



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

2024 Key Statistics Report

1st January 2024 to 31st December 2024

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Between 1st January 2024 and 31st December 2024:

- There was a total of 4,753 injury road traffic collisions recorded, resulting in 69 fatalities, 939 people seriously injured and 6,486 slightly injured.
- Overall casualty levels decreased by 6.1% from 2023, they have continued to remain below pre Covid-19 levels. Conversely though, KSI casualties were 6.0% higher than 2023 and they remain persistently higher than the totals seen prior to 2020.
- Drivers and passengers accounted for over three-fifths of all KSI casualties (63.5%).
- There were 93 children (under 16) killed or seriously injured – 10 more than in 2023. In 2024, there were 21 fatalities in the 65 and over age group which was 3 more than the number recorded in 2023 and 11 more than the number recorded in 2022.
- Fermanagh and Omagh district had the highest number of road deaths with 16 fatalities. Belfast City district recorded the most serious injuries in 2024 (145).
- The most common principal causation factors for KSI casualties were 'inattention or attention diverted' (148) and 'wrong course/position' (86).
- 'Impairment by drugs or alcohol – driver/rider' was the third most common principal causation factor, attributing for 81 KSIs followed by 'excessive speed having regard to conditions' (76 KSIs).



Contents

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

1. Things you need to know about this release

Coverage

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

These statistics are the main source of official information on trends relating to road traffic collisions resulting in injury and their associated casualties, which have been reported to police.

This annual publication presents the most recent recorded injury collision and casualty statistics for the period 1st January 2024 to 31st December 2024. At the time of publication, CRFs had been processed for 99.8% of reported injury collisions for the 2024 calendar year, including all fatal collisions.

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

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

These statistics 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.

Accredited Official Statistics

[Accredited Official Statistics¹](#) are official statistics that have been independently reviewed by Office for Statistics Regulation (OSR) and confirmed to comply with the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#). Producers of accredited official statistics are legally required to ensure they maintain compliance with the Code. Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007.

These accredited official statistics (Police recorded injury road traffic collisions and casualties in Northern Ireland) were independently reviewed by the Office for Statistics Regulation in [June 2012](#), with a further [compliance check](#) subsequently undertaken in 2020. They comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics and should be labelled 'accredited official statistics'.

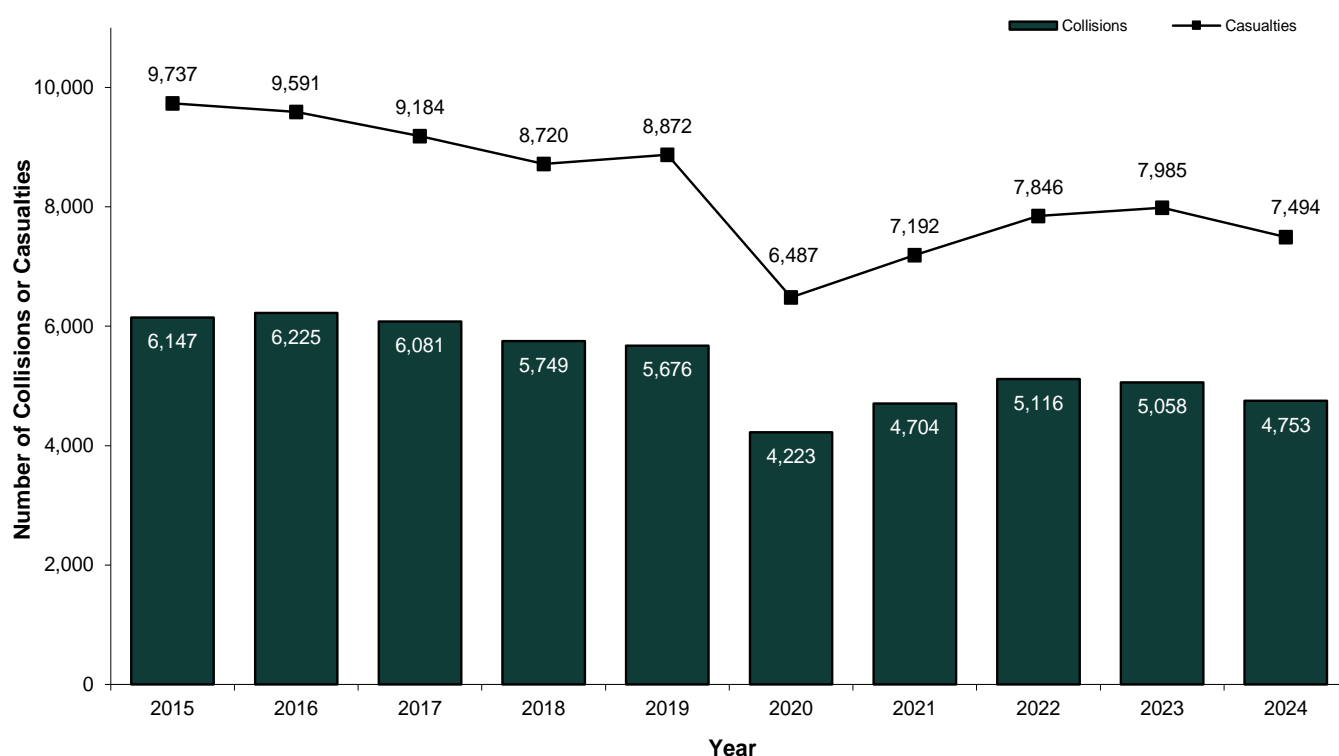
Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics \(opens in a new window\)](#) that all producers of official statistics should adhere to. You are welcome to contact us directly with any comments about how we meet these standards by emailing statistics@psni.police.uk. Alternatively, you can contact OSR by emailing regulation@statistics.gov.uk or via the [Office for Statistics Regulation website \(opens in a new window\)](#).

¹ From 7 June 2024 the Accredited Official Statistics badge replaced the National Statistics badge.

2. Trends

- There were 4,753 collisions recorded by the Police Service of Northern Ireland (PSNI) in 2024 resulting in a total of 7,494 casualties. This comprised 69 fatalities, 939 people seriously injured and a further 6,486 people slightly injured. The corresponding figures for 2023 were 5,058 collisions recorded by PSNI, of which there were 7,985 casualties comprising 71 fatalities, 880 people seriously injured and 7,034 people slightly injured.
- There were 305 fewer collisions and 491 fewer casualties recorded in 2024 compared to the previous year, representing a 6.0% decrease in collisions and a 6.1% decrease in casualties. In terms of severity of injury, there were 2 fewer fatalities and 59 more seriously injured casualties, while the number of people slightly injured decreased by 548.
- Appendix 3 (page 21) shows the total casualties by month for 2023 and 2024. In May 2023 there were 14 recorded fatalities as a result of a road traffic collision, the equivalent figure for May 2024 was 6 fatalities. Both years saw 10 fatalities during the month of December.
- With the exception of 2020 and 2021, which were during the Covid pandemic, the 2024 calendar year recorded the lowest number of collisions since 1964 (4,736).

