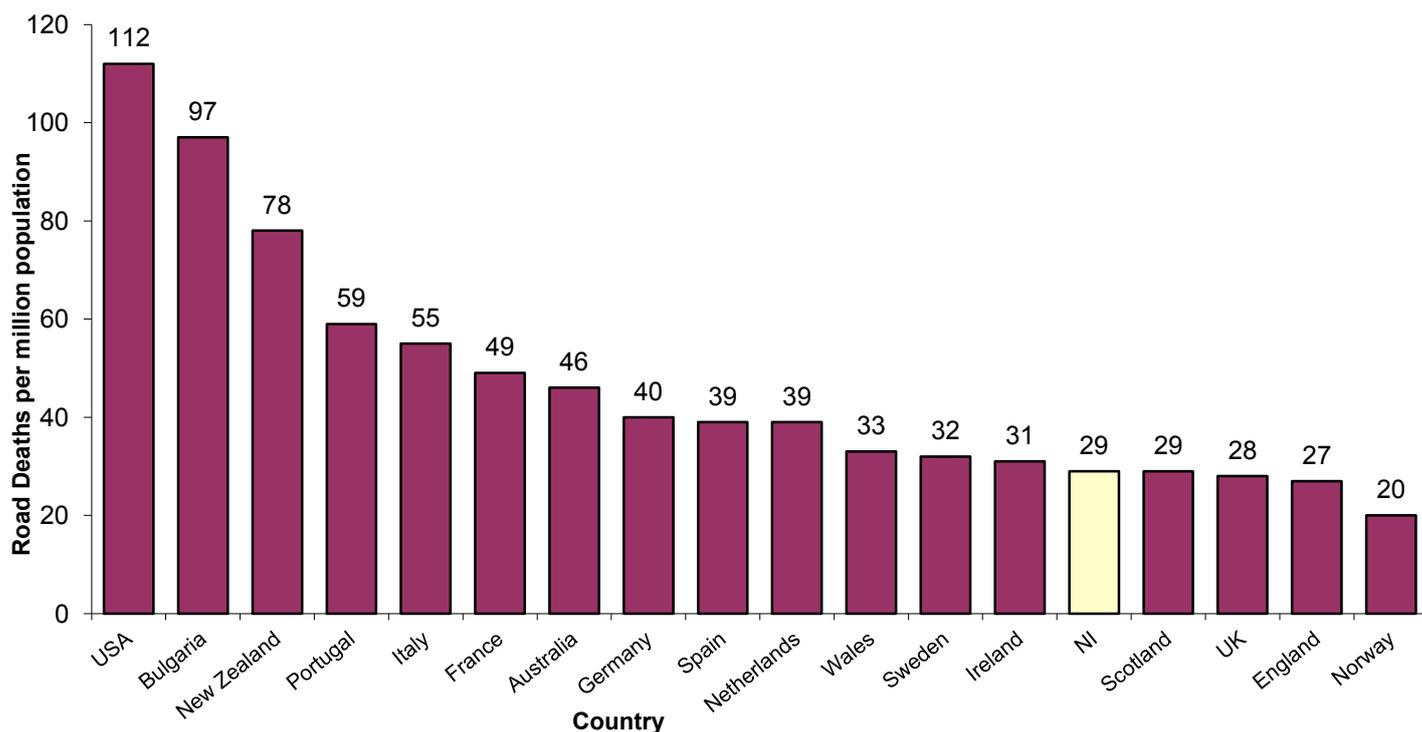
Country	2018 ²	
	Number of road deaths	Road deaths per million population
England	1,521	27
Wales	103	33
Scotland	160	29
Northern Ireland	55	29
United Kingdom	1,839	28
France	3,259	49
Germany	3,275	40
Irish Republic	148	31
Italy	3,310	55
Bulgaria	682	97
Netherlands	678	39
Portugal	606	59
Spain	1,806	39
Sweden	324	32
Norway	108	20
Australia	1,145	46
New Zealand	380	78
United States of America	36,750	112

Notes:

