

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Detailed Trends Report 2020

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PSNI Statistics Branch
Lisnasharragh
42 Montgomery Road
Belfast
BT6 9LD

[PSNI Statistics](#)

☎ 02890 650222 Ext. 24135

💻 statistics@psni.police.uk

Key Trends

- The number of injury road traffic collisions reported to the police has fallen for four consecutive years, to 4,223 in 2020 which is the lowest number recorded since 1961. However, this 50 year low must be viewed in the context of lockdown measures which were introduced throughout 2020 in relation to Covid-19 and reduced traffic volume by close to 75% at its lowest point.
- The impact was similar in terms of casualties which, at 6,487, was the lowest number recorded since 1963.
- Despite such reductions, there were 56 road traffic fatalities which was similar to the previous two years.
- The six pedestrians killed in 2020 was the lowest number since detailed records began in 1986.
- The number of people killed or seriously injured (KSI) decreased across all key road user groups except motorcyclists, which increased from 87 in 2019 to 92 in 2020.
- Derry City & Strabane recorded the lowest number of fatalities in both 2019 and 2020 and joint lowest in 2018.
- There were 41 people killed on rural roads in 2020 which accounted for almost three quarters of fatalities (73.2%).
- International comparisons for 2019 showed that there were 30 fatalities per million population in NI, compared with 27 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 2020 calendar year. At the time of publication, CRFs had been processed for over 98.4% of reported injury collisions in 2020, including all fatal collisions.

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

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

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:

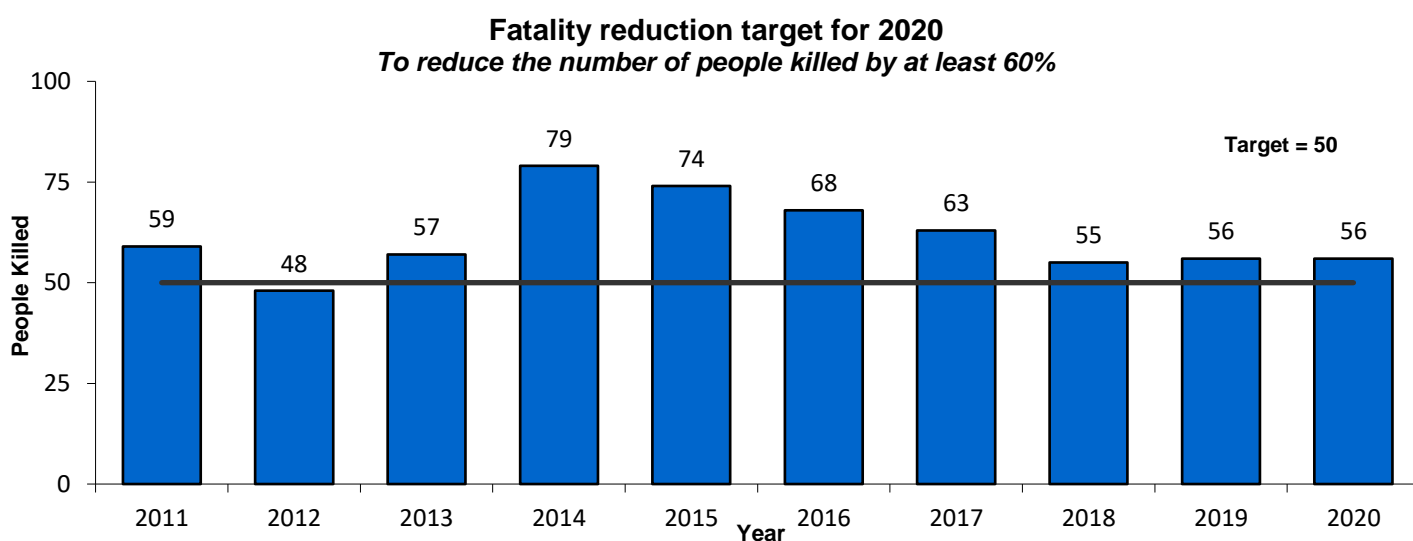
- Enhanced the amount of information available to users, for example inclusion of longer trend information, regular updates on causation factors.
- Improved accessibility by introducing user friendly methods of data presentation, for example tables, maps and charts, in addition to using additional distribution 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

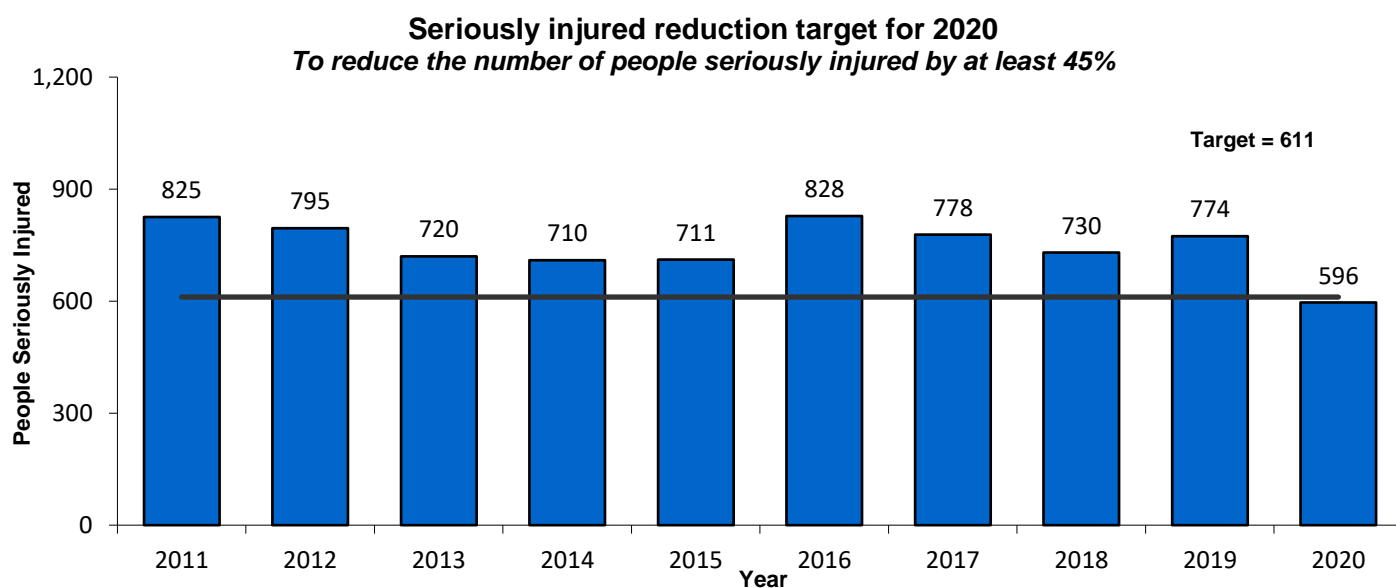
The Northern Ireland Road Safety Strategy 2020 contains a series of road safety targets to be achieved by 2020, four of which are related to the PSNI's injury road traffic casualty statistics. The latest detailed update on the strategy targets and performance indicators was published by DfI in September 2020 - <https://www.infrastructure-ni.gov.uk/publications/northern-ireland-road-safety-strategy-2020-annual-statistical-report-2020>

These statistics must be viewed in the context of lockdown measures which were introduced throughout 2020 in relation to Covid-19 and reduced traffic volumes by close to 75% at its lowest point. DfI traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

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 already dipped below this target in 2012 with 48 fatalities. The 2020 total was equal to the 2019 total of 56 fatalities and is 6 deaths higher than the 2020 target.

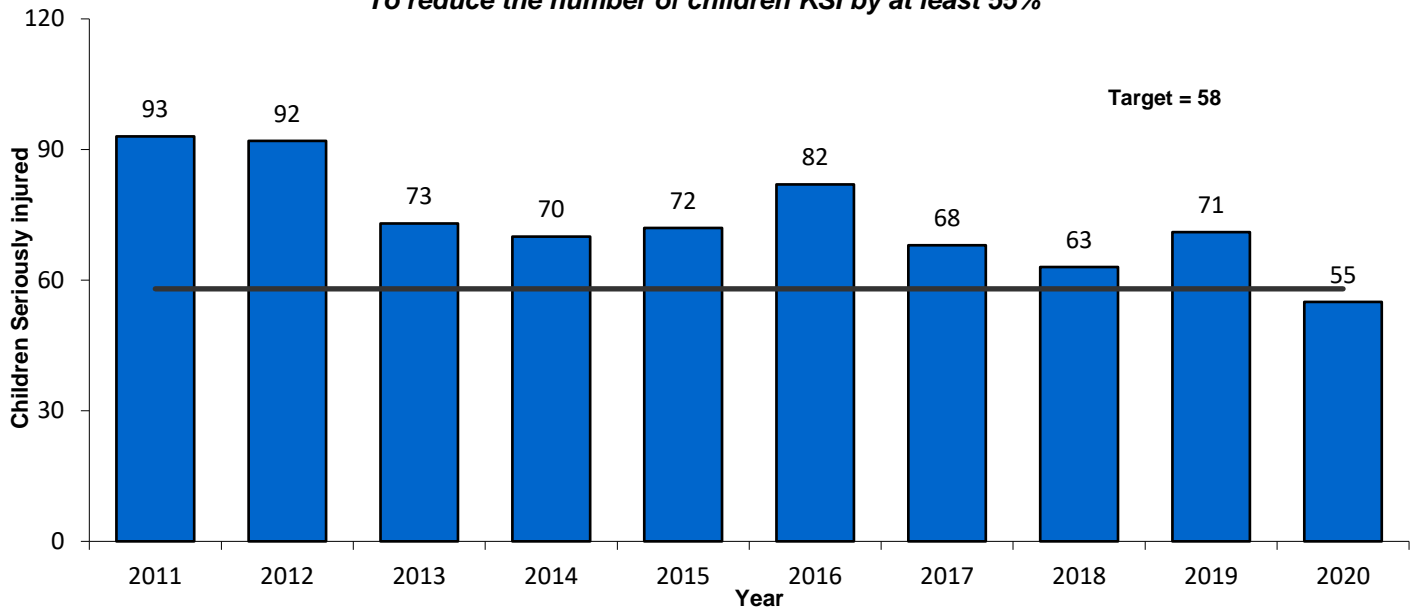


Target B: The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. There were 596 people seriously injured in 2020 which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



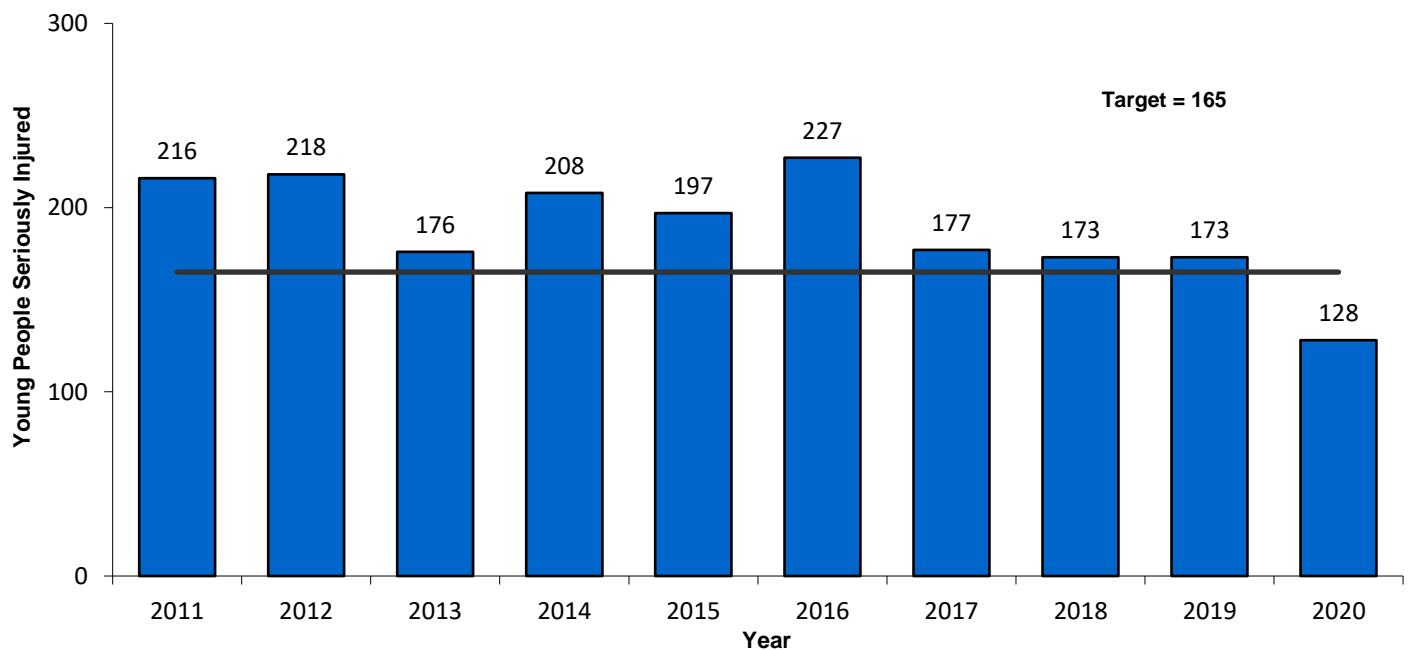
Target C: The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The 2020 figure was 3 child KSI casualties below the target.

Child (under 16) KSI casualty reduction target for 2020
To reduce the number of children KSI by at least 55%



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

Young people (16-24) KSI casualty reduction target for 2020
To reduce the number of young people KSI by at least 55%



Section 1 – Casualty Information

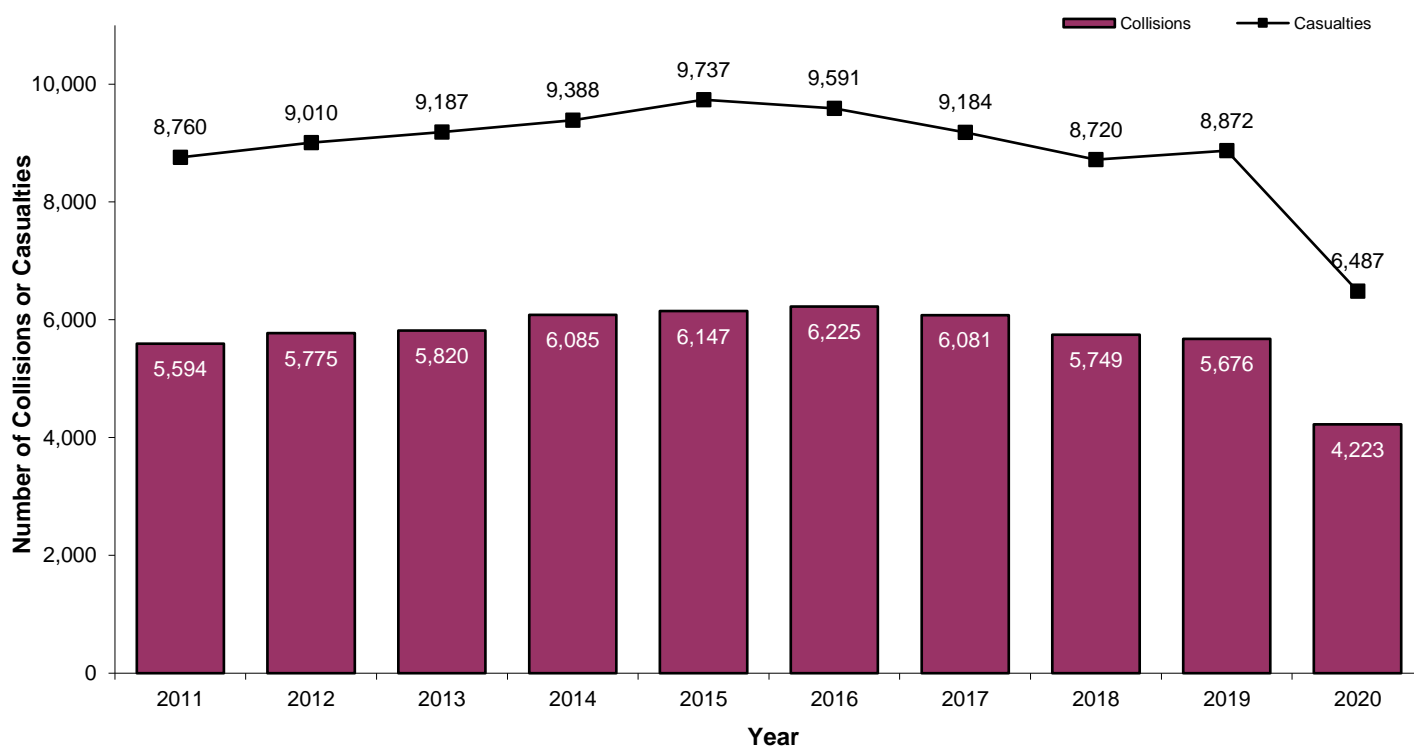
Ten year trends – all collisions and casualties

Table 1.1 Police Recorded Injury Road Traffic Collisions and Casualties 2011-2020

Year	Number of injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	All Injury Collisions	Killed	Seriously Injured	Slightly Injured	Total Casualties
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
2020	51	518	3,654	4,223	56	596	5,835	6,487

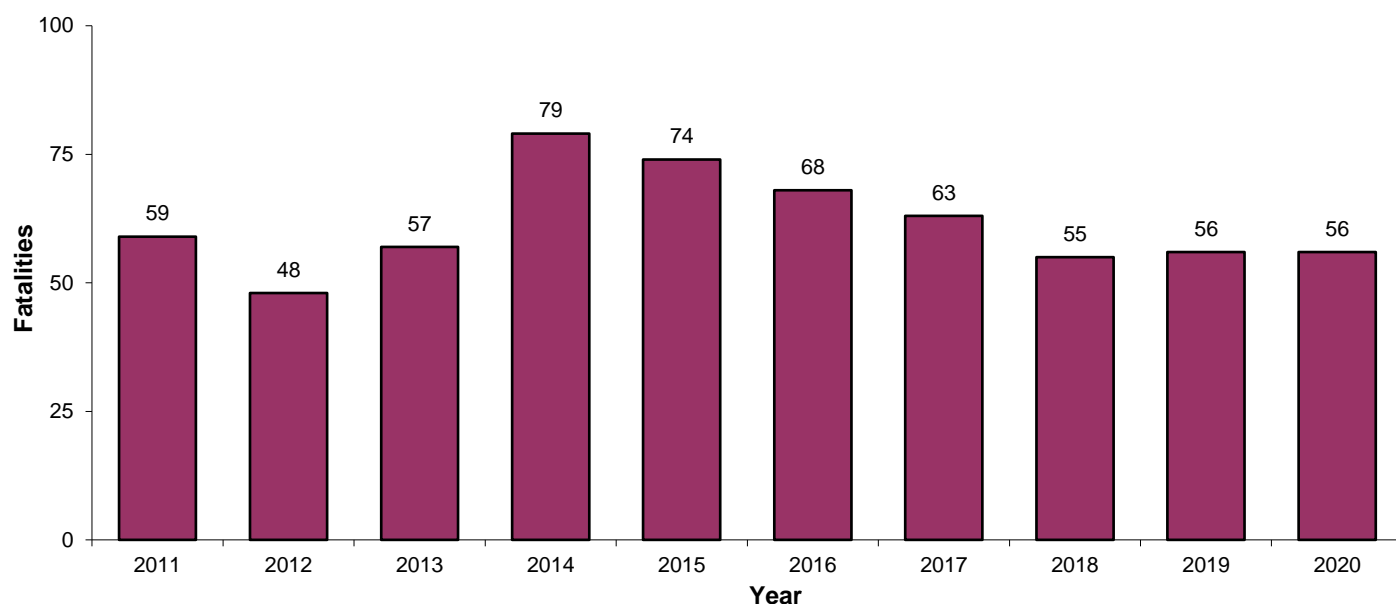
- The number of injury road traffic collisions reported to the police has fallen for four consecutive years, to 4,223 in 2020 which is the lowest number recorded since 1961. However, this 50 year low must be viewed in the context of lockdown measures which were introduced throughout 2020 in relation to Covid-19 and reduced traffic volume by close to 75% at its lowest point.
- The impact was similar in terms of casualties which, at 6,487, was the lowest number recorded since 1963 and 29% lower than the average for the previous 9 years.