Figure 1 Reported injury road traffic collisions and casualties in Northern Ireland, 2015 - 2024

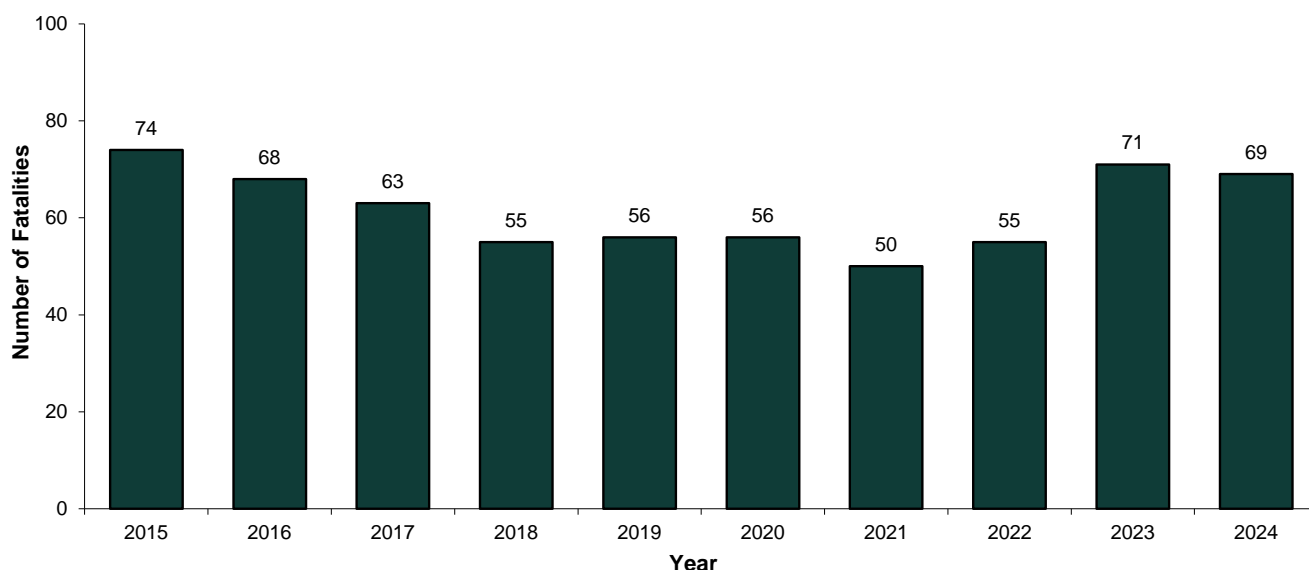


- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report in relation to the attitudes, awareness and behaviours of respondents to specific road safety issues in Northern Ireland. The report can be found on the DfI website:

[Road Safety Issues in Northern Ireland 2023/24](#)

3. Fatalities

Figure 2 Fatalities resulting from road traffic collisions in Northern Ireland, 2015 - 2024



- The number of people killed (69) in 2024 was the second highest recorded since 2015. Road deaths decreased significantly from 2010 onwards when compared with the previous decade. Over the longer term, the highest number of road deaths was recorded in 1972 with 372 fatalities – some 303 more than in 2024. (See Appendix 1).
- Drivers of motor vehicles accounted for 57% of fatalities in 2024, while passengers accounted for 17% of fatalities.
- There were 17 vulnerable road users killed in 2024 (8 pedestrians, 7 motorcyclists, 1 pedal cyclist and 1 pillion passenger) - a decrease of 18 in total on 2023 and 2 fewer than the 19 recorded for 2020.
- There was one child fatality (under the age of 16) recorded in 2024, which was two fewer child fatalities than recorded in 2023. The older age group (65+) had 21 recorded fatalities in 2024 which was three more than that recorded for this group in 2023 (18 fatalities) and eleven more than recorded in 2022 (10 fatalities).
- Of the 69 people killed on Northern Ireland's roads in 2024, 54 were male and 15 female.
- In 2024, December had the highest number of fatalities with 10 recorded, while the month of January recorded the lowest monthly fatality total with two fatalities.
- Fermanagh and Omagh had the highest number of road traffic fatalities in 2024 with 16 deaths, while Mid and East Antrim and Lisburn and Castlereagh City districts recorded the lowest number of fatalities with 1 fatality each.
- By comparison, there were 172^p deaths on roads recorded in the Republic of Ireland¹ in 2024 which was a decrease of 8 fatalities on the 180 deaths which occurred in 2023. The latest calendar year figures available for Great Britain² covering 2023 showed 1,624 fatalities, a decline of 5% compared to 2022.

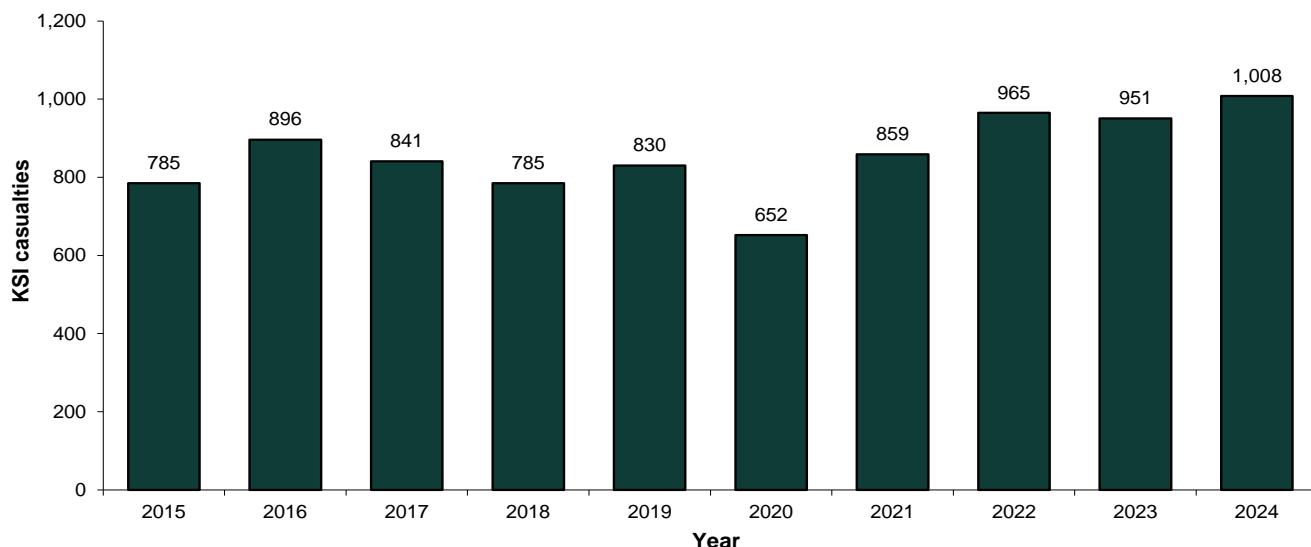
^p Provisional.