1. Source: International Road Traffic and Accident Database

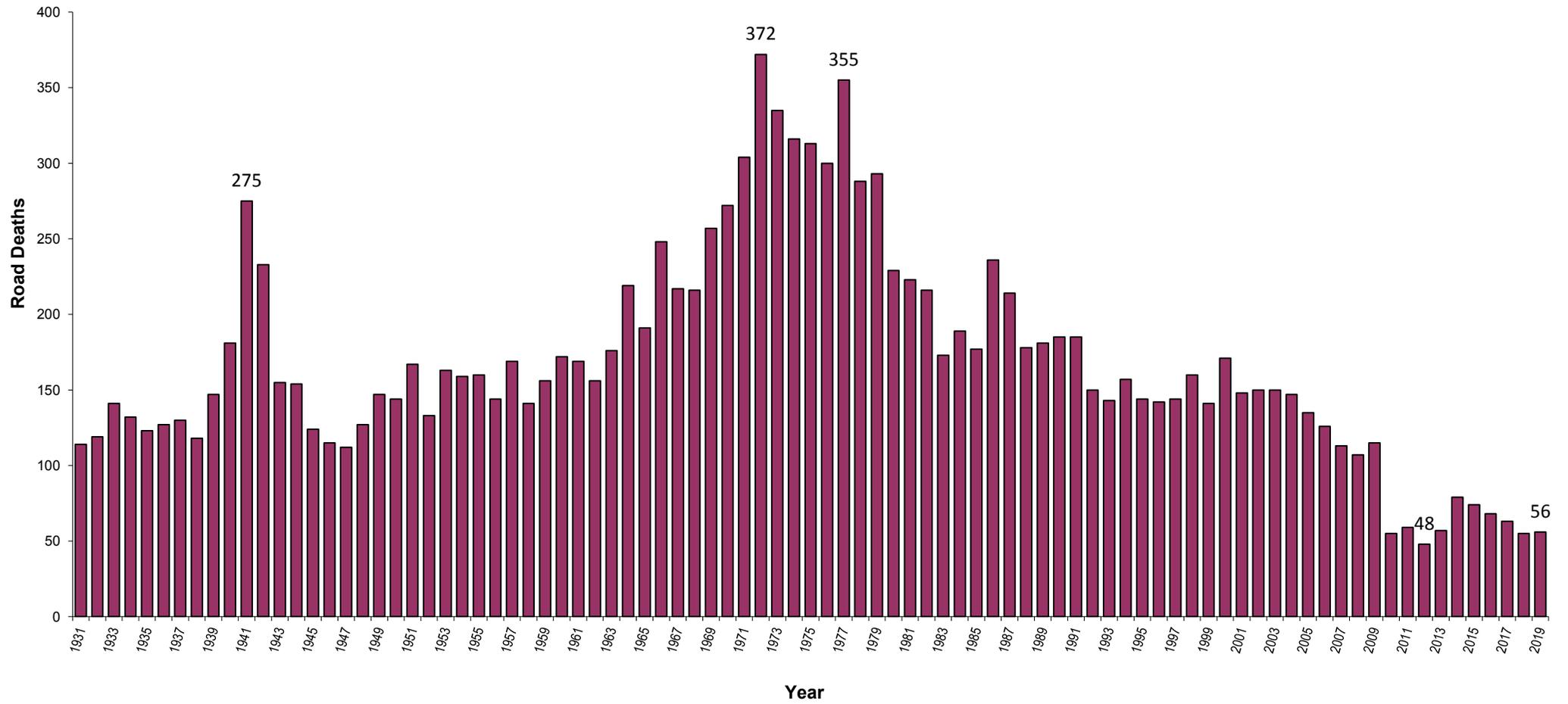
2. The latest data available internationally for all these countries is for 2018

Figure 4.1 Road deaths per million population by selected country 2018



- The 55 deaths recorded in Northern Ireland for 2018 equates to a rate of 29 deaths per million population making it equal with Scotland, as a region, for the number of road deaths per million population. It was also two deaths per million lower than that seen for Ireland in 2018. At the top end of the scale, USA had the highest death rate recorded in 2018 with 112 road deaths per million population. Norway had the fewest with 20 road deaths per million.
- The 56 road deaths recorded in Northern Ireland for 2019 equates to 30 road deaths per million population (based on the 2019 mid-year population estimate of 1,893,700).
- In August 2019, DfI produced a detailed International Comparison of Road Traffic Fatalities, explaining the longer-term trends and the context behind them - <https://www.infrastructure-ni.gov.uk/system/files/publications/infrastructure/international-comparison-of-road-traffic-fatalities.pdf>