Figure 1.1 Reported injury road traffic collisions and casualties in Northern Ireland 2011 to 2020



Fatalities – Trends over the last 10 years

Figure 1.2 Fatalities resulting from road traffic collisions in Northern Ireland 2011 to 2020



- Despite the reductions in collisions and casualties in 2020, the number of people killed in 2020 was the same as 2019 and one higher than 2018. Although 8 more than the series low of 48 fatalities in 2012, the 2020 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 2011–2020

Road user type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrians	13	9	7	18	19	15	15	16	17	6
Drivers of motor vehicles	23	21	22	30	31	31	25	23	26	25
Motorcyclists	6	4	10	13	4	4	9	7	3	8
Pedal Cyclists	2	2	4	3	0	3	2	1	2	4
Passengers	11	10	13	12	17	12	11	7	8	8
Pillion Passengers	1	0	0	1	0	1	0	0	0	1
Other road users	3	2	1	2	3	2	1	1	0	4
Total	59	48	57	79	74	68	63	55	56	56

- Drivers of motor vehicles were the largest casualty class for fatalities in 2020, accounting for 25 people killed, which was one fewer than in 2019.
- There were 18 vulnerable road users killed comprising the deaths of 6 pedestrians, 8 motorcyclists and 4 pedal cyclists. This was four less deaths amongst vulnerable road users than in 2019 and 16 less than the 34 fatalities of vulnerable road users in 2014.
- The six pedestrians killed in 2020 was the lowest number since detailed records began in 1986.

Table 1.3 Number of road traffic fatalities by age and gender in Northern Ireland 2011–2020

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
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
2020	2	1	3	9	3	12	6	0	6	9	5	14	6	4	10	8	3	11	40	16	56

M=Male F=Female T=Total

- Of the 56 people killed on Northern Ireland’s roads in 2020, 40 were male and 16 female. This is typical of the pattern observed previously, with males accounting for a higher proportion of fatalities by gender.
- There were 3 children (under the age of 16) killed on Northern Ireland’s roads in 2020. This was two more child fatalities than in 2019.
- Road deaths for the 65+ age group almost halved between 2019 and 2020, from 20 to 11 fatalities, reducing the proportion of total deaths in this age group from 35.7% to 19.6% respectively.
- Compared with ten years ago, the largest reduction in fatalities was in the 16-24 age group which fell from 18 deaths in 2011 to 12 deaths in 2020. See chart comparing 2020 with 2011 below.

Figure 1.3 Road fatalities by age group 2011 compared with 2020

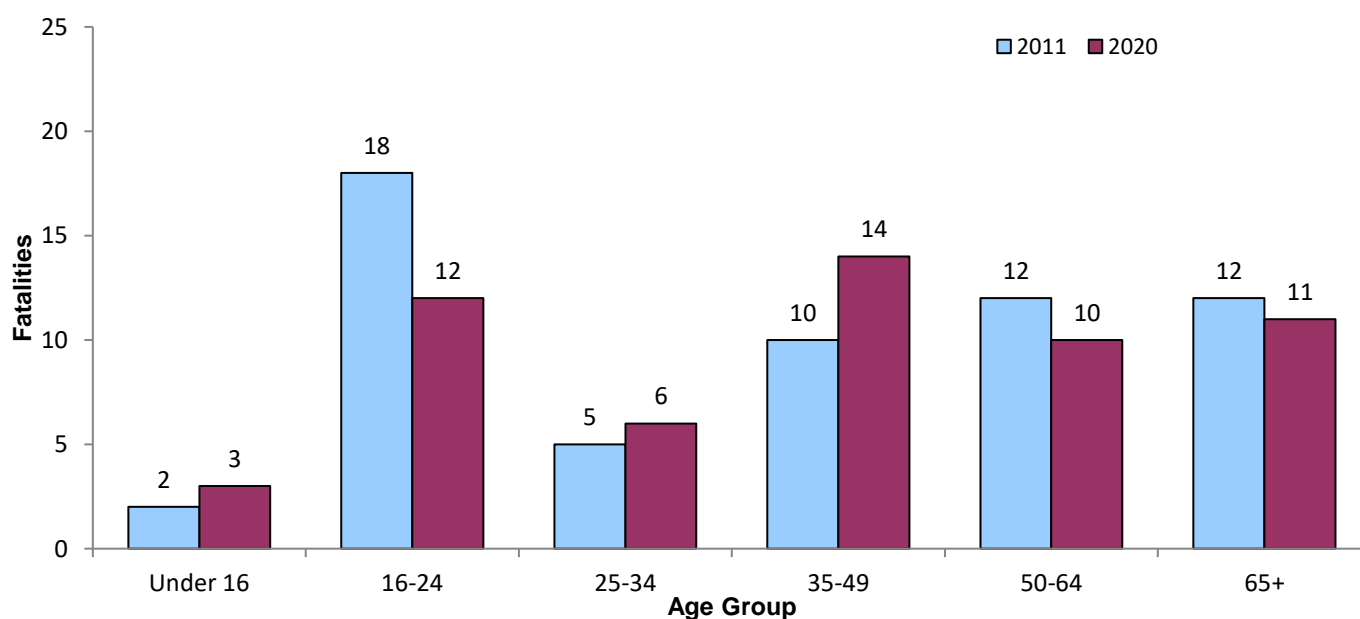
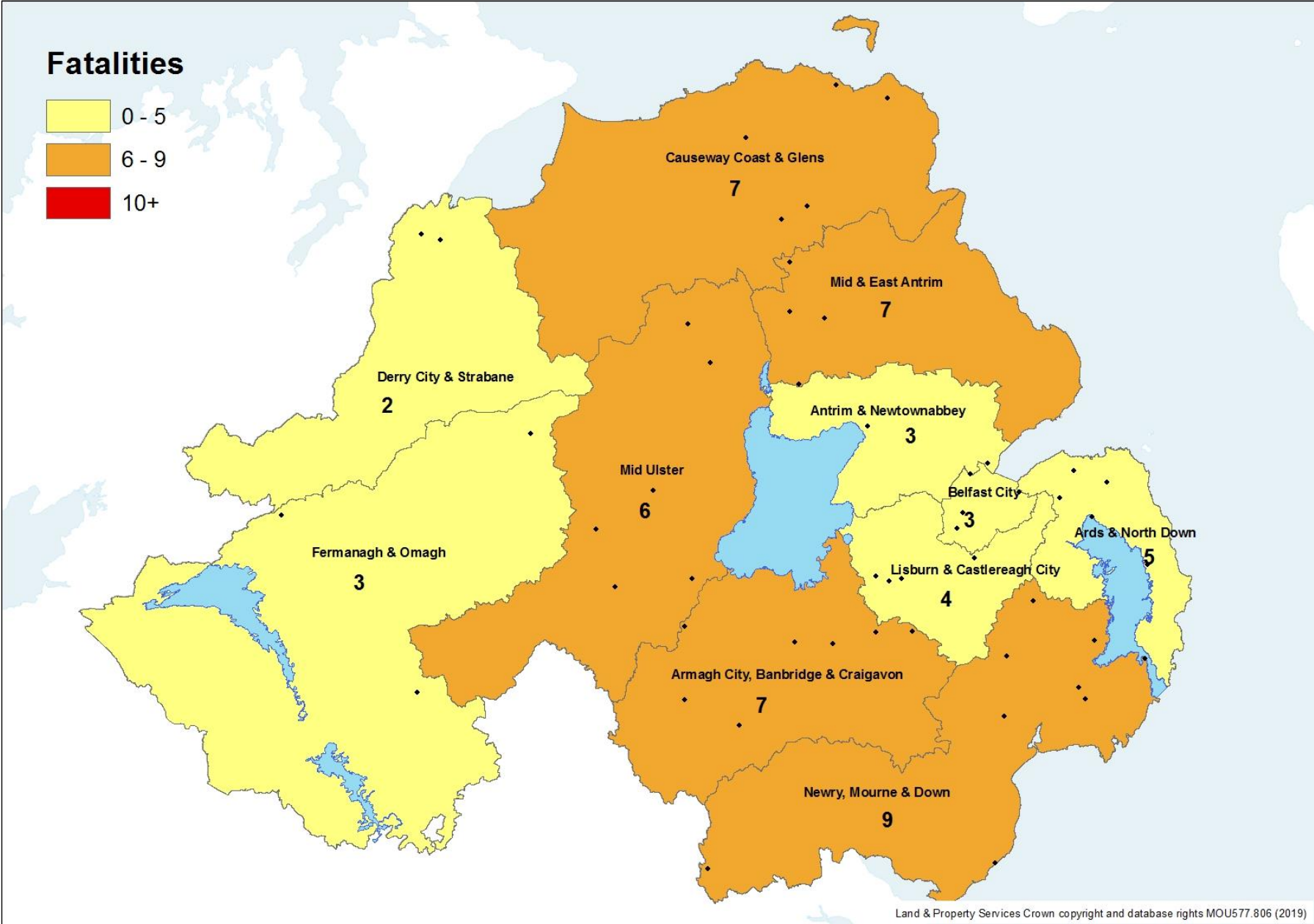


Table 1.4 Fatalities by Police Area and District 2011–2020

District	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Belfast City	6	3	2	7	6	3	3	4	4	3
Derry City & Strabane	5	2	4	5	4	7	5	2	1	2
Antrim & Newtownabbey	8	5	5	2	6	8	2	3	8	3
Ards & North Down	2	1	4	4	5	7	4	6	4	5
Causeway Coast & Glens	5	2	5	9	8	8	6	6	9	7
Lisburn & Castlereagh City	2	5	2	8	5	3	7	5	3	4
Mid & East Antrim	3	5	9	4	6	3	6	2	2	7
Armagh City, Banbridge & Craigavon	7	8	6	7	9	10	6	10	7	7
Fermanagh & Omagh	7	7	11	11	8	10	6	8	3	3
Mid Ulster	6	6	6	7	9	3	5	4	8	6
Newry, Mourne and Down	8	4	3	15	8	6	13	5	7	9
Northern Ireland Total	59	48	57	79	74	68	63	55	56	56

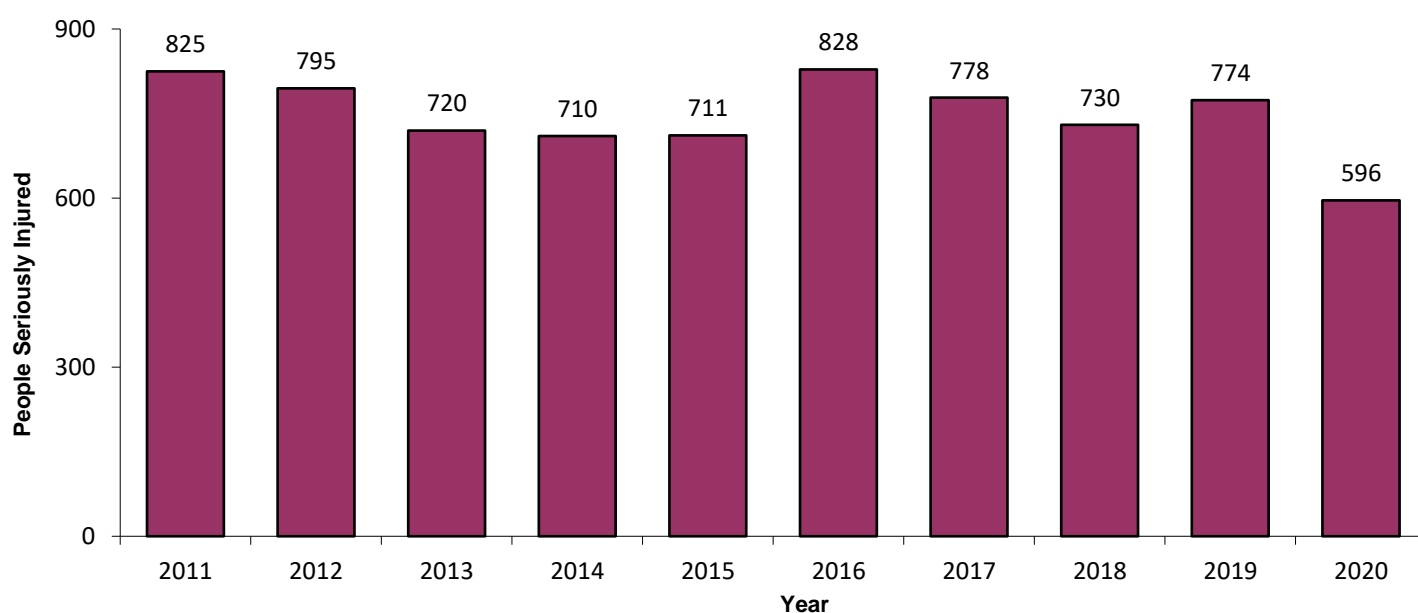
- Newry, Mourne and Down had the highest number of road traffic fatalities in 2020 with 9 deaths.
- Derry City & Strabane recorded the lowest number of fatalities in both 2019 and 2020 and joint lowest in 2018.
- Antrim and Newtownabbey reported the largest decrease over the year, reducing from 8 fatalities in 2019 to 3 in 2020. Conversely, Mid and East Antrim increased by 5, to 7 deaths in 2020.
- Looking further back to 10 years ago, four of the eleven districts had fewer deaths recorded in 2020 than in 2011, these were Belfast City, Derry City & Strabane, Antrim and Newtownabbey and Fermanagh and Omagh.

Figure 1.4 Fatalities by Police District 2020



People seriously injured – Trends over the last 10 years

Figure 1.5 Number of people seriously injured in road traffic collisions in Northern Ireland 2011 to 2020



- As expected, the number of serious injuries also declined markedly in 2020 in response to Covid-19 restrictions and the associated reduction in traffic.
- There were 596 people seriously injured on Northern Ireland's roads in 2020 which was 178 fewer than the 774 recorded in 2019 (a decrease of 23.0%), and the lowest number recorded since detailed records began in 1971.

Table 1.5 Number of people seriously injured by road user type in Northern Ireland 2011–2020

Road user type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrians	200	182	162	140	164	164	175	135	159	118
Drivers of motor vehicles	295	294	271	263	254	353	309	297	318	243
Motorcyclists	102	96	91	84	78	88	80	101	84	84
Pedal Cyclists	47	55	42	59	40	61	50	46	57	45
Passengers	161	155	136	155	163	156	149	134	144	92
Pillion Passengers	7	3	5	4	6	3	8	5	6	3
Other road users	13	10	13	5	6	3	7	12	6	11
Total	825	795	720	710	711	828	778	730	774	596

- Drivers of motor vehicles accounted for 40.8% of all seriously injured casualties in 2020. Pedestrians were next highest with 19.8%, followed by passengers (15.4%), motorcyclists (14.1%) and pedal cyclists (7.6%).
- In the context of the overall reductions, all categories of key road users in 2020 had fewer people seriously injured than ten years ago, from pedestrians which had a 41.0% reduction to pedal cyclists which decreased by 4.3%.
- Despite these reductions, the number of motorcyclists seriously injured in 2020 was the same as in 2019 (84).