¹ Source: Road Safety Authority – <https://www.rsa.ie/road-safety/statistics/road-traffic-collision-data>

² [Reported road casualties in Great Britain, annual report: 2023](#)

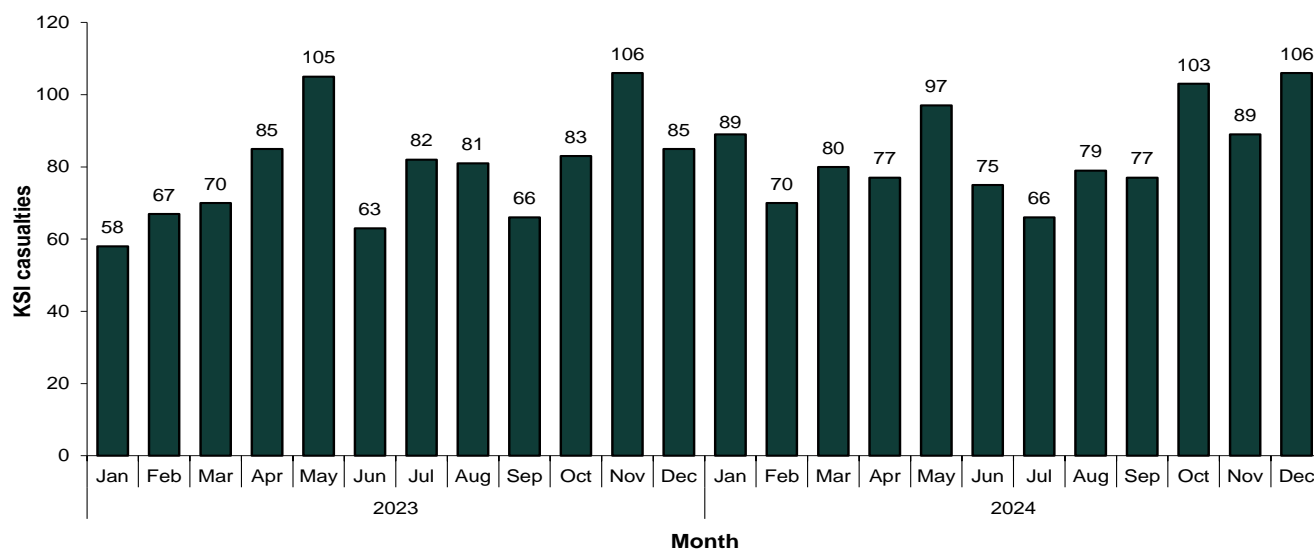
4. Killed or seriously injured

Figure 3 KSI casualties resulting from road traffic collisions in Northern Ireland, 2015 - 2024



- There were 1,008 people killed or seriously injured on Northern Ireland's roads in 2024. This was an increase of 57 KSI casualties from 2023 (6.0%).
- In the longer-term, the 1,008 KSI casualties in 2024 represented an increase of 223 compared with 2015 but 2,252 fewer KSI casualties than the highest level recorded in 1977 (reduction of 69.1%).
- Drivers accounted for over two-fifths (41.6%) of those killed or seriously injured in 2024. Passengers were the second largest group of road users who were killed or seriously injured (21.9%), with pedestrians the third largest group of KSIs casualties (14.9%).
- Children (those aged under 16) accounted for 93 KSI casualties in 2024 which was 10 more than the previous year. Those aged 16 to 24 had the highest number of KSI casualties, accounting for 207 (20.5%) of all those killed or seriously injured in 2024.
- The 170 KSI casualties of older people (those aged 65 and over) in 2024 was 15 more than the 155 recorded for this age category in 2023.
- The majority of KSI casualties were males, accounting for over three fifths of those recorded in 2024 (620 of the 1,008 KSI casualties).
- The most common principal causation factors for KSI casualties during 2024 were 'inattention or attention diverted' (148 KSI casualties), followed by 'wrong course/position' (86 KSI casualties).
- Belfast City district had the highest number of KSI casualties in 2024 with 148. (See Table 5).

Figure 4 KSI casualties resulting from road traffic collisions in Northern Ireland by month, 2023 - 2024



- The lowest monthly total for KSI casualties during 2024 was recorded in July 2024 (66), the highest recorded was in December 2024 (106).
- The average number of people killed or seriously injured per month in 2024 was 84, compared with an average of 79 in 2023.

Table 1 Police recorded injury road traffic collisions and casualties by severity and year, 2015-2024

Year	Number of injury collisions				Casualties				
	Fatal collisions	Serious collisions	Slight collisions	All injury collisions	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
2015	69	570	5,508	6,147	74	711	785	8,952	9,737
2016	65	689	5,471	6,225	68	828	896	8,695	9,591
2017	62	643	5,376	6,081	63	778	841	8,343	9,184
2018	53	625	5,071	5,749	55	730	785	7,935	8,720
2019	53	639	4,984	5,676	56	774	830	8,042	8,872
2020	51	518	3,654	4,223	56	596	652	5,835	6,487
2021	47	651	4,006	4,704	50	809	859	6,333	7,192
2022	52	748	4,316	5,116	55	910	965	6,881	7,846
2023	66	745	4,247	5,058	71	880	951	7,034	7,985
2024	62	765	3,926	4,753	69	939	1,008	6,486	7,494

¹ Killed or seriously injured

5. Principal causation factors

The most common principal causation factors associated with injury road traffic collisions reported to the police during 2024 are presented in the table below.

Table 2 Most common principal causation factors in injury road traffic collisions, 2024

Principal Factor	Number of collisions	KSI ¹ casualties	Slight casualties	Total casualties
Inattention or attention diverted	789	148	1,111	1,259
Driving too close	559	32	909	941
Emerging from minor road without care	380	69	541	610
Impairment by drugs or alcohol - driver/rider	281	81	350	431
Crossing or entering road junction without care	265	50	411	461
Turning right without care	246	70	357	427
Wrong course/position	237	86	328	414
Overtaking on offside without care	192	57	254	311
Excessive speed having regard to conditions	187	76	252	328
Changing lane without care	151	13	241	254

¹ Killed or seriously injured

- The most common principal causation factors for all casualties were 'inattention or attention diverted' (1,259 casualties) followed by 'driving too close' (941 casualties) and 'emerging from minor road without care' (610 casualties). These 3 causation factors alone accounted for more than a third of all casualties in 2024 (37.5%).
- The most common principal causation factors for KSI casualties during 2024 were 'inattention or attention diverted' (148 KSI casualties), followed by 'wrong course/position' (86 KSI casualties).
- PSNI Statistics Branch also 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/about-us/our-publications-and-reports/official-statistics/motoring-offence-statistics>
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on KSI road traffic collisions caused by Drink Driving. The report can be found on the DfI website:
[Fatal and Serious \(KSI\) road traffic collisions caused by Drink Driving in Northern Ireland, 2018-22](#)
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on the Northern Ireland road network and condition. The report can be found on the DfI website:
[Northern Ireland Road Network and Condition Statistics 2023-24](#)