Appendix 1 Road Deaths in Northern Ireland 1931 – 2019



Appendix 2 Recorded injury road traffic collision and casualties by severity¹- 1931 – 2019

Casualties					Casualties					
Year	No of injury collisions	Killed	Injured	Total casualties	Year	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
1931	1,582	114	1,724	1,838	1971	5,158	304	2,135	5,523	7,962
1932	1,765	119	1,890	2,009	1972	5,261	372	2,430	5,595	8,397
1933	1,633	141	1,757	1,898	1973	5,000	335	2,358	5,304	7,997
1934	1,835	132	1,954	2,086	1974	4,795	316	2,268	4,920	7,504
1935	1,975	123	2,159	2,282	1975	4,882	313	2,231	5,109	7,653
1936	2,021	127	2,216	2,343	1976	4,943	300	2,570	4,749	7,619
1937	1,793	130	1,891	2,021	1977	5,352	355	2,905	4,944	8,204
1938	1,945	118	2,128	2,246	1978	5,473	288	2,749	5,331	8,368
1939	1,993	147	2,211	2,358	1979	5,388	293	2,546	5,082	7,921
1940	1,451	181	1,576	1,757	1980	4,982	229	2,387	4,648	7,264
1941	1,778	275	1,928	2,203	1981	5,245	223	2,418	5,139	7,780
1942	1,636	233	1,844	2,077	1982	5,551	216	2,503	5,420	8,139
1943	1,205	155	1,308	1,463	1983	5,425	173	2,300	5,240	7,713
1944	1,205	154	1,259	1,413	1984	5,978	189	2,465	6,096	8,750
1945	1,222	124	1,429	1,553	1985	5,779	177	1,148	7,312	8,637
1946	1,602	115	1,919	2,034	1986	6,171	236	1,825	7,381	9,442
1947	1,700	112	1,976	2,088	1987	6,344	214	1,885	7,837	9,936
1948	1,695	127	1,892	2,019	1988	6,943	178	1,969	8,820	10,967
1949	2,135	147	2,396	2,543	1989	7,199	181	2,014	9,416	11,611
1950	2,430	144	2,748	2,892	1990	7,159	185	1,993	9,583	11,761
1951	2,583	167	2,975	3,142	1991	6,171	185	1,648	8,481	10,314
1952	2,625	133	3,028	3,161	1992	6,650	150	1,841	9,273	11,264
1953	3,139	163	3,715	3,878	1993	6,517	143	1,725	9,232	11,100
1954	3,315	159	3,954	4,113	1994	6,783	157	1,648	10,289	12,094
1955	3,854	160	4,561	4,721	1995	6,792	144	1,532	10,049	11,725
1956	3,860	144	4,631	4,775	1996	7,093	142	1,599	10,834	12,575
1957	3,324	169	4,001	4,170	1997	7,192	144	1,548	11,006	12,698
1958	3,533	141	4,379	4,520	1998	7,487	160	1,538	11,704	13,402
1959	3,992	156	5,068	5,224	1999	7,562	141	1,509	11,799	13,449
1960	4,237	172	5,443	5,615	2000	8,388	171	1,786	12,763	14,720
1961	4,196	169	5,520	5,689	2001	7,447	148	1,682	11,312	13,142
1962	4,297	156	5,677	5,833	2002	6,784	150	1,526	10,238	11,914
1963	4,536	176	6,001	6,177	2003	6,049	150	1,288	8,887	10,325
1964	4,736	219	6,363	6,582	2004	5,633	147	1,183	8,177	9,507
1965	4,987	191	6,755	6,946	2005	4,947	135	1,073	6,951	8,159
1966	5,034	248	6,876	7,124	2006	5,628	126	1,211	7,845	9,182
1967	5,094	217	7,076	7,293	2007	5,990	113	1,097	8,226	9,436
1968	5,213	216	7,305	7,521	2008	6,223	107	990	8,454	9,551
1969	4,981	257	7,124	7,381	2009	6,251	115	1,035	8,617	9,767
1970	5,308	272	7,902	8,174	2010	5,666	55	892	8,010	8,957
					2011	5,594	59	825	7,876	8,760
					2012	5,775	48	795	8,167	9,010
					2013	5,820	57	720	8,410	9,187
					2014	6,085	79	710	8,599	9,388
					2015	6,147	74	711	8,952	9,737
					2016	6,225	68	828	8,695	9,591
					2017	6,081	63	778	8,343	9,184
					2018	5,749	55	730	7,935	8,720
					2019	5,676	56	774	8,042	8,872