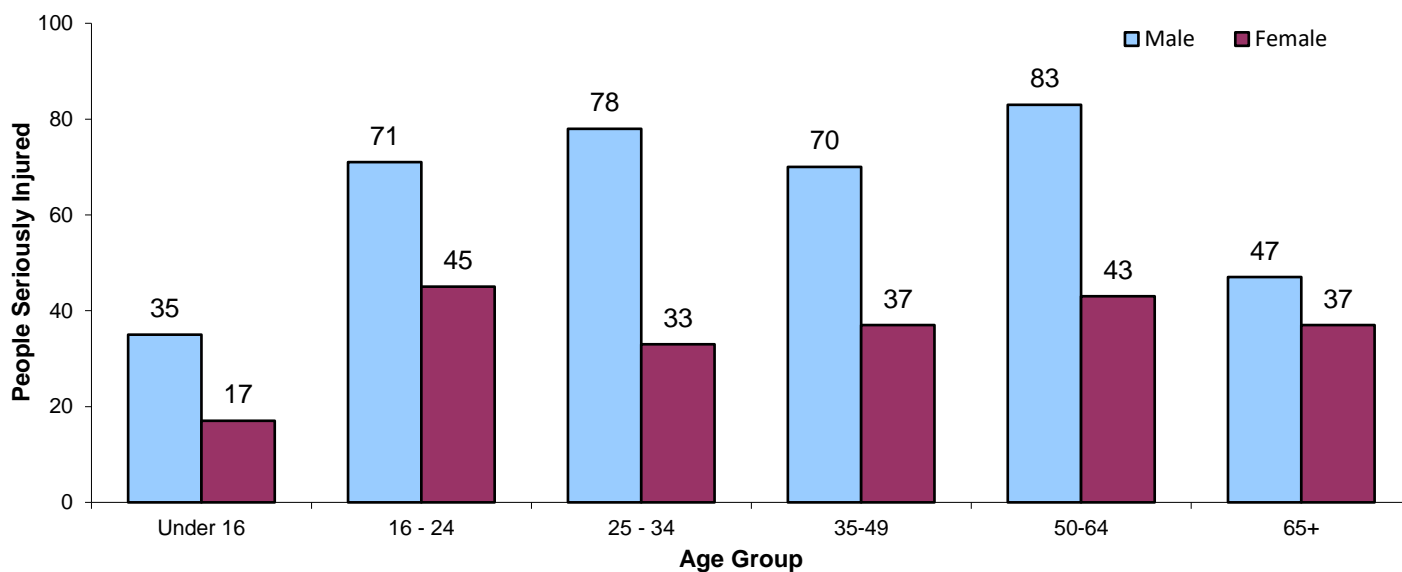
Table 1.6 Number of people seriously injured by age and gender in Northern Ireland 2011–2020^{1,2}

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
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
2020	35	17	52	71	45	116	78	33	111	70	37	107	83	43	126	47	37	84	384	212	596

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 - 2020



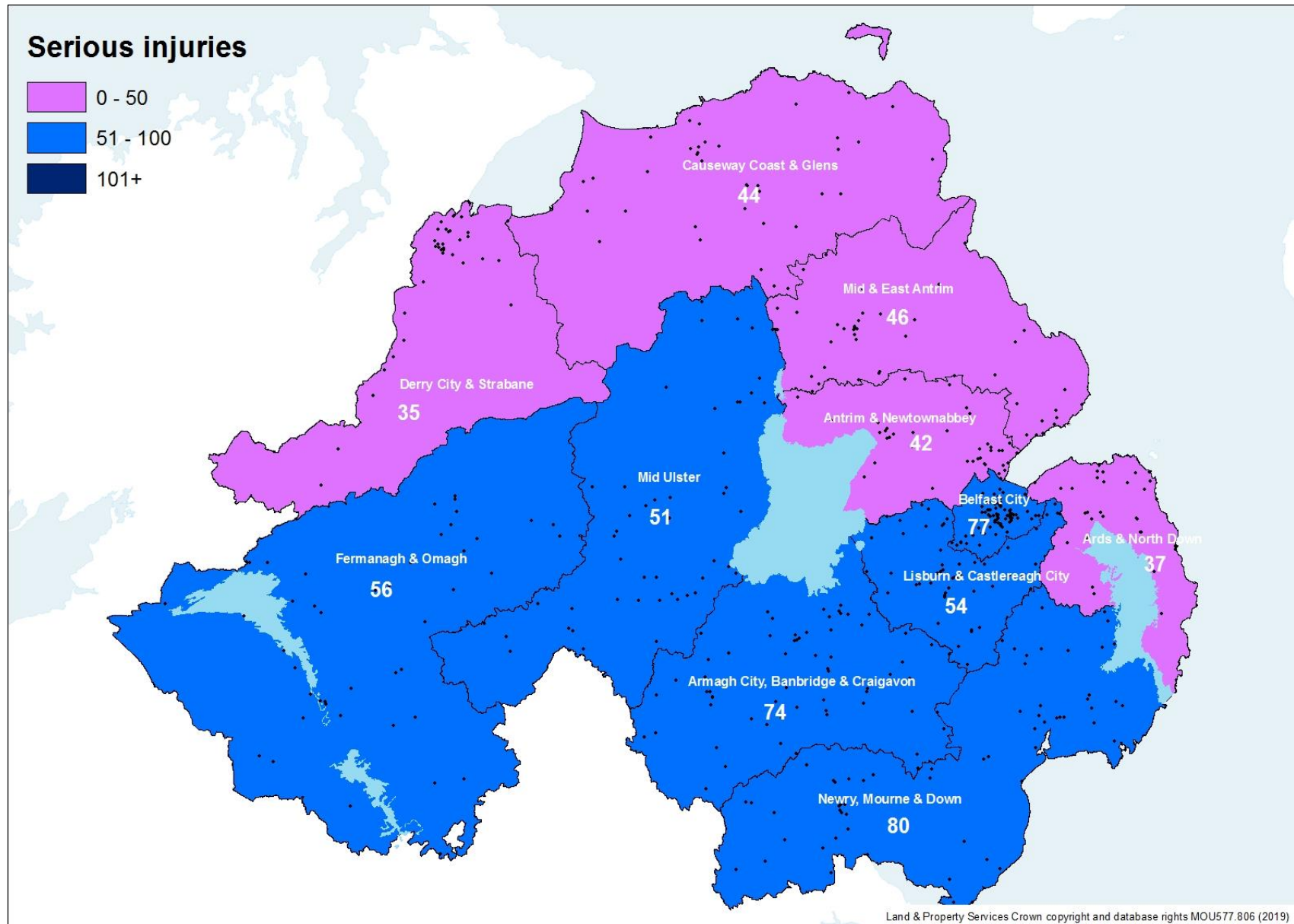
- Males accounted for almost two-thirds of people seriously injured (64.4%) in 2020.
- More males were seriously injured than females for all age groups in 2020. The proportion of males to females ranged from 70.3% for the 25 to 34 age group to 56.0% for the 65+ age group.
- The highest proportion of those seriously injured in 2020 was among those aged 50 to 64 with 126, representing 21.1% of those who were seriously injured during the year.
- Comparing 2020 to 2019, the number of people seriously injured decreased across all age groups, most markedly among those aged 65 or more which decreased by 31.7%.
- Although 2020 showed significantly lower numbers of collisions and casualties as a result of the pandemic, serious injuries increased by almost one-third among the 50 to 64 age group during the ten year period between 2011 and 2020, increasing by 31 casualties to 126.

Table 1.7 People Seriously Injured by Police Area and District 2011–2020

District	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Belfast City	142	150	136	106	115	125	128	93	130	77
Derry City & Strabane	50	56	46	64	35	43	43	51	56	35
Antrim & Newtownabbey	48	53	36	43	45	55	56	60	63	42
Ards & North Down	57	55	46	52	45	51	61	51	57	37
Causeway Coast & Glens	74	77	67	73	58	78	63	58	80	44
Lisburn & Castlereagh City	65	67	62	57	63	73	55	65	48	54
Mid & East Antrim	62	47	64	46	62	64	63	46	46	46
Armagh City, Banbridge & Craigavon	126	95	80	76	95	98	77	99	81	74
Fermanagh & Omagh	56	59	66	46	44	85	61	50	60	56
Mid Ulster	48	61	49	53	69	59	66	67	77	51
Newry, Mourne and Down	97	75	68	94	80	97	105	90	76	80
Northern Ireland Total	825	795	720	710	711	828	778	730	774	596

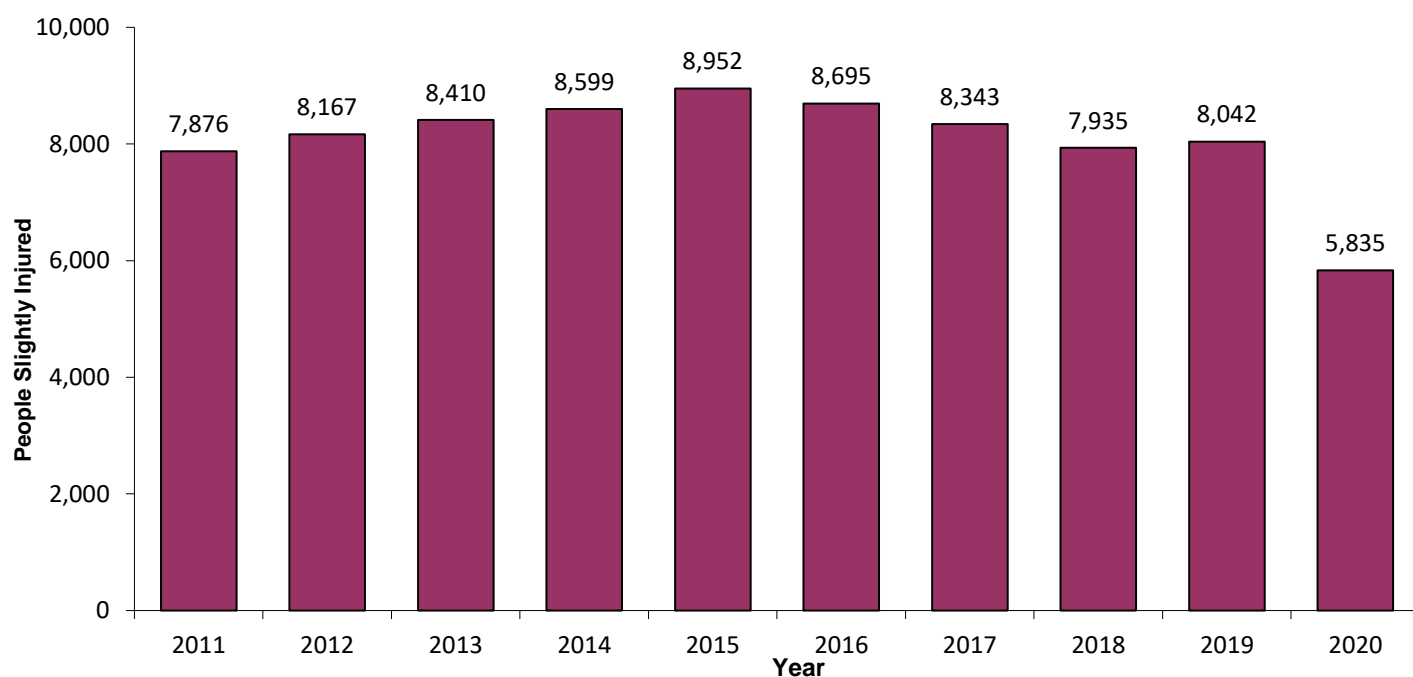
- Newry, Mourne and Down had the largest number of people seriously injured in 2020 with 80 while the District with the fewest was Derry City and Strabane with 35.
- In the context of the overall reductions, nine of the eleven districts had fewer people seriously injured in 2020 compared with 2011, while Fermanagh and Omagh remained unchanged and Mid-Ulster increased slightly.

Figure 1.7 People seriously injured by Police District 2020



People Slightly Injured – Trends over the last 10 years

Figure 1.8 Number of people slightly injured in road traffic collisions in Northern Ireland 2011 to 2020



- As with all injury categories, the number of people slightly injured also decreased in 2020, to 5,835 slight casualties. This was the lowest number of slight casualties since 1983, when there were 5,240 recorded.

Table 1.8 Number of people slightly injured by road user type in Northern Ireland 2011 – 2020

Road user type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrians	621	613	610	611	604	552	539	536	462	359
Drivers of motor vehicles	4,144	4,425	4,577	4,786	5,071	5,003	4,851	4,563	4,585	3,367
Motorcyclists	238	189	210	192	202	193	185	185	185	118
Pedal Cyclists	206	220	210	271	239	266	267	240	231	207
Passengers	2,615	2,670	2,750	2,685	2,781	2,625	2,453	2,351	2,520	1,734
Pillion Passengers	7	11	11	7	4	6	7	9	6	4
Other road users	45	39	42	47	51	50	41	51	53	46
Total	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835

- When comparing 2020 to 2011, slight injuries decreased across all key road user groups with the exception of pedal cyclists, which increased by 1 slight casualty to 207.
- Pedal cyclists showed the lowest reduction since 2019, with a decrease of 10.4% in slight injuries in 2020 compared to over one-third (36.2%) for motorcyclists.

Analysis of vulnerable road users

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

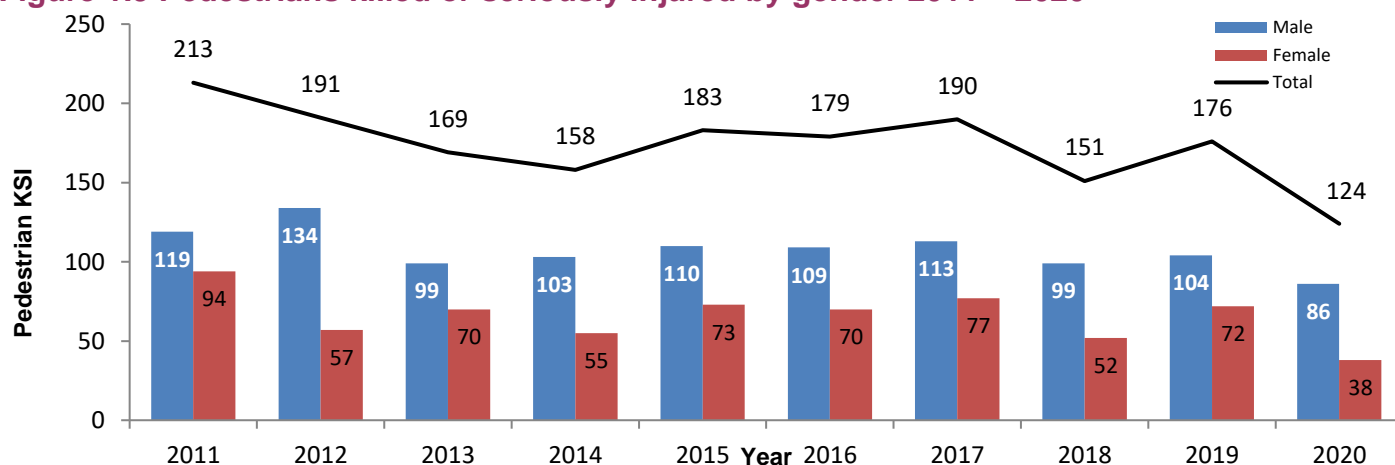
Pedestrians

Table 1.9 Number of pedestrian casualties by severity of injury 2011 – 2020

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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
2020	4	2	6	82	36	118	202	157	359	288	195	483

- In keeping with the reductions previously outlined in 2020, there were 483 pedestrian casualties recorded, which was 155 fewer than 2019 and an overall reduction of 42.1% from the 834 recorded in 2011. This compares with a 25.9% reduction in casualties overall during the last ten years.
- The six pedestrians killed in 2020 was the lowest number since detailed records began in 1986 and comprised 4 males and 2 females. As with previous years, the majority of pedestrian casualties recorded in 2020 were male, accounting for more than half (59.6%) of pedestrian casualties overall.
- The under 16 age group accounted for the highest number of pedestrians killed or seriously injured with 30 (24.2%) out of the 124 pedestrian KSI casualties recorded in 2020 coming from this age group. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedestrian casualties since 2011.
- In June 2019, DfI published more detailed analysis of [pedestrian KSI casualties 2013-2017](#).