6. Road user type

Figure 5 Overall casualties by road user type, 2024

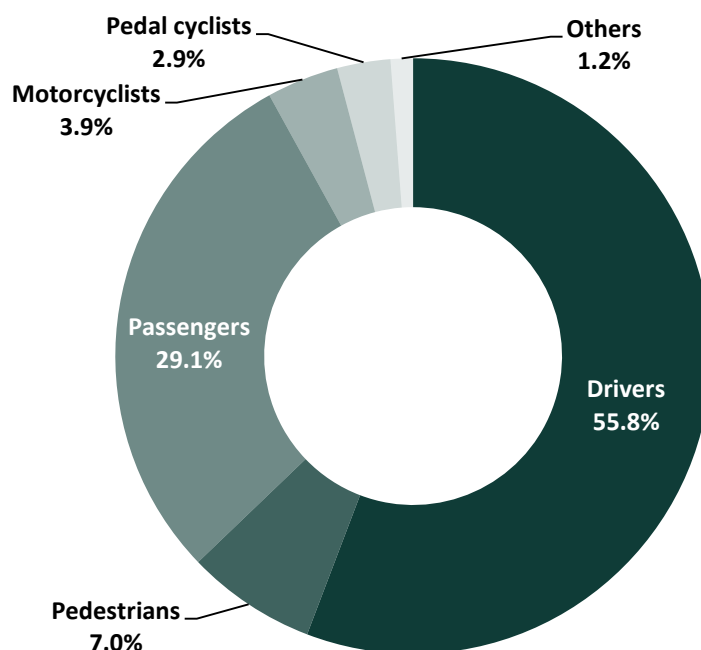
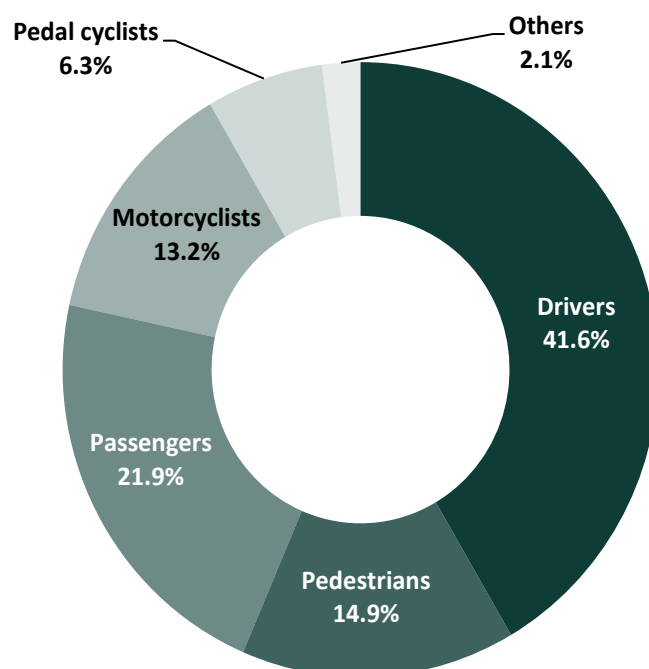
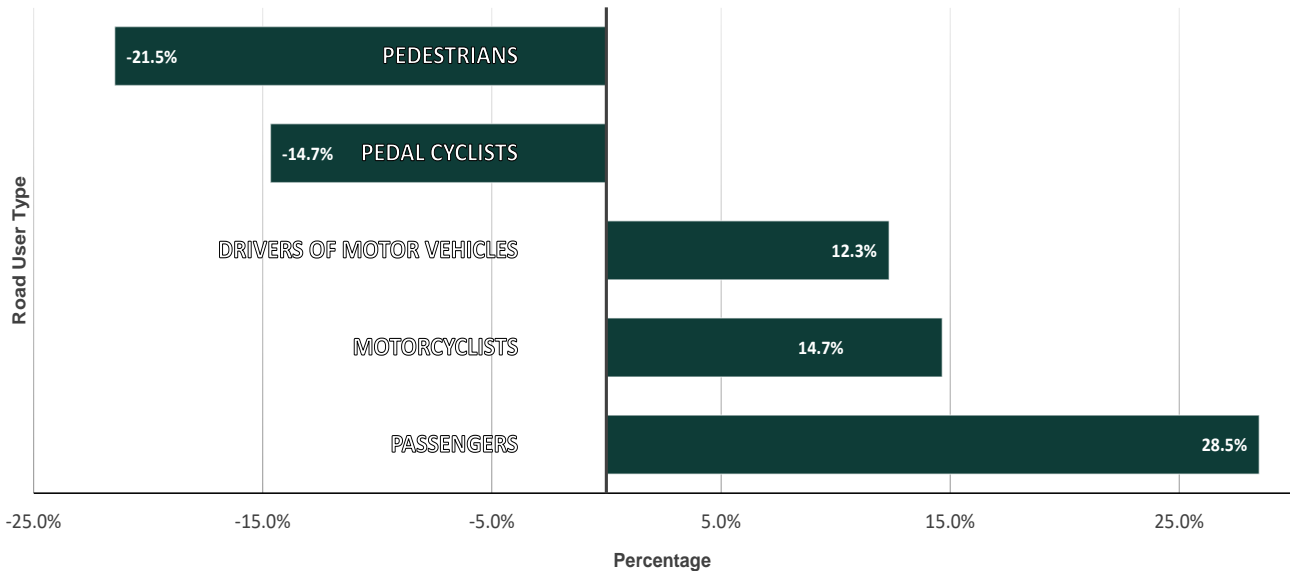


Figure 6 KSI casualties by road user type, 2024



- Drivers of motor vehicles accounted for the largest proportion of overall casualties (55.8%) followed by passengers (29.1%) and pedestrians (7.0%) while pedal cyclists, motorcyclists, pillion passengers and other road users made up the remaining 8.0%.
- In terms of KSI casualties, drivers accounted for over two-fifths of those killed or seriously injured (41.6%). Passengers were the second largest group of road users who were killed or seriously injured (21.9%). Motorcyclists accounted for 13.2% of all KSI casualties despite comprising only 3.9% of all casualties.

Figure 7 Change in the number of KSI casualties by key road user type in 2024 compared with 2023



- Figure 7 above shows that three of the key road user types showed an increase in KSI casualties between 2023 and 2024 with two, pedestrians and pedal cyclists, showing a decrease. Passengers showed the largest percentage increase at 28.5%, 49 more KSI than 2023, followed by motorcyclist KSI casualties which increased by 14.7% (+17 KSI). Pedestrian KSI decreased by 21.5% when compared with the previous year (41 fewer KSI).