Note:

1. Injuries were split into serious and slight injuries in 1971

Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2010 – 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedestrians										
Killed	10	13	9	7	18	19	15	15	16	17
Seriously injured	167	200	182	162	140	164	164	175	135	159
Slightly injured	558	621	613	610	611	604	552	539	536	462
Total	735	834	804	779	769	787	731	729	687	638
Drivers of motor vehicles										
Killed	21	23	21	22	30	31	31	25	23	26
Seriously injured	332	295	294	271	263	254	353	309	297	318
Slightly injured	4,364	4,144	4,425	4,577	4,786	5,071	5,003	4,851	4,563	4,585
Total	4,717	4,462	4,740	4,870	5,079	5,356	5,387	5,185	4,883	4,929
Motorcyclists										
Killed	8	6	4	10	13	4	4	9	7	3
Seriously injured	112	102	96	91	84	78	88	80	101	84
Slightly injured	255	238	189	210	192	202	193	185	185	185
Total	375	346	289	311	289	284	285	274	293	272
Pedal cyclists										
Killed	0	2	2	4	3	0	3	2	1	2
Seriously injured	49	47	55	42	59	40	61	50	46	57
Slightly injured	165	206	220	210	271	239	266	267	240	231
Total	214	255	277	256	333	279	330	319	287	290
Passengers										
Killed	13	11	10	13	12	17	12	11	7	8
Seriously injured	211	161	155	136	155	163	156	149	134	144
Slightly injured	2,613	2,615	2,670	2,750	2,685	2,781	2,625	2,453	2,351	2,520
Total	2,837	2,787	2,835	2,899	2,852	2,961	2,793	2,613	2,492	2,672
Pillion Passengers										
Killed	2	1	0	0	1	0	1	0	0	0
Seriously injured	8	7	3	5	4	6	3	8	5	6
Slightly injured	9	7	11	11	7	4	6	7	9	6
Total	19	15	14	16	12	10	10	15	14	12
Other road users										
Killed	1	3	2	1	2	3	2	1	1	0
Seriously injured	13	13	10	13	5	6	3	7	12	6
Slightly injured	46	45	39	42	47	51	50	41	51	53
Total	60	61	51	56	54	60	55	49	64	59
All road users										
Killed	55	59	48	57	79	74	68	63	55	56
Seriously injured	892	825	795	720	710	711	828	778	730	774
Slightly injured	8,010	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042
Total	8,957	8,760	9,010	9,187	9,388	9,737	9,591	9,184	8,720	8,872