Figure 1.9 Pedestrians killed or seriously injured by gender 2011 – 2020



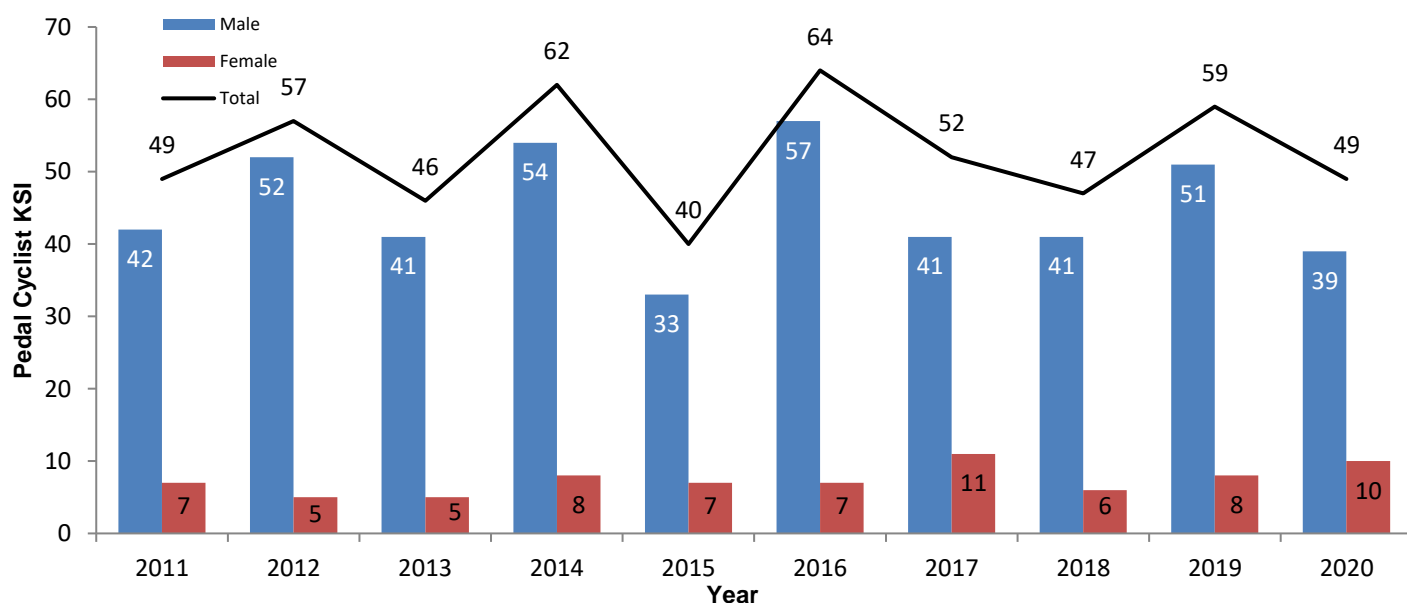
Pedal cyclists

Table 1.10 Number of pedal cyclist casualties by severity of injury 2011 – 2020

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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
2020	4	0	4	35	10	45	179	28	207	218	38	256

- There were 256 pedal cyclist casualties in 2020, 34 fewer than in 2019. However, despite a reduction of just over a quarter in total casualties overall between 2011 and 2020, the number of pedal cyclists injured increased by 1 over the same period, to 256.
- The 49 pedal cyclists killed or seriously injured in 2020 was 10 fewer than recorded in 2019 and the same number as in 2011.
- The majority of pedal cycle casualties in 2020 were males, accounting for 85.2% of the total.
- Those aged 50-64 represented the largest proportion of pedal cyclist casualties overall and KSI, at 25.0% and 40.8% respectively. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of pedal cycle casualties since 2011.
- In June 2020, DfI published more detailed analysis of [cyclist KSIs 2014-2018](#).

Figure 1.10 Pedal cyclists killed or seriously injured by gender 2011 - 2020



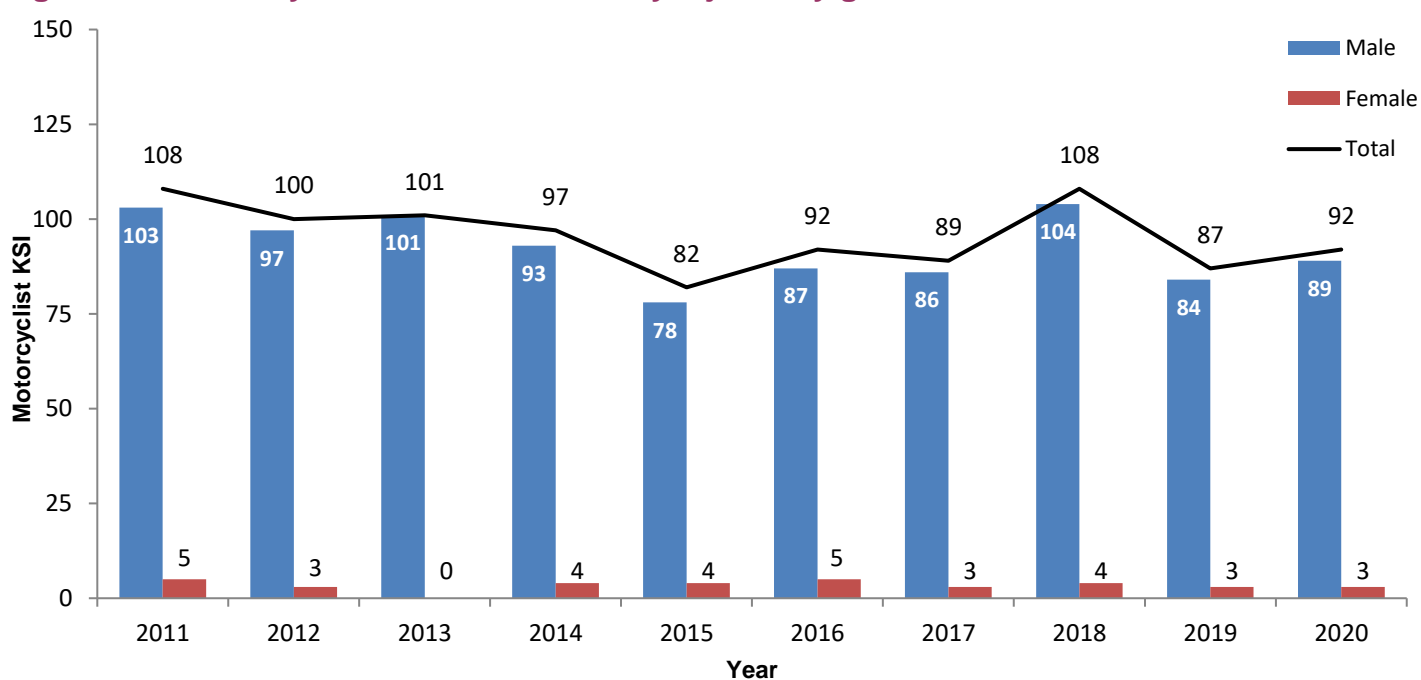
Motorcyclists

Table 1.11 Number of motorcycle casualties by severity of injury 2011 – 2020

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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
2020	8	0	8	81	3	84	111	7	118	200	10	210

- There were 210 motorcyclists injured in 2020, which was sixty-two fewer than 2019. Over the ten years between 2011 and 2020, motorcyclist casualties decreased by almost two-fifths (39.3%), against a reduction of 25.9% in casualties overall.
- Despite this, the number of motorcyclist fatalities was the highest since 2017 with 8 deaths recorded in 2020.
- Most motorcyclist casualties in 2020 were from the 35 to 49 age group which accounted for 55 (26.2%) of the 210 overall recorded. See accompanying supplementary tables spreadsheet for a full gender, age and severity of injury breakdown of motorcycle casualties since 2010.
- Male motorcyclists accounted for 96.7% of all killed or seriously injured motorcyclists in 2020.

Figure 1.11 Motorcyclists killed or seriously injured by gender 2011 - 2020

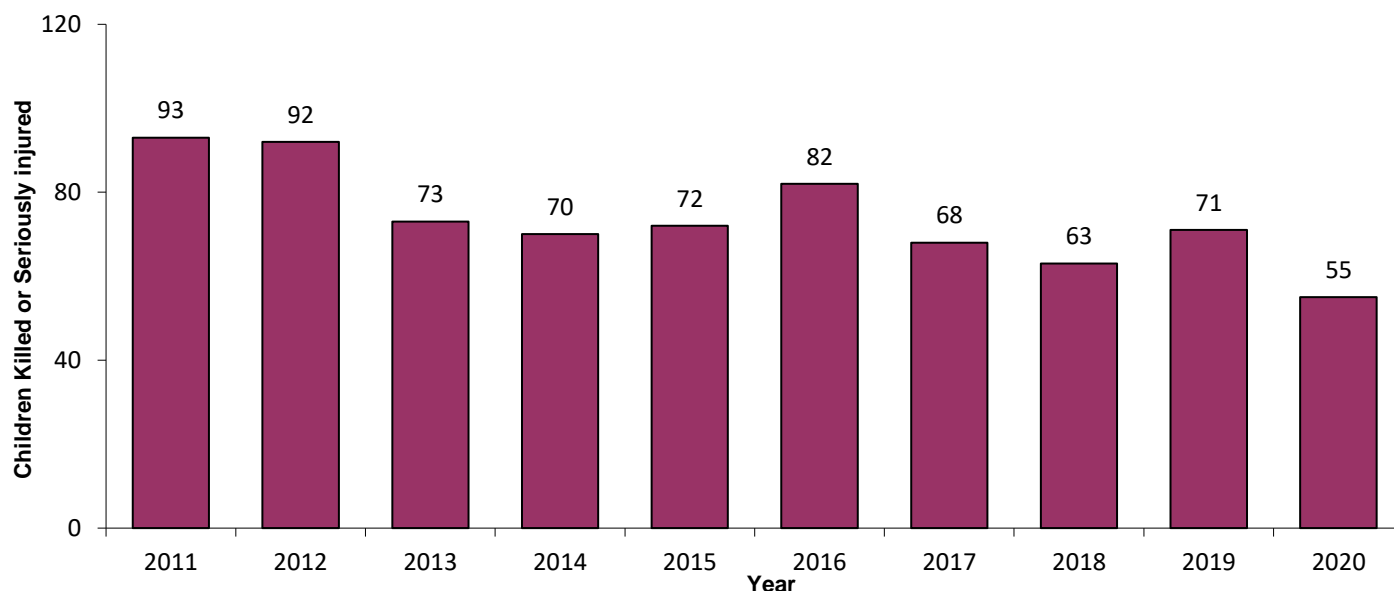


Casualties by selected age group

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 – 2011 to 2020



- In the context of the overall reductions, the 55 children (under 16) killed or seriously injured in 2020 was down by 38 on 2011 and the lowest number recorded since detailed records began in 1986.

Table 1.12 Number of child casualties by gender and severity of injury 2011 – 2020

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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
2020	2	1	3	35	17	52	292	296	589	329	314	644

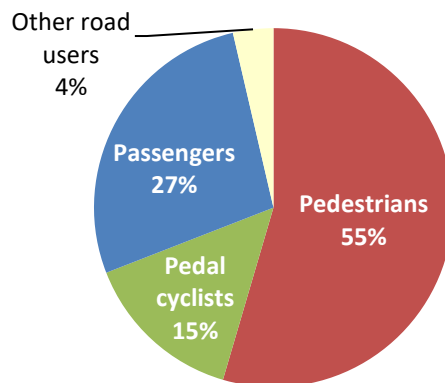
- The total number of child casualties decreased to 644 in 2020, almost two-fifths (38.5%) lower than the 1,048 child casualties recorded in 2012.
- Over two-thirds (67.3%) of child KSI casualties in 2020 were male, while for all child casualties the proportion by gender was much more even with just over half (51.1%) 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 2011 – 2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Killed										
Pedestrians	0	3	0	3	2	3	2	2	0	1
Pedal cyclists	0	0	0	1	0	0	0	0	0	1
Passengers	1	2	2	0	3	1	0	1	1	0
Other road users	1	0	0	0	0	0	2	0	0	1
Total	2	5	2	4	5	4	4	3	1	3
Seriously Injured										
Pedestrians	55	55	54	34	37	50	50	38	34	29
Pedal cyclists	10	9	4	10	4	6	4	5	11	7
Passengers	23	18	12	21	22	19	8	16	24	15
Other road users	3	5	1	1	4	3	2	1	1	1
Total	91	87	71	66	67	78	64	60	70	52
KSI										
<i>Pedestrians</i>	55	58	54	37	39	53	52	40	34	30
<i>Pedal cyclists</i>	10	9	4	11	4	6	4	5	11	8
<i>Passengers</i>	24	20	14	21	25	20	8	17	25	15
<i>Other road users</i>	4	5	1	1	4	3	4	1	1	2
Total	93	92	73	70	72	82	68	63	71	55
Slightly Injured										
Pedestrians	183	170	162	169	161	145	137	126	113	89
Pedal cyclists	55	46	38	32	43	46	44	33	50	53
Passengers	590	734	653	623	643	676	611	576	650	443
Other road users	9	6	5	3	6	5	4	6	5	4
Total	837	956	858	827	853	872	796	741	818	589
All Casualties										
Pedestrians	238	228	216	206	200	198	189	166	147	119
Pedal cyclists	65	55	42	43	47	52	48	38	61	61
Passengers	614	754	667	644	668	696	619	593	675	458
Other road users	13	11	6	4	10	8	8	7	6	6
Total	930	1,048	931	897	925	954	864	804	889	644

- Almost three-quarters of all child casualties (71.1%) were passengers in motor vehicles in 2020, over half (54.5%) of children killed or seriously injured during the year were pedestrians.

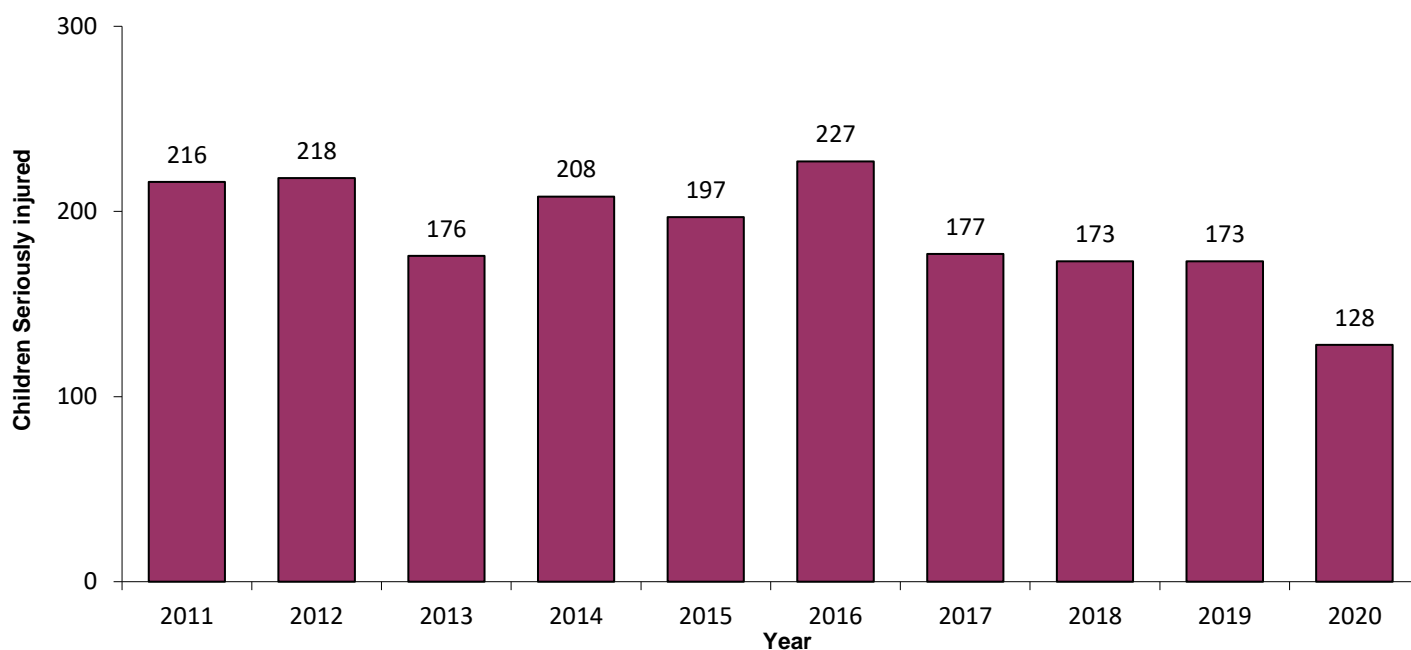
Figure 1.13 Child casualties killed or seriously injured by road user type 2020¹



¹. Due to rounding total may not add to 100%.

Young People (Age group 16 to 24)

Figure 1.14 Young people killed or seriously injured – 2011 to 2020



- The 128 KSI casualties of young people (those aged between 16 and 24) was the lowest recorded for this age group in a calendar year for records held since 1986 and 99 lower than the 10 year high recorded in 2016 (227). These changes should be viewed in the context of the wider casualty reductions in 2020.

Table 1.14 Number of casualties of young people by gender and severity of injury 2011 – 2020

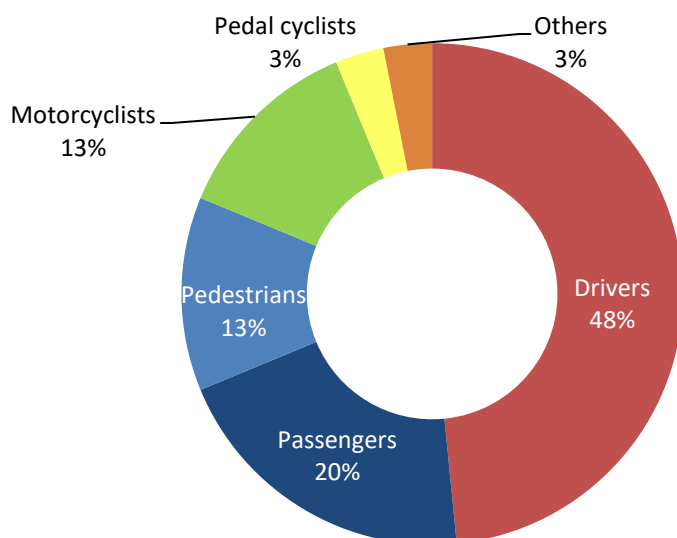
Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
2011	13	5	18	126	72	198	1,077	911	1,988	1,216	988	2,204
2012	7	5	12	155	51	206	975	934	1,909	1,137	990	2,127
2013	14	1	15	117	44	161	990	906	1,896	1,121	951	2,072
2014	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	1006	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
2020	9	3	12	71	45	116	684	548	1,232	764	596	1,360

- In 2020 there were 12 fatalities of young people, which was one more than in the previous two years and 9 fewer than the number recorded in 2014 (21 fatalities).
- More than half of all young casualties were males (56.2%), while over three-fifths of young KSI casualties were male (62.5%).
- In 2020, there were 844 fewer young people who were casualties in a road traffic collision than in 2011. Fatalities reduced by 6, those seriously injured by 82 and young people slightly injured by 756 (reductions of 33.3%, 41.4% and 38.0% respectively).