Table 3 Police recorded road traffic casualties by road user type, 2020 to 2024

Type of Road User	2020	2021	2022	2023	2024
Fatalities:					
Pedestrians	6	8	16	20	8
Drivers of motor vehicles	25	20	23	21	39
Motorcyclists	8	14	9	13	7
Pedal cyclists	4	0	1	2	1
Passengers	8	8	6	11	12
Pillion passengers	1	0	0	0	1
Other road users	4	0	0	4	1
Totals	56	50	55	71	69
Seriously Injured:					
Pedestrians	118	148	168	171	142
Drivers of motor vehicles	243	297	343	352	380
Motorcyclists	84	92	110	103	126
Pedal cyclists	45	64	73	73	63
Passengers	92	185	196	161	209
Pillion passengers	3	6	4	3	5
Other road users	11	17	16	17	14
Totals	596	809	910	880	939
KSI¹:					
<i>Pedestrians</i>	<i>124</i>	<i>156</i>	<i>184</i>	<i>191</i>	<i>150</i>
<i>Drivers of motor vehicles</i>	<i>268</i>	<i>317</i>	<i>366</i>	<i>373</i>	<i>419</i>
<i>Motorcyclists</i>	<i>92</i>	<i>106</i>	<i>119</i>	<i>116</i>	<i>133</i>
<i>Pedal cyclists</i>	<i>49</i>	<i>64</i>	<i>74</i>	<i>75</i>	<i>64</i>
<i>Passengers</i>	<i>100</i>	<i>193</i>	<i>202</i>	<i>172</i>	<i>221</i>
<i>Pillion passengers</i>	<i>4</i>	<i>6</i>	<i>4</i>	<i>3</i>	<i>6</i>
<i>Other road users</i>	<i>15</i>	<i>17</i>	<i>16</i>	<i>21</i>	<i>15</i>
Totals	652	859	965	951	1,008
Slightly Injured:					
Pedestrians	359	379	406	453	378
Drivers of motor vehicles	3,367	3,664	4,026	3,975	3,762
Motorcyclists	118	185	181	158	160
Pedal cyclists	207	218	230	189	153
Passengers	1,734	1,839	1,974	2,206	1,963
Pillion passengers	4	9	10	4	8
Other road users	46	39	54	49	62
Totals	5,835	6,333	6,881	7,034	6,486
All Casualties:					
Pedestrians	483	535	590	644	528
Drivers of motor vehicles	3,635	3,981	4,392	4,348	4,181
Motorcyclists	210	291	300	274	293
Pedal cyclists	256	282	304	264	217
Passengers	1,834	2,032	2,176	2,378	2,184
Pillion passengers	8	15	14	7	14
Other road users	61	56	70	70	77
Totals	6,487	7,192	7,846	7,985	7,494

¹ Killed or seriously injured² From 1st April 2022 e-scooter casualties are classified as Other Road Users.

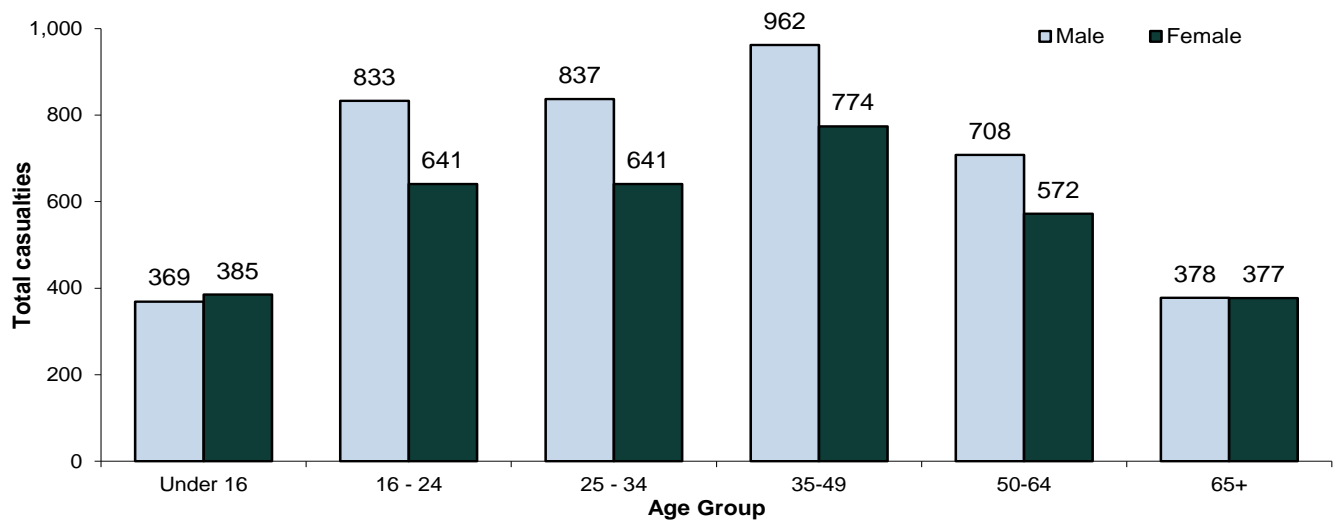
Please see publication notes section for further details

- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on Pedestrian KSI casualties in Northern Ireland. The report can be found on the DfI website:

[Pedestrian KSI casualties in Northern Ireland, 2019-23](#)

7. Age and gender

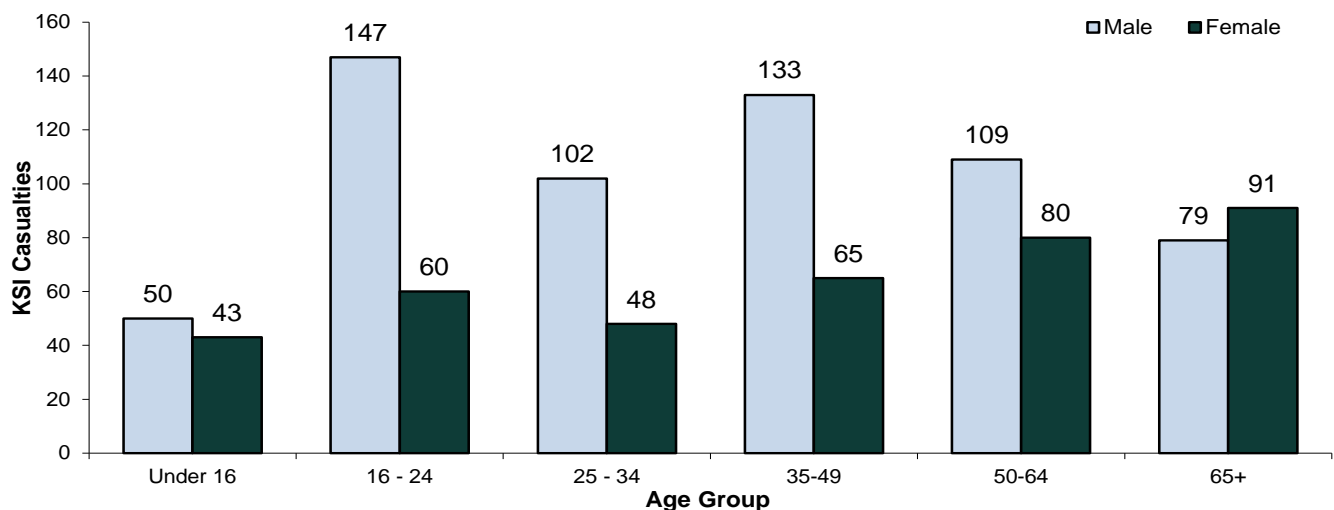
Figure 8 Total casualties by age and gender¹, 2024



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

- The gender split for all traffic casualties in 2024 was 54.6% male compared to 45.4% female. This was similar to the proportion observed in 2023.
- The highest proportion of casualties was from the 35 to 49 age category which accounted for 23.2% of all casualties recorded in 2024. Overall, the proportion split of all casualties across the age bands in 2024 was similar to that seen in 2023.
- There were more male casualties recorded than females for each age category in 2024 with the exception of Under 16s.