Appendix 4: Road traffic child collision casualties by road user type and severity: 2010 – 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Pedestrians										
Killed	1	0	3	0	3	2	3	2	2	0
Seriously injured	57	55	55	54	34	37	50	50	38	34
Slightly injured	167	183	170	162	169	161	145	137	126	113
Total	225	238	228	216	206	200	198	189	166	147
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	0	0	1	0	0	1	1	0	0	0
Slightly injured	0	1	2	0	1	3	1	2	1	2
Total	0	1	3	0	1	4	2	2	1	2
Motorcyclists										
Killed	0	0	0	0	0	0	0	1	0	0
Seriously injured	1	0	1	0	0	1	1	0	0	0
Slightly injured	1	3	0	0	1	2	1	0	1	1
Total	2	3	1	0	1	3	2	1	1	1
Pedal cyclists										
Killed	0	0	0	0	1	0	0	0	0	0
Seriously injured	9	10	9	4	10	4	6	4	5	11
Slightly injured	41	55	46	38	32	43	46	44	33	50
Total	50	65	55	42	43	47	52	48	38	61
Passengers										
Killed	1	1	2	2	0	3	1	0	1	1
Seriously injured	20	23	18	12	21	22	19	8	16	24
Slightly injured	533	590	734	653	623	643	676	611	576	650
Total	554	614	754	667	644	668	696	619	593	675
Other road users (including pillion passengers)										
Killed	0	1	0	0	0	0	0	1	0	0
Seriously injured	6	3	3	1	1	2	1	2	1	1
Slightly injured	7	5	4	5	1	1	3	2	4	2
Total	13	9	7	6	2	3	4	5	5	3
All road users										
Killed	2	2	5	2	4	5	4	4	3	1
Seriously injured	93	91	87	71	66	67	78	64	60	70
Slightly injured	749	837	956	858	827	853	872	796	741	818
Total	844	930	1,048	931	897	925	954	864	804	889

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2010 - 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Alcohol or Drugs - Driver/Rider										
Killed	10	9	8	10	16	8	17	8	9	6
Seriously injured	86	87	59	40	62	64	64	76	69	64
Slightly injured	324	357	388	344	336	369	426	382	350	362
Total	420	453	455	394	414	441	507	466	428	432
Excessive Speed having regard to conditions										
Killed	10	7	8	11	14	14	8	13	10	11
Seriously injured	131	87	92	79	74	67	85	72	61	60
Slightly injured	762	529	448	349	425	401	426	288	244	301
Total	903	623	548	439	513	482	519	373	315	372
Careless Driving										
Killed	19	23	14	25	35	32	32	29	25	21
Seriously injured	440	415	387	375	350	373	449	424	427	465
Slightly injured	5,524	5,577	5,839	6,111	6,249	6,732	6,545	6,285	5,967	6,201
Total	5,983	6,015	6,240	6,511	6,634	7,137	7,026	6,738	6,419	6,687
Alcohol or Drugs – Pedestrian										
Killed	*	5	0	*	*	5	*	*	#	*
Seriously injured	#	26	21	#	#	14	#	#	#	#
Slightly injured	36	68	55	54	42	55	37	34	43	33
Total	59	99	76	64	54	74	53	48	63	50
Other Pedestrian Fault										
Killed	4	5	4	*	6	8	4	5	5	#
Seriously injured	93	105	101	#	86	91	78	97	55	#
Slightly injured	314	306	321	308	300	287	263	241	248	201
Total	411	416	426	403	392	386	345	343	308	278
Other factors										
Killed	#	10	14	6	#	7	#	#	*	9
Seriously injured	#	105	135	126	#	102	#	#	#	100
Slightly injured	1,050	1,039	1,116	1,244	1,247	1,108	998	1,113	1,083	944
Total	1,181	1,154	1,265	1,376	1,381	1,217	1,141	1,216	1,187	1,053
All factors										
Killed	55	59	48	57	79	74	68	63	55	56
Seriously injured	892	825	795	720	710	711	828	778	730	774
Slightly injured	8,010	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042
Total	8,957	8,760	9,010	9,187	9,388	9,737	9,591	9,184	8,720	8,872

Note: For data protection and disclosure reasons, cells have been suppressed. * = Relates to numbers 3 or less. # = Number suppressed to prevent disclosures of small numbers elsewhere

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](#). Detailed datasets are available from the Open Data NI website while the Northern Ireland Neighbourhood Information Service (NINIS) presents the data in tabular and interactive map format.

Comparisons with other regions

The Department for Transport (DfT) published the most recent statistics for Great Britain on 28th November 2019, covering the year ending June 2019. Key points from the publication are as below:

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

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

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

Statistics for the Republic of Ireland are published by the Road Safety Authority (www.rsa.ie). The latest provisional statistics, published on 28 May 2020, show that there were 141 fatalities in 2019, an increase of 1 death 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.