Table 1.15 Number of young people killed or seriously injured by road user type 2011 – 2020

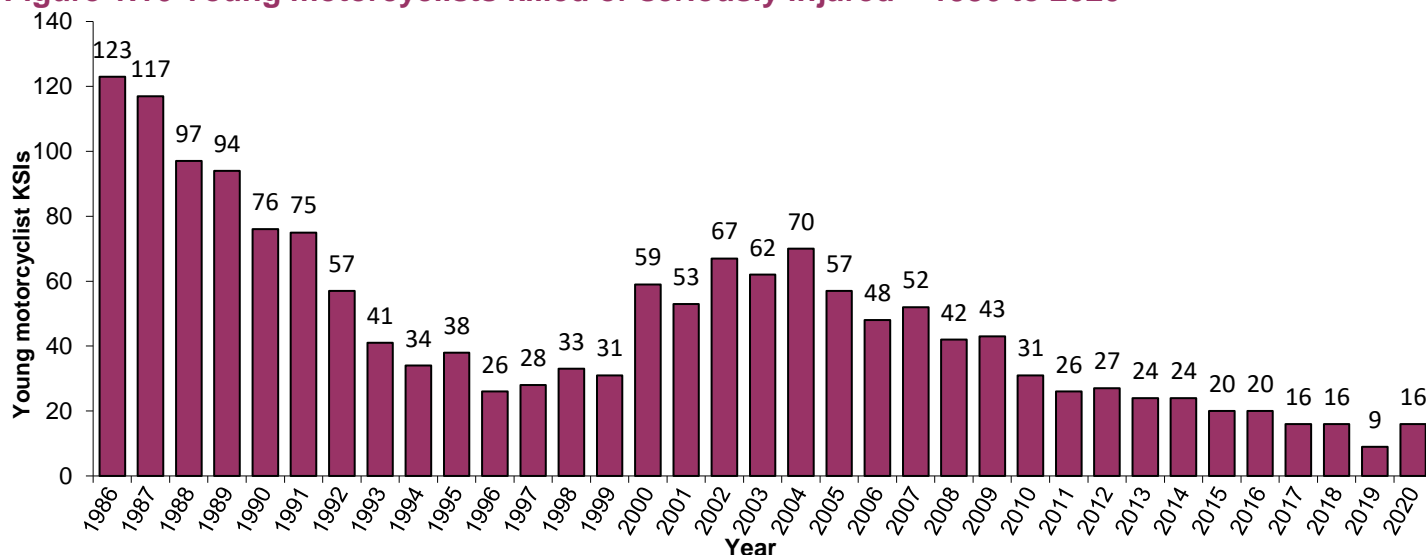
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
KSI										
Pedestrians	39	30	17	19	33	23	26	22	24	16
Drivers of motor vehicles	79	82	67	96	72	105	80	79	75	62
Motorcyclists	26	27	24	24	20	20	16	16	9	16
Pedal cyclists	8	8	2	5	4	8	2	4	4	4
Passengers	61	69	60	62	66	66	49	49	58	26
Pillion Passengers	1	1	2	2	1	4	2	1	2	2
Other road users	2	1	4	0	1	1	2	2	1	2
Total	216	218	176	208	197	227	177	173	173	128

Figure 1.15 Young people killed or seriously injured by road user type - 2020



- The most common casualty class for young people killed or seriously injured in 2020 was driver of a motor vehicle, with 62 out of the 128 KSI casualties being from this category (48.4%).
- Despite overall reductions in casualties in 2020, the number of young motorcyclists killed or seriously injured increased by 7 since 2019, which had recorded the fewest young motorcyclist KSIs since records on severity of injury by age group were first collated in 1986. See chart below.

Figure 1.16 Young motorcyclists killed or seriously injured – 1986 to 2020



Older People (Age Group 65 and over)

Table 1.16 Number of casualties of older people by gender and severity of injury 2011 – 2020

Year	Killed			Seriously Injured			Slightly Injured			Total		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
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
2020	8	3	11	47	37	84	240	208	448	295	248	543

- There were 543 older people (those aged 65 plus) injured in 2020, including 11 fatalities and 84 seriously injured.
- The wider reduction in casualty levels during the current reporting period is reflected among this older age group and the 2020 total opposes the generally increasing trend over the last ten years. However the total casualties was 58 more than the series low recorded in 2005 (485). See chart below for a yearly breakdown from 1986.

Figure 1.17 Casualties of older people – 1986 to 2020

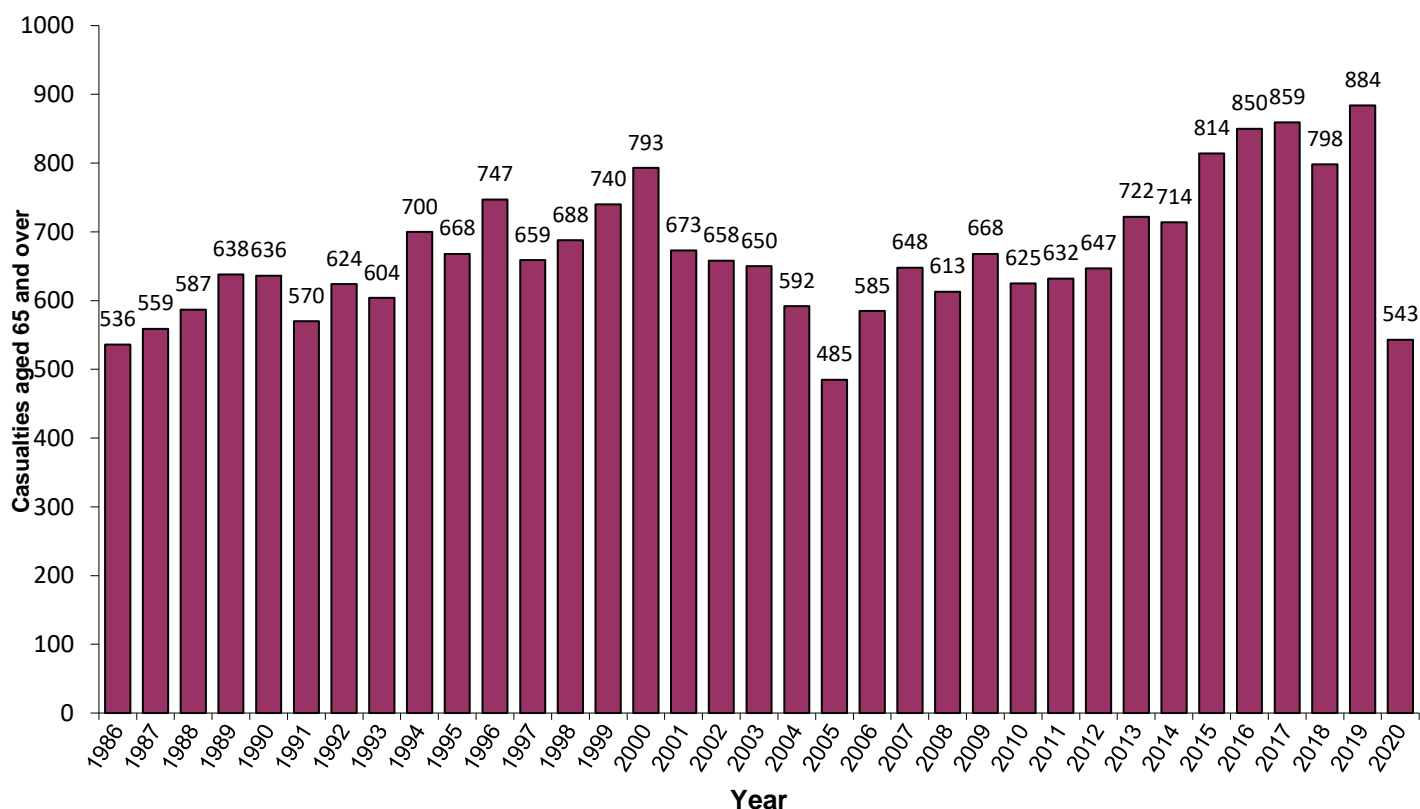


Table 1.17 Number of older people killed or seriously injured by road user type 2011 – 2020

Road User Type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
KSI										
Pedestrians	43	33	38	38	29	39	42	30	47	22
Drivers of motor vehicles	48	35	45	38	36	64	57	53	63	45
Motorcyclists	4	5	3	2	3	6	5	8	2	5
Pedal cyclists	1	5	5	2	2	5	3	4	5	3
Passengers	22	17	22	21	25	19	29	23	25	18
Pillion Passengers	1	0	0	0	0	0	0	0	0	0
Other road users	3	3	2	2	3	0	1	2	1	2
Total	122	98	115	103	98	133	137	120	143	95

- In terms of road user category, drivers accounted for the highest number of KSI casualties of older people in 2020 with 45 recorded (47.4%).

Section 2 – Causation, Single vehicle collisions and Seatbelt Usage

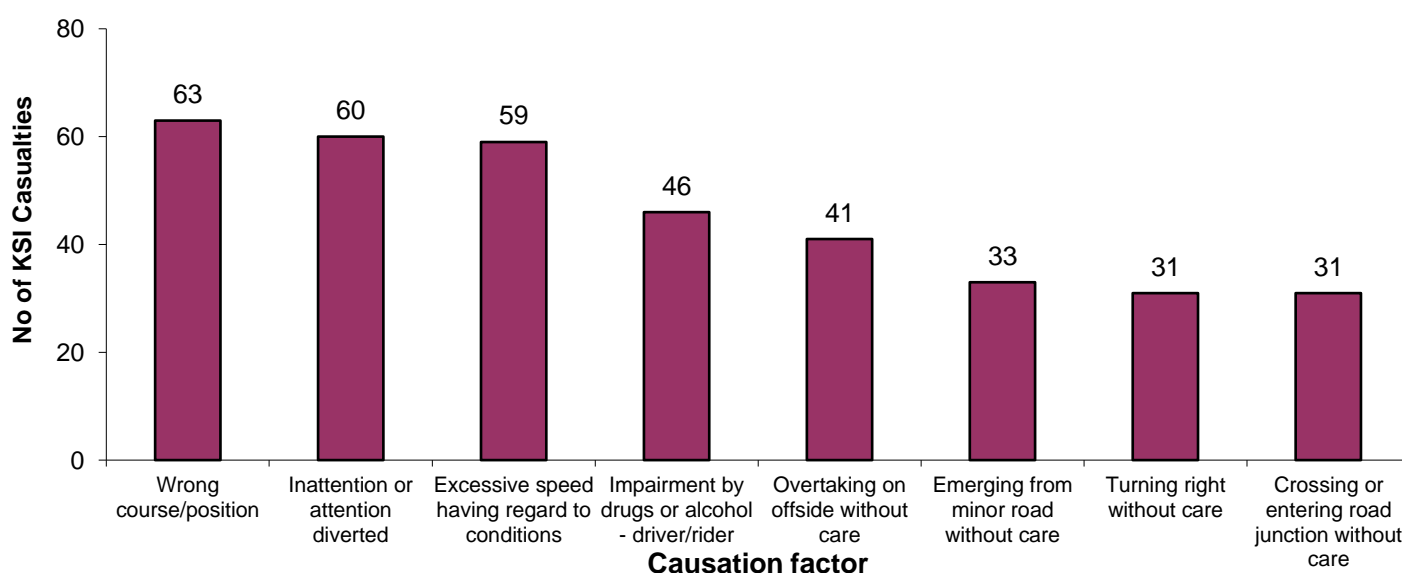
Causation factors in road traffic collisions

- The most common principal causation factors for KSI casualties during 2020 were ‘Wrong course/position’ (63 KSI casualties), followed by ‘Inattention or attention diverted’ (60 KSI casualties) and ‘Excessive speed having regard to conditions’ (59 KSI casualties). These 3 causations were responsible for 27.9% of all KSI casualties in 2020.
- The most common principal causation factors for all casualties were ‘inattention or attention diverted’ (1,019 casualties) followed by ‘driving too close’ (798 casualties) and ‘emerging from minor road without care’ (477 casualties). These 3 causations alone were responsible for over one-third (35.4%) of all casualties in 2020.

Table 2.1 Most common principal causation factors in road traffic collisions 2020

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

Figure 2.1 Most common principal causation factors for KSI casualties 2020



- The top three principal causation factors for both KSI and all casualties remain unchanged between 2019 and 2020. Appendix 5 provides a longer term overview of the causation factors for casualties.

Table 2.2 Selected causation factors for KSI casualties 2011 – 2020

Year	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
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
2020	6	40	46	34	349	383	6	53	59

- There were 34 deaths attributed to careless driving¹ in 2020, which was 13 more than in 2019. It was 28 higher than deaths attributed to speed and deaths due to impairment by driver/rider, both of which caused 6.
- The 6 deaths due to excessive speed in 2020 was 5 lower than in 2019 and the lowest recorded for this causation in the last ten years and serious injuries followed a similar pattern.
- There were 383 KSI casualties in 2020 which were attributed to careless driving¹ compared to 59 for excessive speed and 46 for impairment by alcohol or drugs – driver/rider.
- 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 2020

	KSI Collision	Slight Collision	Total	KSI Casualties	Slightly injured	Total
Driver/Rider Fault						
Alcohol or drugs - driver/rider	43	196	239	46	339	385
Excessive speed having regard to conditions	48	140	188	59	263	322
Careless driving ¹	316	2,642	2,958	383	4,319	4,702
Other driver rider fault	33	123	156	33	194	227
Total	440	3,101	3,541	521	5,115	5,636
Passenger Fault	8	14	22	8	14	22
Pedestrian Fault	65	161	226	65	171	236
Vehicle Defects	10	53	63	10	82	92
Obstructions	4	29	33	4	39	43
Physical/Road	17	93	110	17	135	152
Weather	20	164	184	22	235	257
Miscellaneous	5	39	44	5	44	49
Total	569	3,654	4,223	652	5,835	6,487

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.

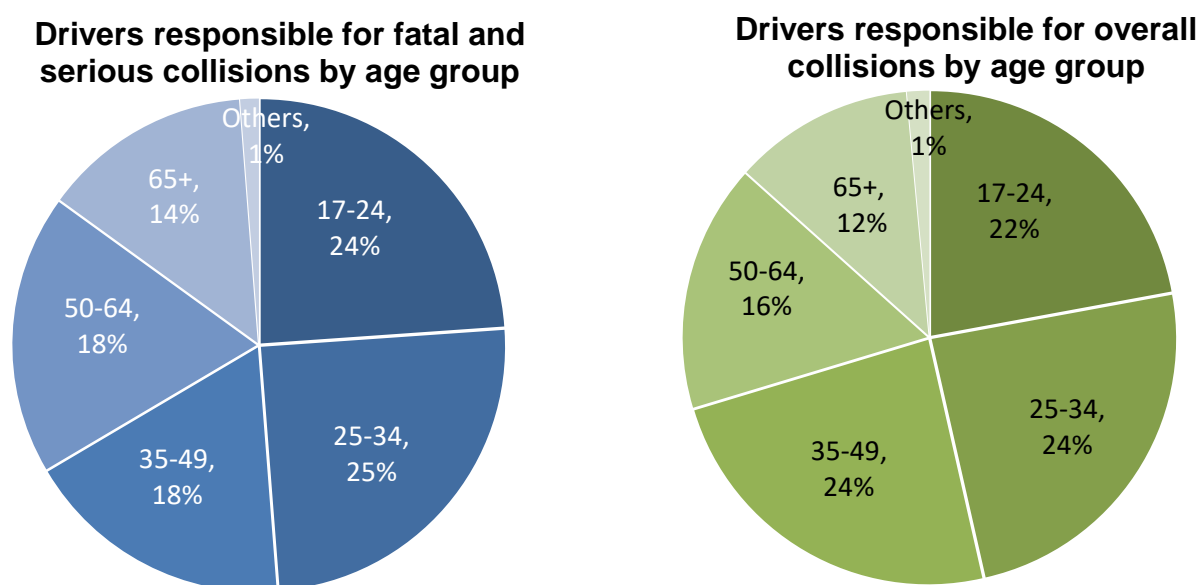
Who is responsible for collisions attributed to a driver or rider?

Table 2.4 Driver/rider responsibility¹ by age and gender 2020

Age	Fatal and Serious Collisions				Total Collisions			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Under 17	4	1	0	5	37	11	0	48
17 - 24	69	28	0	97	491	228	0	719
25 - 34	75	26	0	101	532	260	0	792
35 - 49	47	25	0	72	517	260	0	777
50 - 64	57	18	0	75	365	165	0	530
65+	42	14	0	56	277	110	0	387
Unknown	0	0	34	34	3	2	282	287
Total	294	112	34	440	2,222	1,036	282	3,540

- Of the 440 fatal and serious collisions in 2020 where the causation was driver/rider responsibility¹, 294 were the responsibility of a male driver, 112 were caused by a female and 34 responsible were unknown (mainly hit and run drivers or non-stop vehicle). Males were responsible for 72.4% of fatal and serious collisions and 68.2% of collisions overall with driver/rider responsibility, where a gender is known.
- Drivers aged 25-34 were most likely to be responsible for fatal and serious collisions (24.9%). See Figure 2.2 below.
- Similar proportions of the total collisions where age was known were attributed to 25-34 year olds (24.3%) and 35-49 (23.8%) year olds.
- More males than females were responsible for overall collisions occurring in 2020 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 (71.6% males / 28.4% females), though the proportional split was similar across all age groups.

Figure 2.2 Drivers responsibility by age group¹



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 more detailed research reports relevant to RTC causation including:

- [Fatal and Serious \(KSI\) Road Traffic Collisions caused by Drink Driving, Northern Ireland 2013-2017](#)
- [Road safety issues in Northern Ireland](#)
- [KSI casualties caused by excessive speed in Northern Ireland, 2014-2018.](#)

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/>.