Figure 9 KSI casualties by age and gender¹, 2024



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

- Males accounted for over three fifths of all KSI casualties recorded in 2024 (representing 61.5%).
- The age group with the highest proportion of those killed or seriously injured was ages 16 to 24, representing over one fifth (20.5%) of KSI casualties in 2024.
- There were more males killed or seriously injured than females for all age groups in 2024 with the exception of those aged 65+.

Table 4 Police recorded road traffic casualties by age and gender, 2023 and 2024

Month	2023					2024				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Male										
Under 16	1	50	51	381	432	1	49	50	319	369
16 - 24	11	114	125	774	899	8	139	147	686	833
25 - 34	12	79	91	740	831	9	93	102	735	837
35 - 49	8	116	124	861	985	13	120	133	829	962
50 - 64	8	119	127	651	778	8	101	109	599	708
65 +	12	73	85	339	424	15	64	79	299	378
Unknown	0	0	0	5	5	0	0	0	6	6
Total	52	551	603	3,751	4,354	54	566	620	3,473	4,093
Female										
Under 16	2	30	32	365	397	0	43	43	342	385
16 - 24	3	64	67	674	741	5	55	60	581	641
25 - 34	1	35	36	625	661	2	46	48	593	641
35 - 49	5	61	66	762	828	1	64	65	709	774
50 - 64	2	75	77	564	641	1	79	80	492	572
65 +	6	64	70	288	358	6	85	91	286	377
Unknown	0	0	0	3	3	0	0	0	10	10
Total	19	329	348	3,281	3,629	15	372	387	3,013	3,400
Unknown/ Other										
Under 16	0	0	0	2	2	0	0	0	0	0
25 - 34	0	0	0	0	0	0	1	1	0	1
Unknown	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	1	1	0	1
All										
Under 16	3	80	83	748	831	1	92	93	661	754
16 - 24	14	178	192	1,448	1,640	13	194	207	1,267	1,474
25 - 34	13	114	127	1,365	1,492	11	140	151	1,328	1,479
35 - 49	13	177	190	1,623	1,813	14	184	198	1,538	1,736
50 - 64	10	194	204	1,215	1,419	9	180	189	1,091	1,280
65 +	18	137	155	627	782	21	149	170	585	755
Unknown	0	0	0	8	8	0	0	0	16	16
Total	71	880	951	7,034	7,985	69	939	1,008	6,486	7,494

¹ Killed or seriously injured

- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have released the Graduated Driver Licensing (GDL) monitoring report 2023. The report can be found on the DfI website:

[Graduated Driver Licensing \(GLD\) monitoring report 2023](#)

8. District

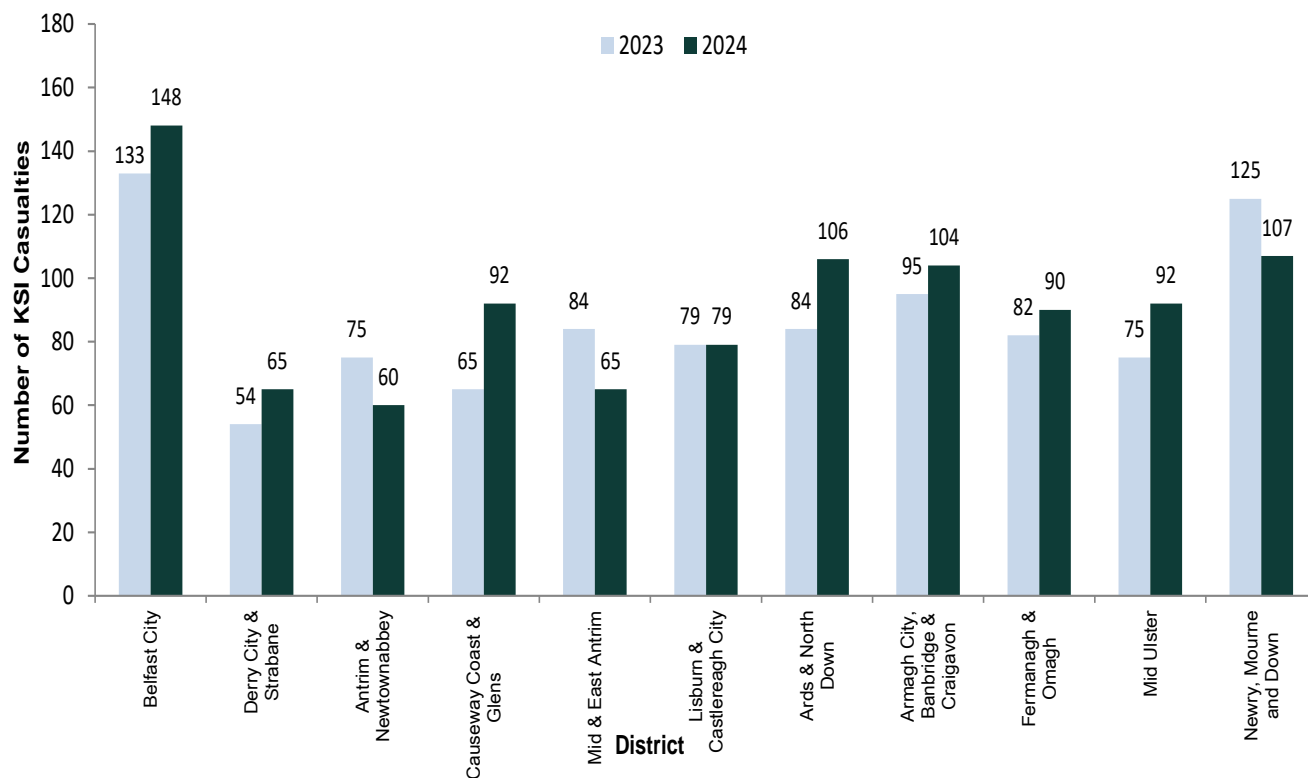
Table 5 Police recorded road traffic casualties by injury severity, Police District and Area, 2023 and 2024

District	2023					2024				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
Belfast City	6	127	133	1,669	1,802	3	145	148	1,538	1,686
Derry City & Strabane	1	53	54	580	634	8	57	65	504	569
Antrim & Newtownabbey	8	67	75	575	650	5	55	60	477	537
Causeway Coast & Glens	10	55	65	464	529	8	84	92	434	526
Mid & East Antrim	10	74	84	423	507	1	64	65	353	418
Lisburn & Castlereagh City	2	77	79	536	615	1	78	79	546	625
Ards & North Down	4	80	84	521	605	3	103	106	492	598
Armagh City, Banbridge & Craigavon	4	91	95	769	864	12	92	104	692	796
Fermanagh & Omagh	6	76	82	387	469	16	74	90	348	438
Mid Ulster	9	66	75	489	564	4	88	92	478	570
Newry, Mourne & Down	11	114	125	621	746	8	99	107	624	731
Total	71	880	951	7,034	7,985	69	939	1,008	6,486	7,494

¹ Killed or seriously injured

- Fermanagh and Omagh had the highest number of road traffic fatalities in 2024 with 16 deaths. Mid and East Antrim reported the largest decrease over the year, reducing from 10 in 2023 to 1 in 2024. Mid and East Antrim and Lisburn and Castlereagh City had the lowest number of fatalities by district with 1 fatality each in 2024. Fermanagh and Omagh district also reported the largest increase over the year, increasing from 6 in 2023 to 16 in 2024.
- Mid and East Antrim district showed the largest decrease in KSI casualties between 2023 and 2024, a decrease of 19 KSI casualties. Causeway Coast and Glens showed the largest increase in KSI casualties, an increase of 27 KSI casualties.
- Nine of the eleven districts showed a decrease in overall casualties between 2023 and 2024, most notably Belfast City, which decreased from 1,802 to 1,686, a decrease of 116 casualties overall, or -6.4%.