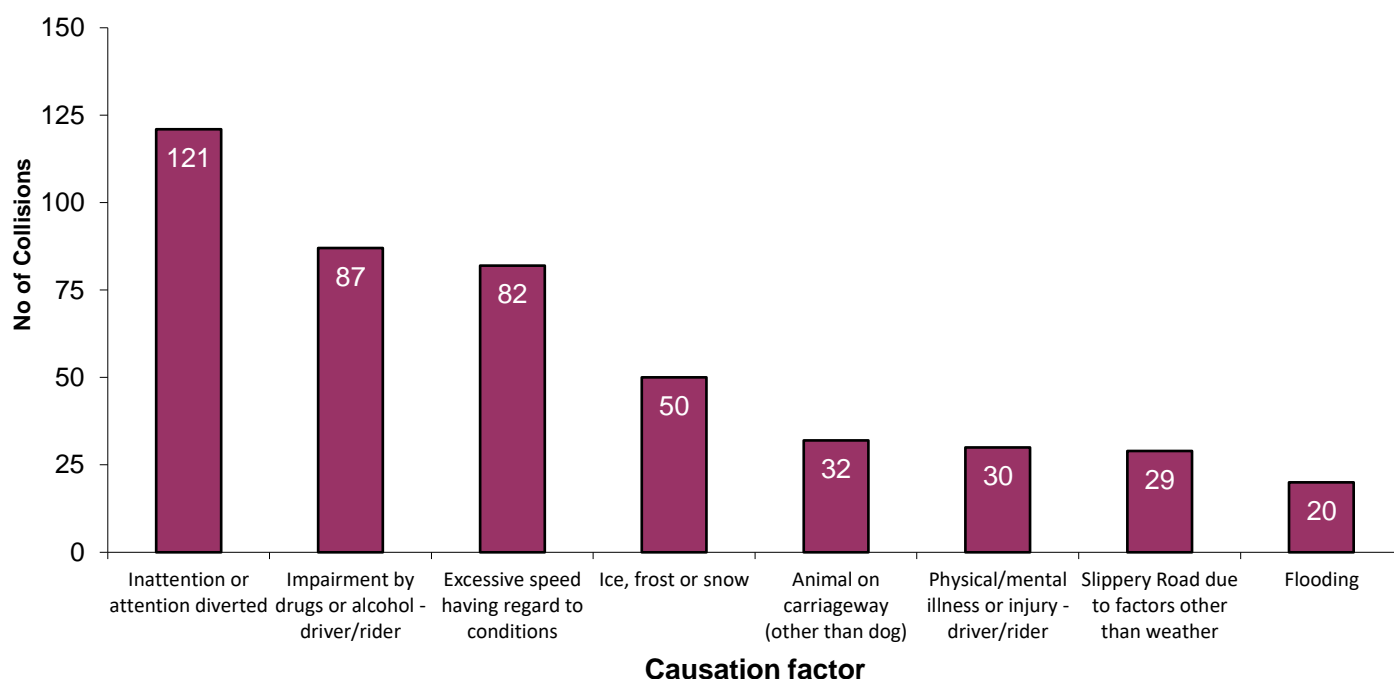
Single vehicle collisions

Table 2.5 Single vehicle collisions by year and resulting casualties 2011 - 2020

Year	Number of single vehicle injury collisions				Casualties			
	Fatal Collisions	Serious Collisions	Slight Collisions	Total	Killed	Seriously Injured	Slightly Injured	Total Casualties
2011	18	172	707	897	18	196	1015	1,229
2012	13	141	723	877	13	177	1009	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
2020	14	115	504	633	14	121	640	775

- There were 633 single vehicle collisions recorded in 2020, representing 15.0% of all collisions which is a similar proportion to 2019.
- The proportions show a sliding scale in terms of severity of injury with single vehicle collisions comprising over one-quarter (27.5%) of fatal collisions, over a fifth (22.2%) of serious collisions and approximately one in seven slight collisions (13.8%).
- The most common causation factor for all single vehicle collisions occurring in 2020 was 'inattention or attention diverted' (121, 19.1%), followed by 'impairment by alcohol or drugs by drivers or riders' (87, 13.7%), and then 'excessive speed having regard to conditions' with 82 (13.0%). See Figure 2.3 below.
- In terms of causation, inattention or attention diverted accounted for the highest number of those killed or seriously injured in single vehicle collisions with 26, accounting for almost a fifth (19.3%) of the 135 KSI casualties recorded for single vehicle collisions.

Figure 2.3 Main causes of all single vehicle collisions 2020



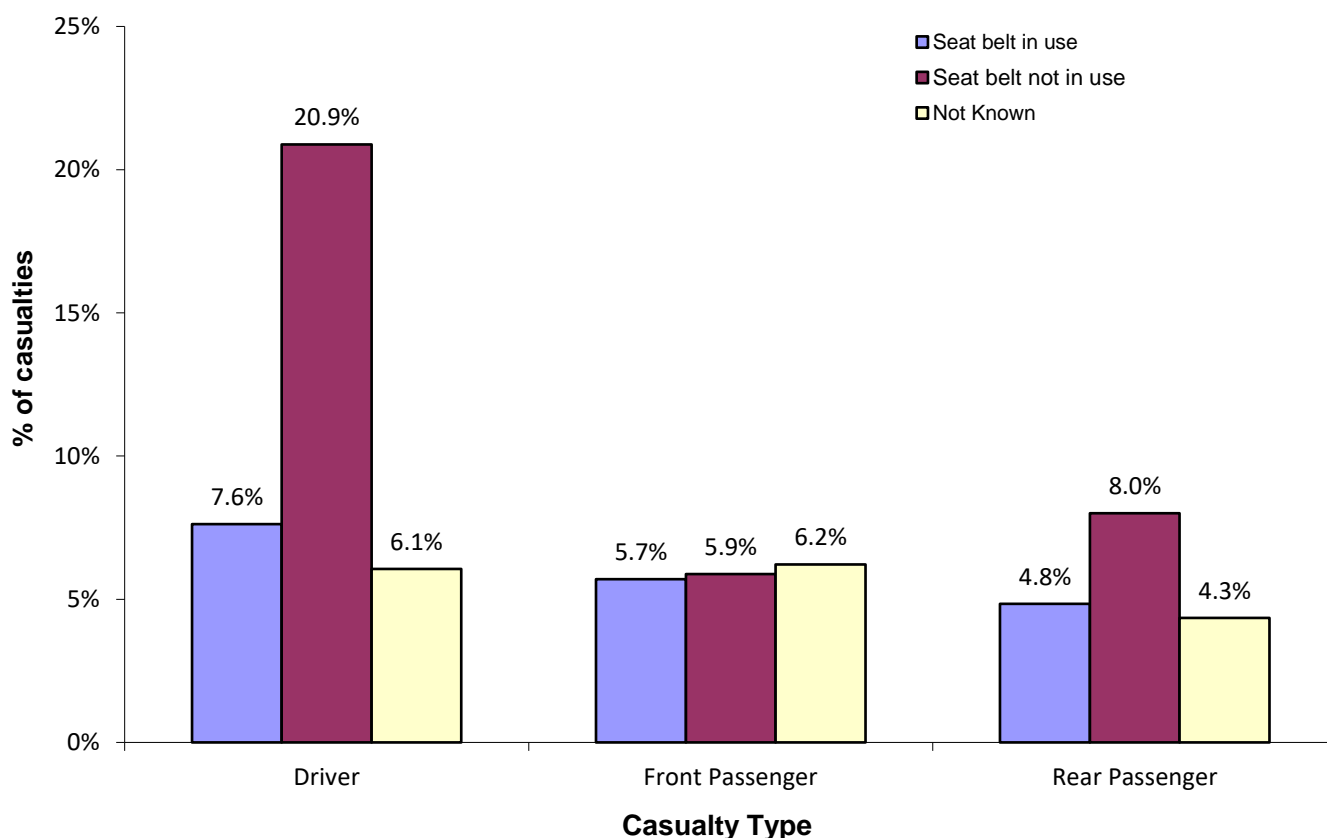
Seat belt wearing rates of those casualties involved in road traffic collisions

There were 3,572 drivers injured in vehicles in which a seat belt is normally worn. Of these 61.9% were wearing a seat belt at the time of the collision, 2.5% were not wearing a seat belt and for the remaining 35.5% 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 2020, 0.6% of driver casualties who were wearing a seatbelt sustained fatal injuries, compared with 8.8% of driver casualties who were not wearing a seat belt. Similarly, 7.0% of driver casualties were seriously injured when wearing a seat belt compared to 12.1% of those not wearing a seat belt.
- Seatbelt status was known for 718 out of the 1,104 front seat passengers who were casualties in vehicles in which a seat belt is normally worn. Of these, 51 (7.1%) were not wearing a seat belt.
- Of the 648 rear seat passengers injured in 2020, seatbelt status was known for 418. Of these, 25 (6.0%) were not wearing a seat belt.
- Figure 2.4 shows that 7.6% of the total driver casualties who were wearing a seatbelt were killed or seriously injured compared with 20.9% of drivers who were not wearing a seatbelt. The difference was less pronounced for rear seat passengers, with 4.8% who were wearing a seatbelt killed or seriously injured compared with 8.0% who were not. The proportion of front seat passengers killed or seriously injured was similar regardless of seatbelt status.

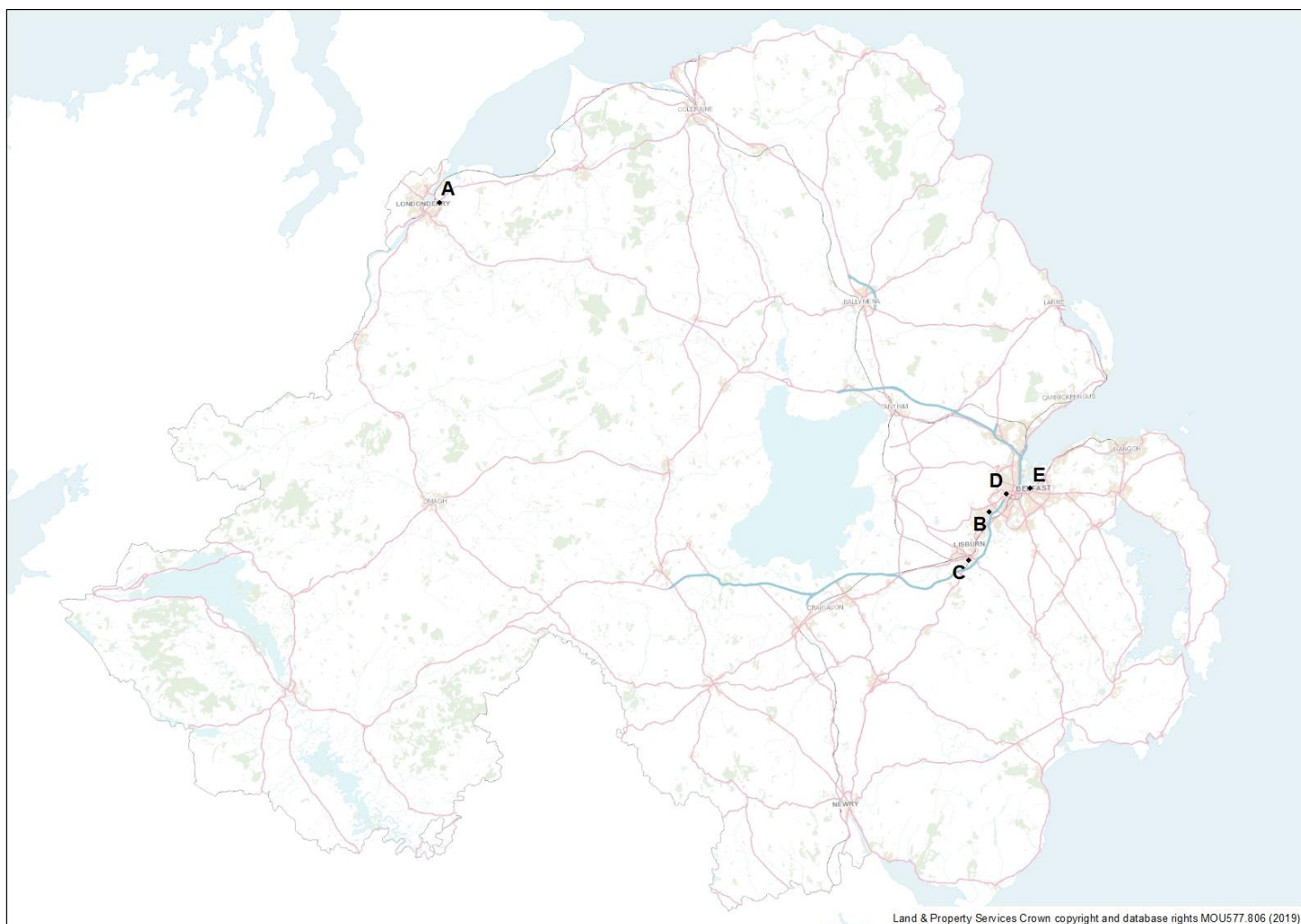
Figure 2.4 Seat belt usage: Proportion of casualties who were killed or seriously injured 2020



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

Where did collisions occur in 2020?

Figure 3.1: The top five collision sites in Northern Ireland within a 50 metre radius – 2020



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 2020 were the following:

- **A – Clooney Road / Caw Roundabout, Derry City and Strabane District.** There were 10 collisions within 50 metres of this junction.
- **B – Andersonstown Road / Finaghy Road North, Belfast City District.** There were 9 collisions within 50 metres of this junction.
- **C – Hillsborough Road / Governors Road, Lisburn and Castlereagh District.** There were 9 collisions within 50 metres of this junction.
- **D – Falls Road / Grosvenor Road, Belfast City District.** There were 7 collisions within 50 metres of this junction.
- **E – Sydenham By-Pass / Dee Street, Belfast City District.** There were 7 collisions within 50 metres of this junction.

Top 3 fatal and serious collision sites in Northern Ireland within a kilometre radius – 2020

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 (Albertbridge Road and Paulett Avenue)

There were 13 KSI collisions in 2020 in the kilometre radius surrounding where Albertbridge Road meets Paulett Avenue.

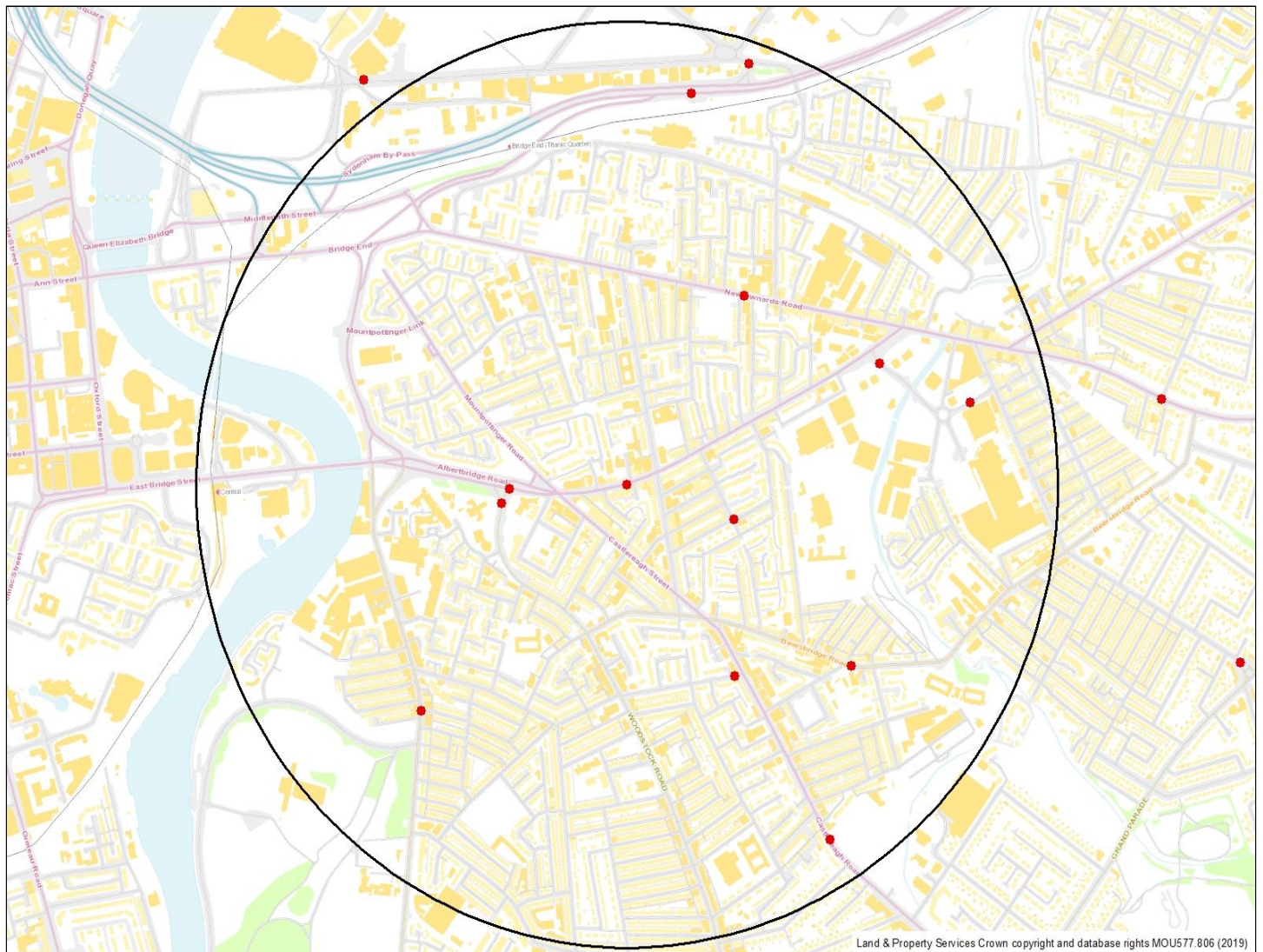


Figure 3.3: Belfast City District fatal and serious collisions (Botanic Avenue and Donegall Pass)

There were 10 KSI collisions in 2020 in the kilometre radius surrounding where Botanic Avenue meets Donegall Pass.

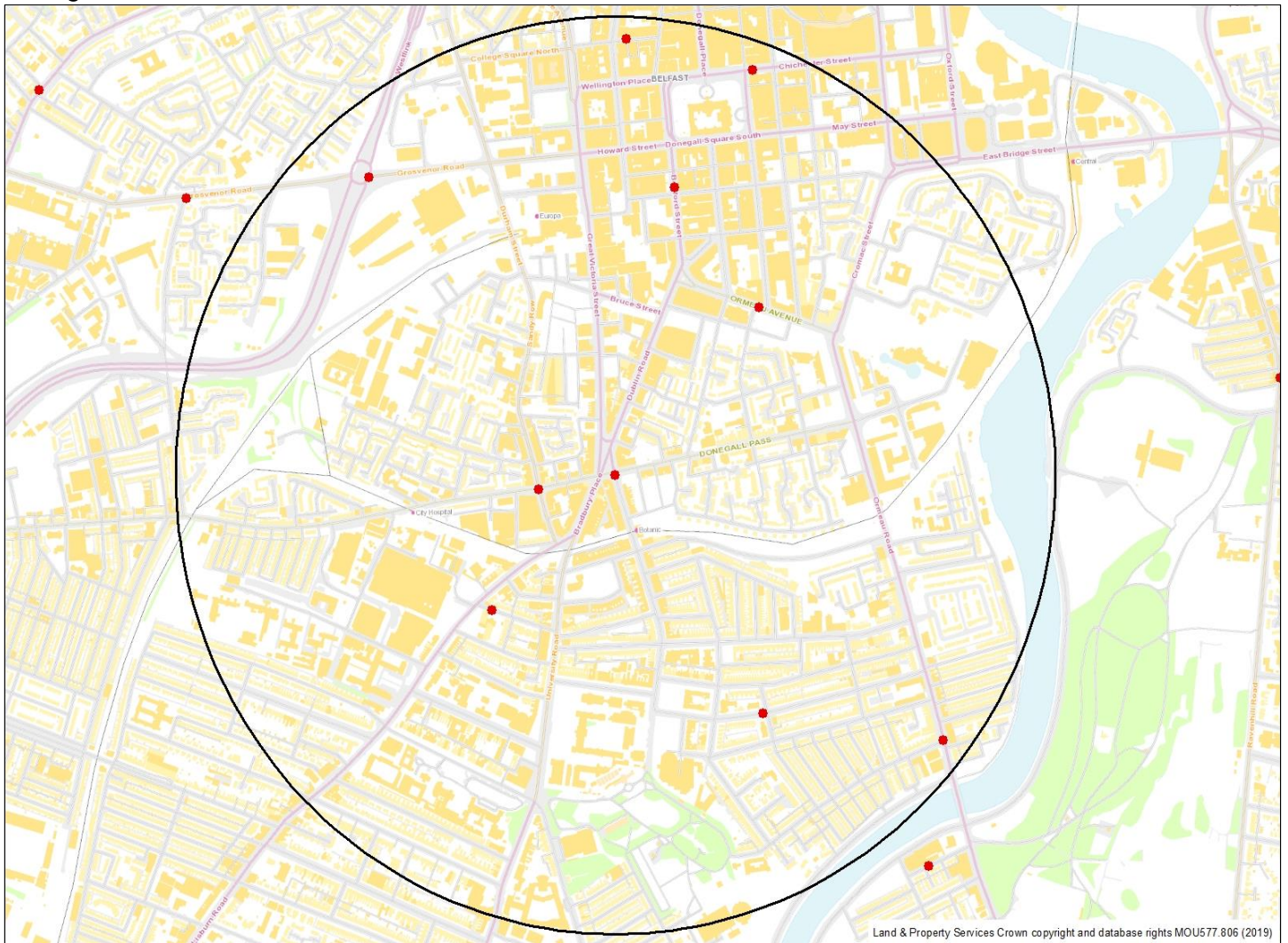


Figure 3.4: Belfast City District fatal and serious collisions (M2 Motorway and M2 Motorway On-slip at York Street).

There were 9 KSI collisions in 2020 in the kilometre radius surrounding where the M2 Motorway meets the M2 Motorway On-slip at York Street.



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

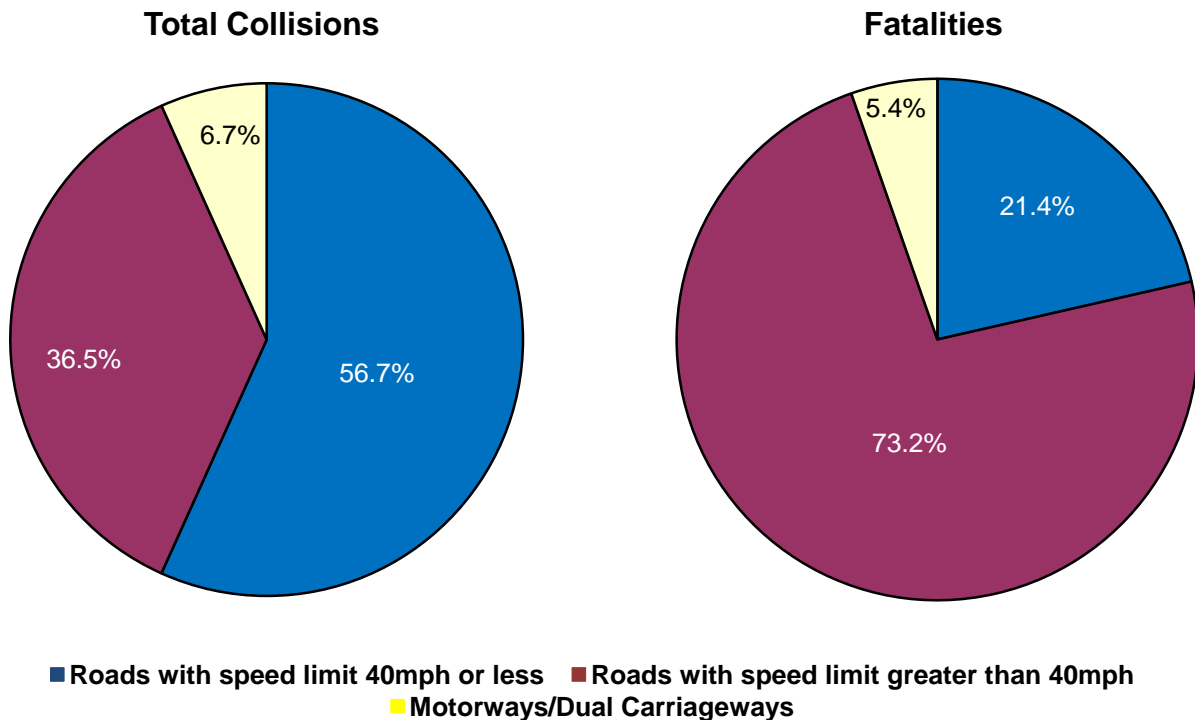
Links to our collisions are available on the NINIS website for each calendar year from 2007 - <http://www.ninis2.nisra.gov.uk/>

Collision data can also be found on the OpenDataNI portal - <https://www.opendatani.gov.uk/>

Speed limit of road

- In general in 2020, 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 4,223 injury collisions recorded by the police in 2020, 2,396 (56.7%) occurred on urban roads with a speed limit of 40 mph or less while 1,543 (36.5%) took place on rural roads and the remaining 284 (6.7%) occurred on a motorway or dual carriageway. Those which occurred on rural roads accounted for 2,496 of all casualties (38.5%) and 368 out of the 652 killed or seriously injured (56.4%).

Figure 3.5 Road traffic collisions and fatalities by speed limit of road 2020



- There were 41 people killed on rural roads in 2020 which accounted for almost three quarters of fatalities (73.2%). However, this was a decrease of 51 fatalities from the 2004 – 2008 baseline of 92 fatalities on rural roads (Key Performance Indicator in Road Safety Strategy).
- One of the three children killed on Northern Ireland roads in 2020 was on a rural road.
- There were 81 young people (aged between 16 and 24) killed or seriously injured in 2020 on rural roads, equating to 63.3% of the total of 128 for this age group.

When did 2020 fatal and serious collisions occur?

- Taking the week as a whole, the greatest number of fatal and serious collisions occurred between 4pm and 5pm (48 collisions, 8.4%).
- 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 (26.3%) of all fatal and serious collisions between Monday and Friday, compared with one in seven (13.9%) for the same hours on Saturday and Sunday. For fatal and serious collisions occurring on a weekend, 22.3% happened between 2pm and 5pm.
- At weekends there was a greater tendency for fatal and serious collisions to occur early in the morning with 13.3% of weekend collisions occurring between midnight and 3am in comparison with 2.7% for the same hours between Monday and Friday.
- Monday had the most fatalities recorded in 2020 with 10, however 9 fatalities occurred on both Sundays and Wednesdays.

Figure 3.6 Weekday fatal and serious collisions by hour 2020

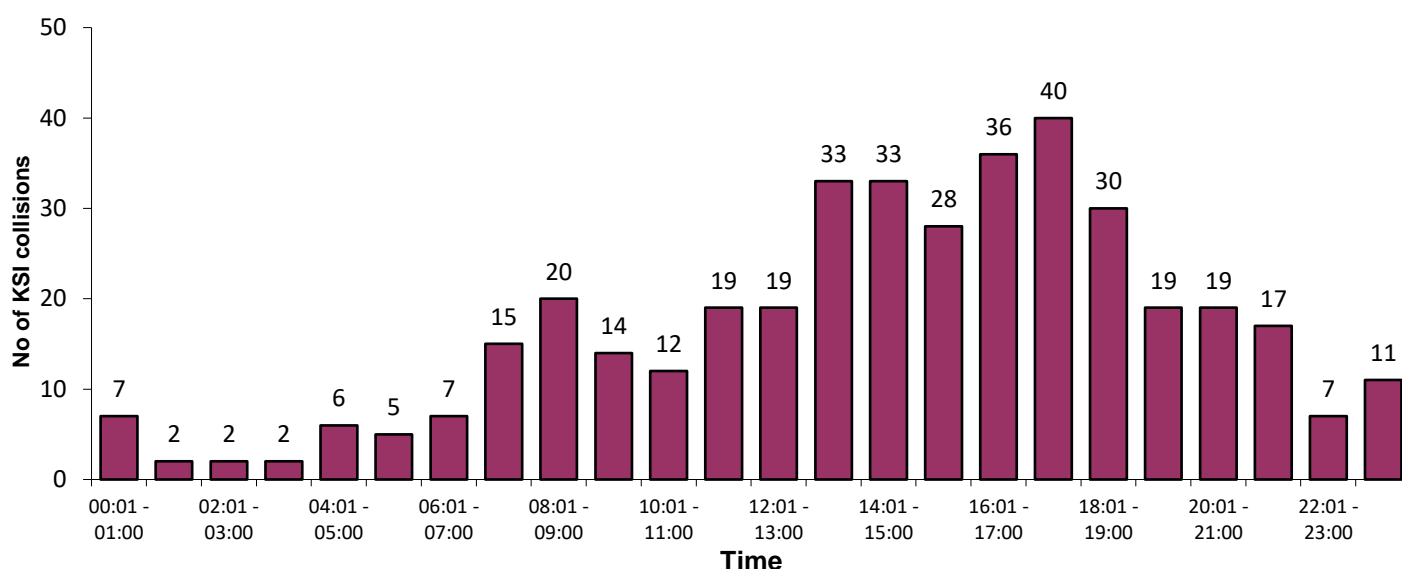


Figure 3.7 Weekend fatal and serious collisions by hour 2020

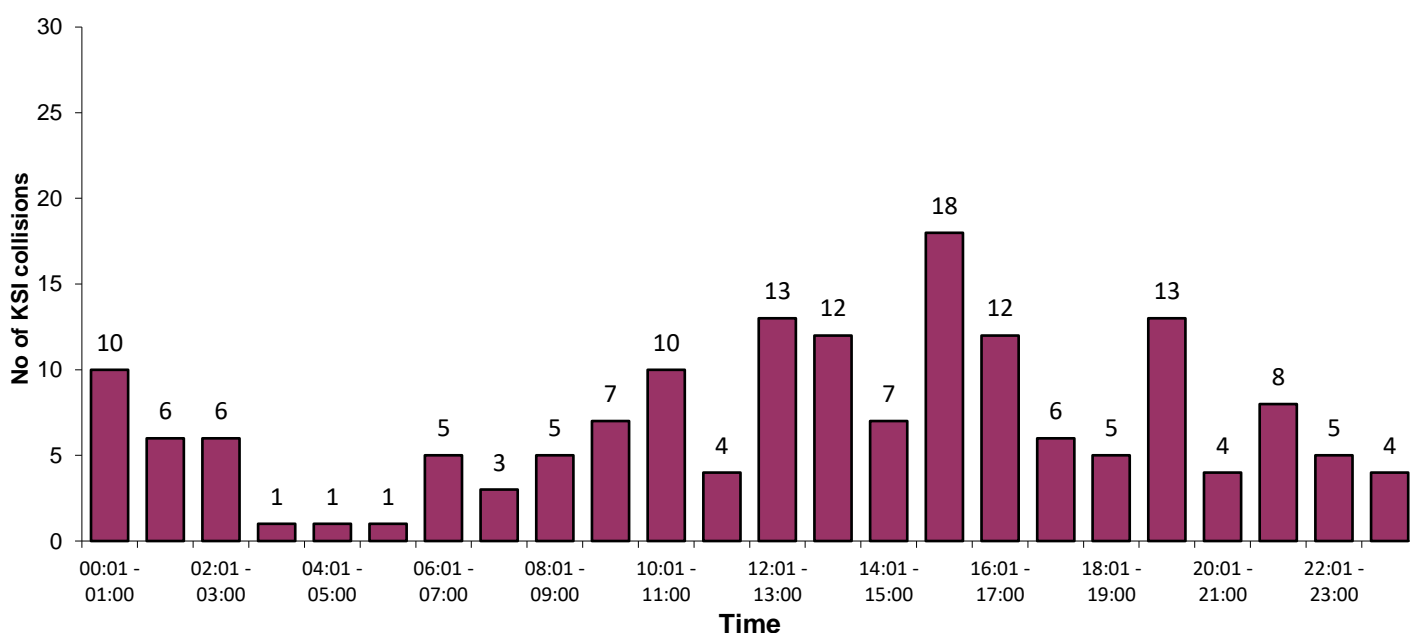


Figure 3.8 Fatal and serious collisions by time and day of week 2020

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
0001 - 0100	3	2	1	1	0	1	9	17	0001 - 0100
0101 - 0200	1	1	0	0	0	4	2	8	0101 - 0200
0201 - 0300	0	0	2	0	0	2	4	8	0201 - 0300
0301 - 0400	0	0	0	2	0	0	1	3	0301 - 0400
0401 - 0500	1	2	2	0	1	0	1	7	0401 - 0500
0501 - 0600	3	0	1	1	0	1	0	6	0501 - 0600
0601 - 0700	1	0	1	5	0	1	4	12	0601 - 0700
0701 - 0800	4	2	5	2	2	2	1	18	0701 - 0800
0801 - 0900	3	4	4	3	6	1	4	25	0801 - 0900
0901 - 1000	5	3	2	2	2	4	3	21	0901 - 1000
1001 - 1100	2	3	3	3	1	6	4	22	1001 - 1100
1101 - 1200	2	6	2	2	7	3	1	23	1101 - 1200
1201 - 1300	3	2	3	5	6	10	3	32	1201 - 1300
1301 - 1400	8	3	4	9	9	8	4	45	1301 - 1400
1401 - 1500	6	8	7	4	8	3	4	40	1401 - 1500
1501 - 1600	2	7	6	6	7	11	7	46	1501 - 1600
0-1	5	7	9	4	11	7	5	48	1601 - 1700
2-3	7	4	8	10	11	4	2	46	1701 - 1800
4-5	6	4	4	11	5	3	2	35	1801 - 1900
6-7	4	4	3	0	8	6	7	32	1901 - 2000
8-9	3	5	4	5	2	2	2	23	2001 - 2100
10+	3	6	1	4	3	7	1	25	2101 - 2200
	0	2	0	2	3	4	1	12	2201 - 2300
	2	1	3	3	2	2	2	15	2301 - 2400
All	74	76	75	84	94	92	74	569	All

- The peak hours of collisions involving KSI casualties were between 3pm and 6pm when nearly a quarter (24.6%) of all fatal and serious collisions took place.
- The worst combined day and three hour period for fatal and serious collisions was Friday between 3pm and 6pm with 29 having occurred in 2020 during this time period. Friday had the most KSI collisions by day of the week with 94 of the 569 occurring on this day (16.5%).
- Table 3.1 shows that January had the highest number of fatal and serious collisions in 2020 with 82 (14.4%). April had the fewest with 22 fatal and serious collisions (3.9%), however [DfI Traffic Flows](#) show that traffic volumes were up to 75% lower than the baseline in April 2020.

Table 3.1 Police recorded fatal and serious injury road traffic collisions by month of year and day of week 2020

Month	Day of Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
January	10	9	13	13	14	14	9	82
February	6	10	3	10	11	11	6	57
March	7	5	9	3	6	2	4	36
April	2	5	2	5	2	4	2	22
May	1	5	4	2	3	6	7	28
June	11	3	3	8	6	9	3	43
July	7	9	8	6	11	10	6	57
August	6	5	3	8	5	8	8	43
September	6	9	6	6	8	6	11	52
October	7	7	10	7	13	14	9	67
November	6	6	7	4	10	4	4	41
December	5	3	7	12	5	4	5	41
Total	74	76	75	84	94	92	74	569

Type of vehicles involved in injury road traffic collisions in 2020

- When looking at types of vehicles involved in road traffic collisions in 2020, cars formed the largest group with 6,373 (81.4%) involved in injury road traffic collisions. This was followed by 669 goods vehicles (8.5%) and 224 motorcycles including mopeds (2.9%).
- The collision rate per 1,000 licensed vehicles was highest for buses/coaches (20 per 1,000) followed by hackney taxis (15 per 1,000). Motorcycles and cars had 9 and 6 collisions per 1,000 licensed vehicles respectively.