Figure 10 KSI casualties by Police District, 2023 – 2024



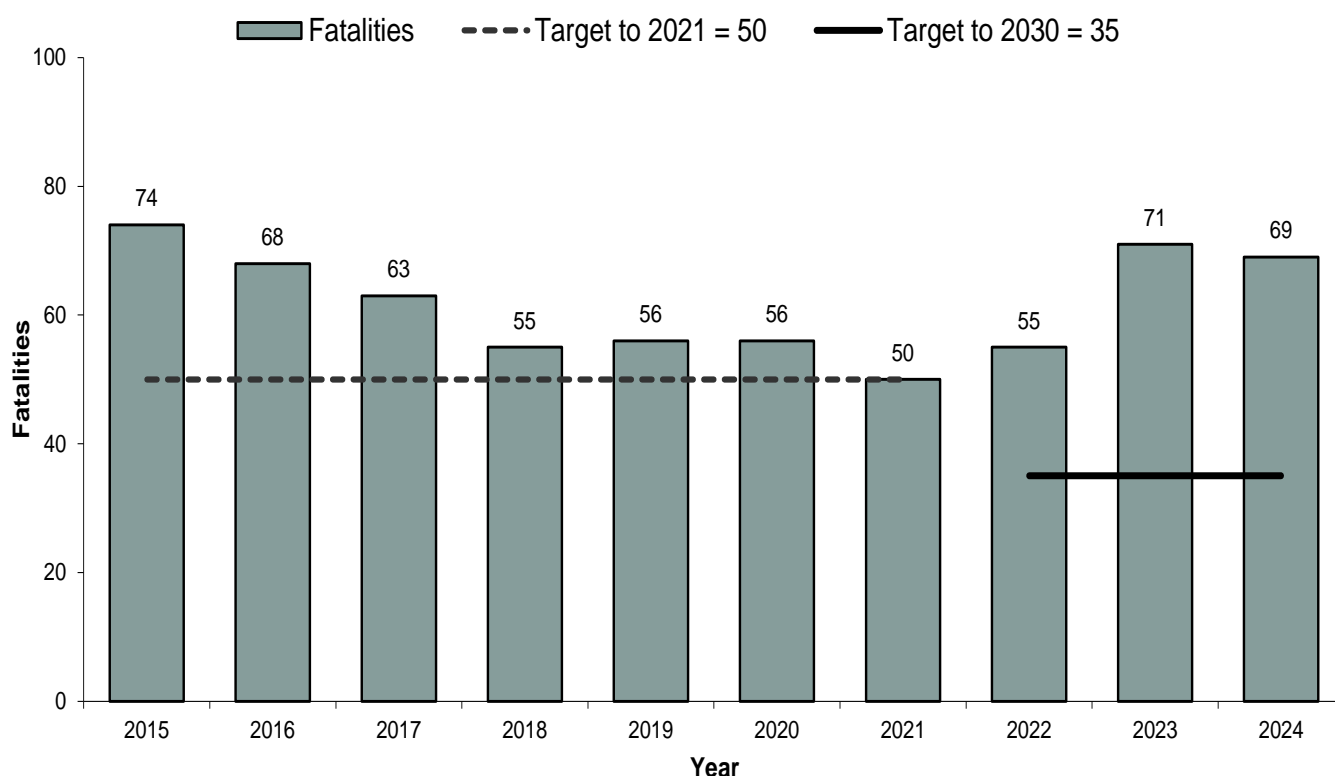
9. Road Safety Strategy targets

The [Road Safety Strategy for Northern Ireland to 2030](#) was approved by the Executive and published on the 12th September 2024. The Strategy contains a series of road safety targets to be achieved by 2030, four of which are related to the PSNI's injury road traffic casualty statistics. The previous strategy period expired in 2020 but the targets rolled over to 2021 pending the release of the strategy to 2030. The latest detailed update on the 2030 strategy targets and performance indicators was published by DfI in September 2024: [Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2024 | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#)

The charts below reflect the historic target to 2021, as well as the new targets for the 2030 strategy which will be monitored from its implementation in 2022.

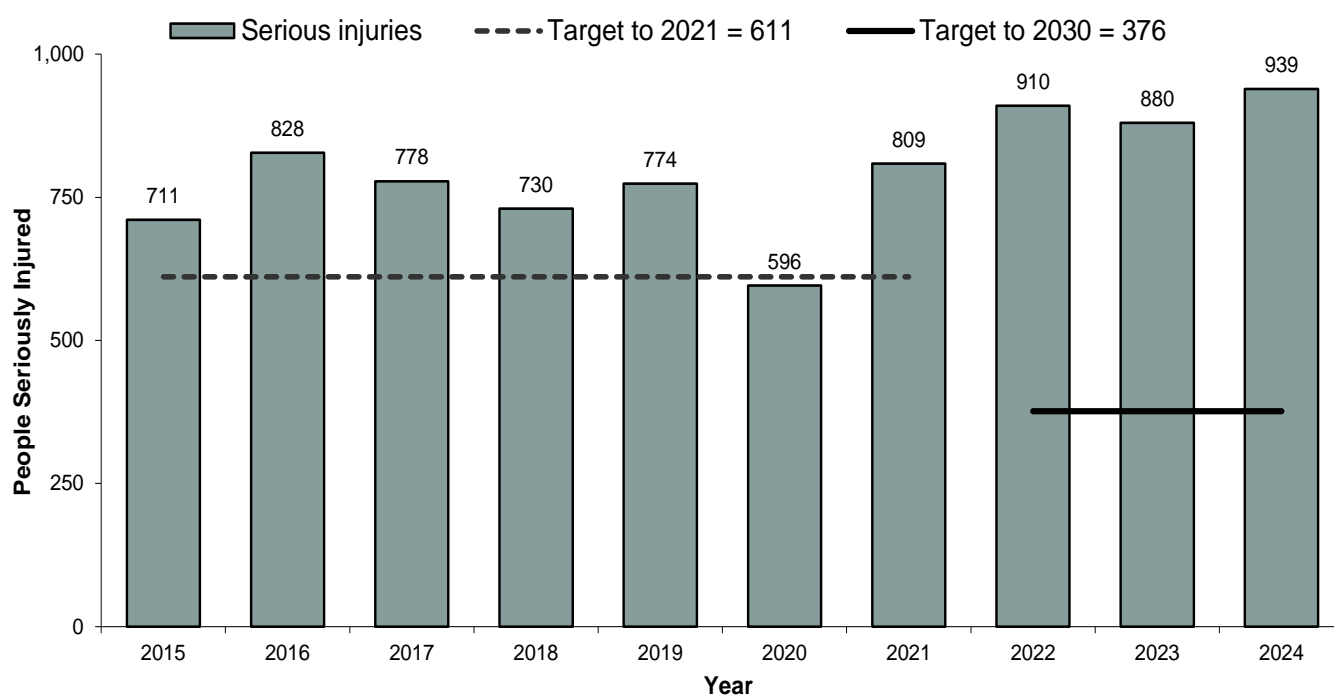
The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular.