Table 3.2 Number of vehicles involved in injury road traffic collisions 2020

	Fatal Collision	Serious Collision	Slight Collision	Total	% share	Collision rate per 1,000 licensed vehicles ¹
Motorcycle	9	87	128	224	2.9	9
Hackney taxi	0	1	3	4	0.1	15
Car	62	594	5,717	6,373	81.4	6
Goods Vehicles	4	80	585	669	8.5	4
Buses / coaches	0	10	84	94	1.2	20
Agricultural Vehicles	7	24	92	123	1.6	4
Other/Unknown Vehicles	7	65	269	341	4.4	----
Total	89	861	6,878	7,828	100	6

¹DfI Driver, Vehicle, Operator, and Enforcement Statistics - 2020-21 publication Quarter 4: Tables 2.13 and 2.14 Licensed Vehicles by body type (May 2021)

- Motorcyclists had the highest combined fatal and serious collision rate by category with 4 KSI collisions per 1,000 licensed vehicles in 2020.
- Vehicle licensing statistics are produced by the Driver and Vehicle Agency (DVA) and published on the DfI website - [DfI vehicle registration statistics 2020_21](#)

Weather conditions

Table 3.3 Police recorded fatal and serious injury road traffic collisions by weather conditions 2020

Weather	Total
Fine (without high wind)	379
Rain (without high wind)	93
Snow (without high wind)	4
Fine (with high wind)	8
Rain (with high wind)	14
Snow (with high wind)	0
Fog or mist - if hazard	4
Strong sun (glaring)	13
Other	8
Unknown	46
Total	569

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 2019, this report compares Northern Ireland's road deaths with a selected list of countries for the 2019 calendar year.

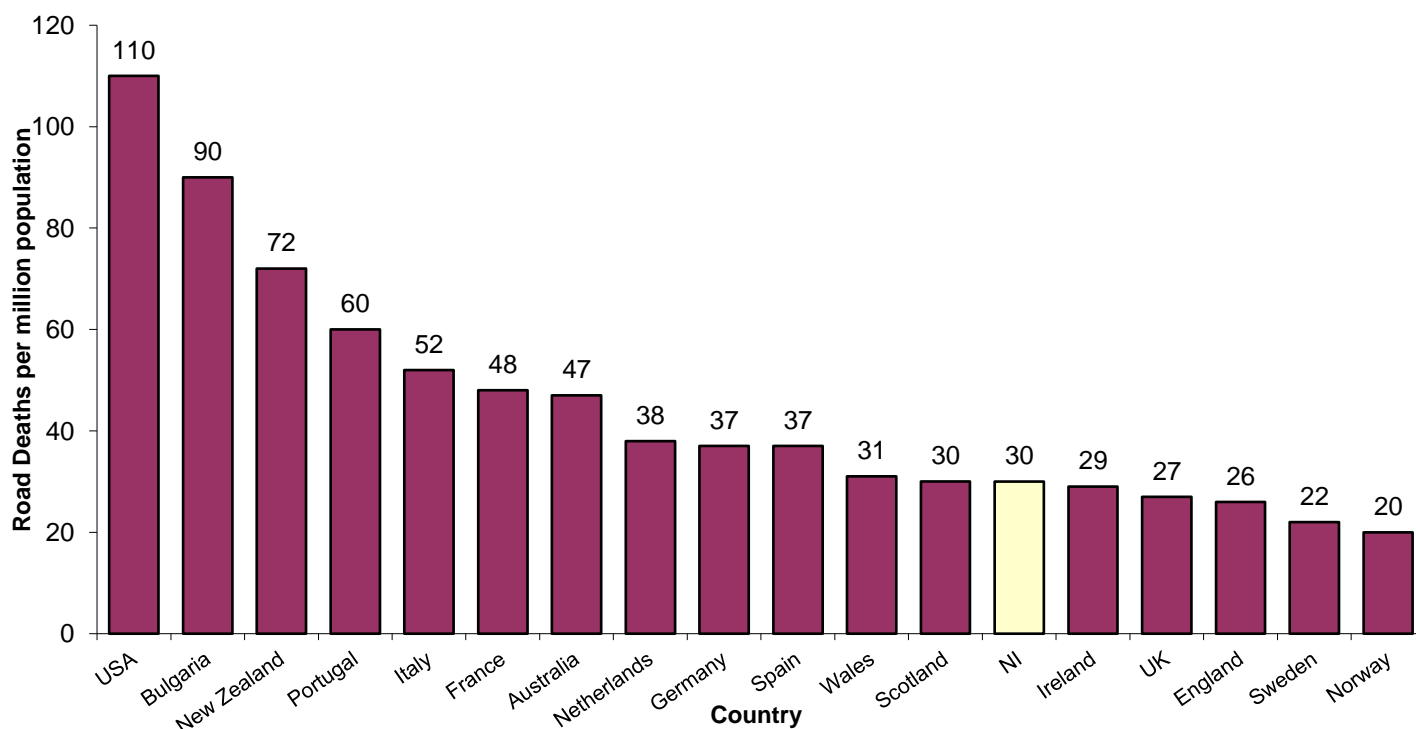
Table 4.1 International comparisons of road deaths by selected country¹ 2019:

Country	2019 ²	
	Number of road deaths	Road deaths per million population
England	1,489	26
Wales	98	31
Scotland	165	30
Northern Ireland	56	30
United Kingdom	1,808	27
France	3,239	48
Germany	3,046	37
Irish Republic	141	29
Italy	3,130	52
Bulgaria	628	90
Netherlands	661	38
Portugal	621	60
Spain	1,755	37
Sweden	221	22
Norway	108	20
Australia	1,195	47
New Zealand	353	72
United States of America	36,120	110

Notes:

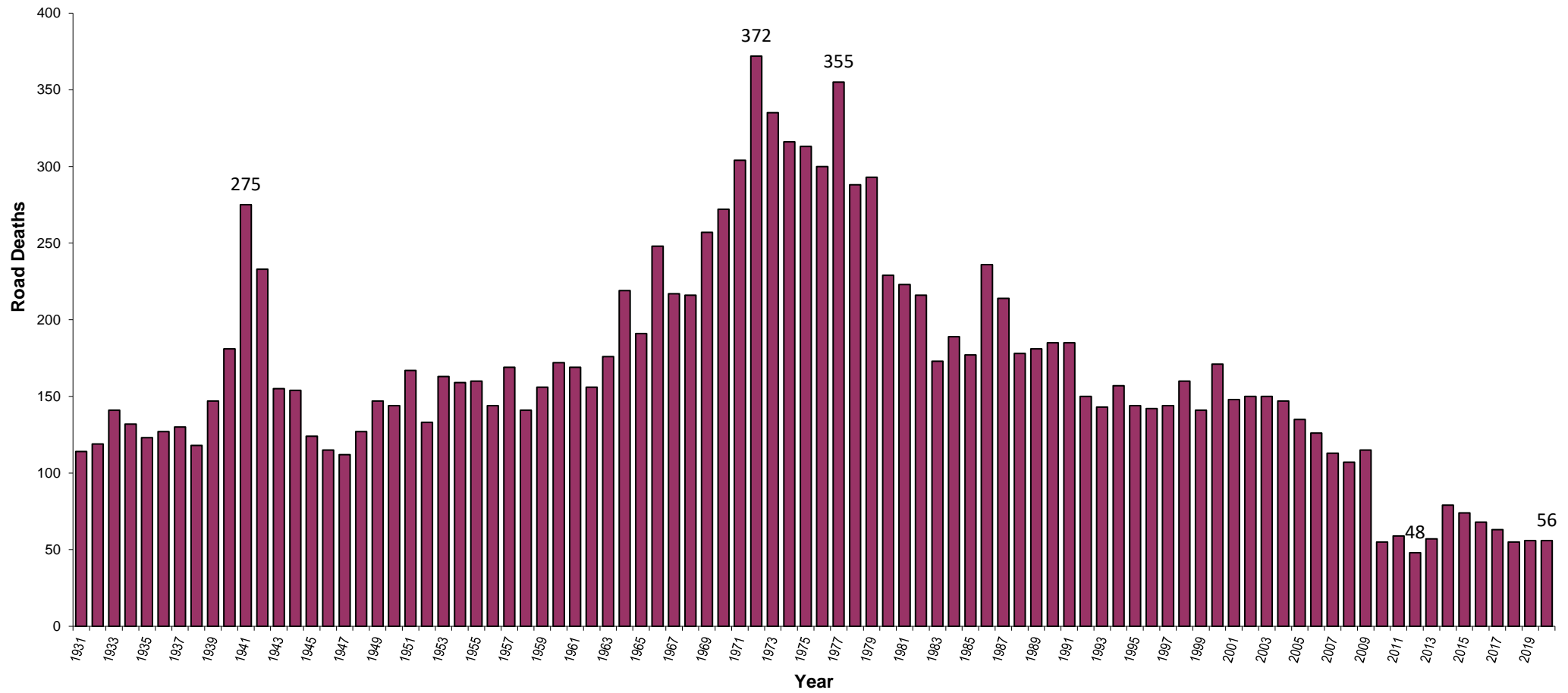
1. Source: International Road Traffic and Accident Database
2. The latest data available internationally for all these countries is for 2019

Figure 4.1 Road deaths per million population by selected country 2019



- The 56 deaths recorded in Northern Ireland for 2019 equates to a rate of 30 deaths per million population. The rate of deaths per million in NI was 1 less than Wales, equal to Scotland and four higher than in England in 2019. Ireland had one fewer death per million population in 2019, with 29.
- At the top end of the scale, USA had the highest death rate recorded in 2019 with 110 road deaths per million population. Norway had the fewest with 20 road deaths per million.
- The 56 road deaths recorded in Northern Ireland for 2020 equates to 30 road deaths per million population (based on the 2019 mid-year population estimate of 1,893,700 which is the most up-to-date figure available at the time of publication).
- 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 – 2020



Appendix 2 Recorded injury road traffic collision and casualties by severity¹- 1931 – 2020

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
					2020	4,223	56	596	5,835	6,487

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

Appendix 3: Police recorded road traffic collision casualties by road user type and severity: 2011 – 2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrians										
Killed	13	9	7	18	19	15	15	16	17	6
Seriously injured	200	182	162	140	164	164	175	135	159	118
Slightly injured	621	613	610	611	604	552	539	536	462	359
Total	834	804	779	769	787	731	729	687	638	483
Drivers of motor vehicles										
Killed	23	21	22	30	31	31	25	23	26	25
Seriously injured	295	294	271	263	254	353	309	297	318	243
Slightly injured	4,144	4,425	4,577	4,786	5,071	5,003	4,851	4,563	4,585	3,367
Total	4,462	4,740	4,870	5,079	5,356	5,387	5,185	4,883	4,929	3,635
Motorcyclists										
Killed	6	4	10	13	4	4	9	7	3	8
Seriously injured	102	96	91	84	78	88	80	101	84	84
Slightly injured	238	189	210	192	202	193	185	185	185	118
Total	346	289	311	289	284	285	274	293	272	210
Pedal cyclists										
Killed	2	2	4	3	0	3	2	1	2	4
Seriously injured	47	55	42	59	40	61	50	46	57	45
Slightly injured	206	220	210	271	239	266	267	240	231	207
Total	255	277	256	333	279	330	319	287	290	256
Passengers										
Killed	11	10	13	12	17	12	11	7	8	8
Seriously injured	161	155	136	155	163	156	149	134	144	92
Slightly injured	2,615	2,670	2,750	2,685	2,781	2,625	2,453	2,351	2,520	1,734
Total	2,787	2,835	2,899	2,852	2,961	2,793	2,613	2,492	2,672	1,834
Pillion Passengers										
Killed	1	0	0	1	0	1	0	0	0	1
Seriously injured	7	3	5	4	6	3	8	5	6	3
Slightly injured	7	11	11	7	4	6	7	9	6	4
Total	15	14	16	12	10	10	15	14	12	8
Other road users										
Killed	3	2	1	2	3	2	1	1	0	4
Seriously injured	13	10	13	5	6	3	7	12	6	11
Slightly injured	45	39	42	47	51	50	41	51	53	46
Total	61	51	56	54	60	55	49	64	59	61
All road users										
Killed	59	48	57	79	74	68	63	55	56	56
Seriously injured	825	795	720	710	711	828	778	730	774	596
Slightly injured	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835
Total	8,760	9,010	9,187	9,388	9,737	9,591	9,184	8,720	8,872	6,487

Appendix 4: Road traffic child collision casualties by road user type and severity: 2011 – 2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrians										
Killed	0	3	0	3	2	3	2	2	0	1
Seriously injured	55	55	54	34	37	50	50	38	34	29
Slightly injured	183	170	162	169	161	145	137	126	113	89
Total	238	228	216	206	200	198	189	166	147	119
Drivers of motor vehicles										
Killed	0	0	0	0	0	0	0	0	0	0
Seriously injured	0	1	0	0	1	1	0	0	0	0
Slightly injured	1	2	0	1	3	1	2	1	2	2
Total	1	3	0	1	4	2	2	1	2	2
Motorcyclists										
Killed	0	0	0	0	0	0	1	0	0	0
Seriously injured	0	1	0	0	1	1	0	0	0	0
Slightly injured	3	0	0	1	2	1	0	1	1	0
Total	3	1	0	1	3	2	1	1	1	0
Pedal cyclists										
Killed	0	0	0	1	0	0	0	0	0	1
Seriously injured	10	9	4	10	4	6	4	5	11	7
Slightly injured	55	46	38	32	43	46	44	33	50	53
Total	65	55	42	43	47	52	48	38	61	61
Passengers										
Killed	1	2	2	0	3	1	0	1	1	0
Seriously injured	23	18	12	21	22	19	8	16	24	15
Slightly injured	590	734	653	623	643	676	611	576	650	443
Total	614	754	667	644	668	696	619	593	675	458
Other road users (including pillion passengers)										
Killed	1	0	0	0	0	0	1	0	0	1
Seriously injured	3	3	1	1	2	1	2	1	1	1
Slightly injured	5	4	5	1	1	3	2	4	2	2
Total	9	7	6	2	3	4	5	5	3	4
All road users										
Killed	2	5	2	4	5	4	4	3	1	3
Seriously injured	91	87	71	66	67	78	64	60	70	52
Slightly injured	837	956	858	827	853	872	796	741	818	589
Total	930	1,048	931	897	925	954	864	804	889	644

Appendix 5: Police recorded road traffic collision casualties by causation factor and severity: 2011 - 2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Alcohol or Drugs - Driver/Rider										
Killed	9	8	10	16	8	17	8	9	6	6
Seriously injured	87	59	40	62	64	64	76	69	64	40
Slightly injured	357	388	344	336	369	426	382	350	362	339
Total	453	455	394	414	441	507	466	428	432	385
Excessive Speed having regard to conditions										
Killed	7	8	11	14	14	8	13	10	11	6
Seriously injured	87	92	79	74	67	85	72	61	60	53
Slightly injured	529	448	349	425	401	426	288	244	301	263
Total	623	548	439	513	482	519	373	315	372	322
Careless Driving										
Killed	23	14	25	35	32	32	29	25	21	34
Seriously injured	415	387	375	350	373	449	424	427	465	349
Slightly injured	5,577	5,839	6,111	6,249	6,732	6,545	6,285	5,967	6,201	4,319
Total	6,015	6,240	6,511	6,634	7,137	7,026	6,738	6,419	6,687	4,702
Alcohol or Drugs – Pedestrian										
Killed	5	0	*	*	5	*	*	#	*	*
Seriously injured	26	21	#	#	14	#	#	#	#	#
Slightly injured	68	55	54	42	55	37	34	43	33	18
Total	99	76	64	54	74	53	48	63	50	27
Other Pedestrian Fault										
Killed	5	4	*	6	8	4	5	5	#	*
Seriously injured	105	101	#	86	91	78	97	55	#	#
Slightly injured	306	321	308	300	287	263	241	248	201	153
Total	416	426	403	392	386	345	343	308	278	209
Other factors										
Killed	10	14	6	#	7	#	#	*	9	7
Seriously injured	105	135	126	#	102	#	#	#	100	92
Slightly injured	1,039	1,116	1,244	1,247	1,108	998	1,113	1,083	944	743
Total	1,154	1,265	1,376	1,381	1,217	1,141	1,216	1,187	1,053	842
All factors										
Killed	59	48	57	79	74	68	63	55	56	56
Seriously injured	825	795	720	710	711	828	778	730	774	596
Slightly injured	7,876	8,167	8,410	8,599	8,952	8,695	8,343	7,935	8,042	5,835
Total	8,760	9,010	9,187	9,388	9,737	9,591	9,184	8,720	8,872	6,487

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 January 2021, covering the year ending June 2020. Key points from the publication are as below:

Provisional estimates on reported road casualties in Great Britain for the year ending June 2020 shows, there were:

- 1,580 reported road deaths, a decrease of 14% compared to the previous year which is statistically significant however will have been impacted by the national restrictions implemented from March 2020 onwards following the Covid-19 pandemic.
- There were 24,470 people killed or seriously injured (KSI) reported to the police in the year ending June 2020. This is a statistically significant decrease of 11% on the previous year, at the 95% confidence level.

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

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional statistics, published on 2nd February 2021, show that there were 148 fatalities in 2020, an increase of 8 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.