Figure 11 Fatality reduction target for 2030



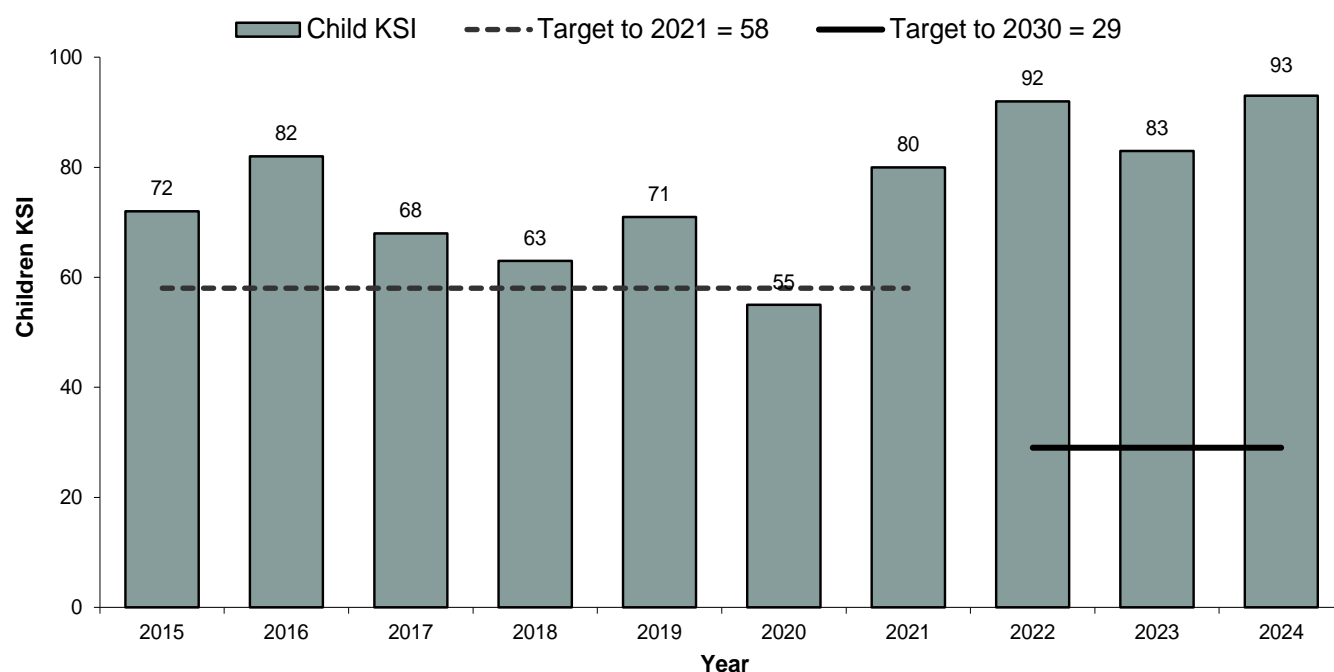
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The 2024 total was thirty-four fatalities more than the 2030 target of 35 fatalities.

Figure 12 Seriously injured reduction target for 2030



- The Department for Infrastructure Northern Ireland Road Safety Strategy 2030 also aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 376 by 2030. There were 939 people seriously injured in 2024, which was 563 more than the target of 376.

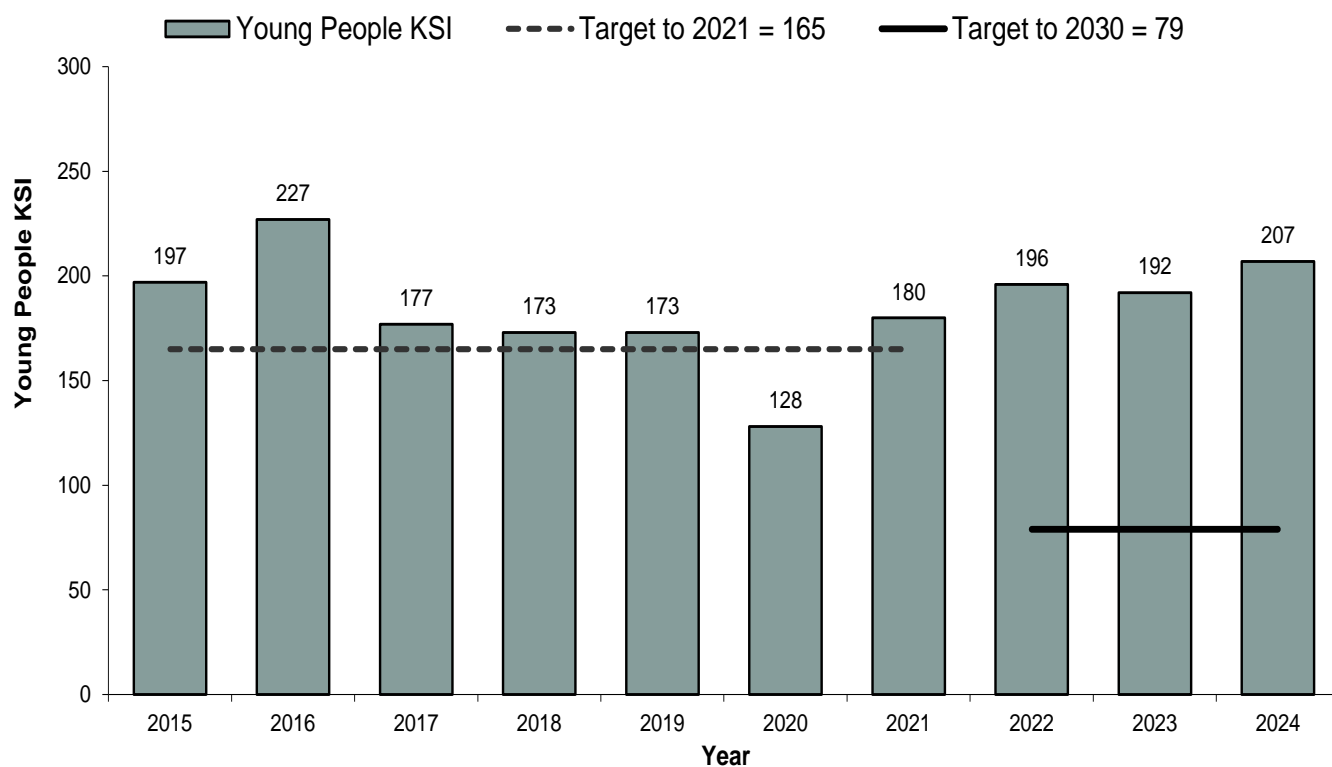
Figure 13 Child (under 16) KSI casualty reduction target for 2030



- The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The 2024 figure was 64 child KSI above the target.

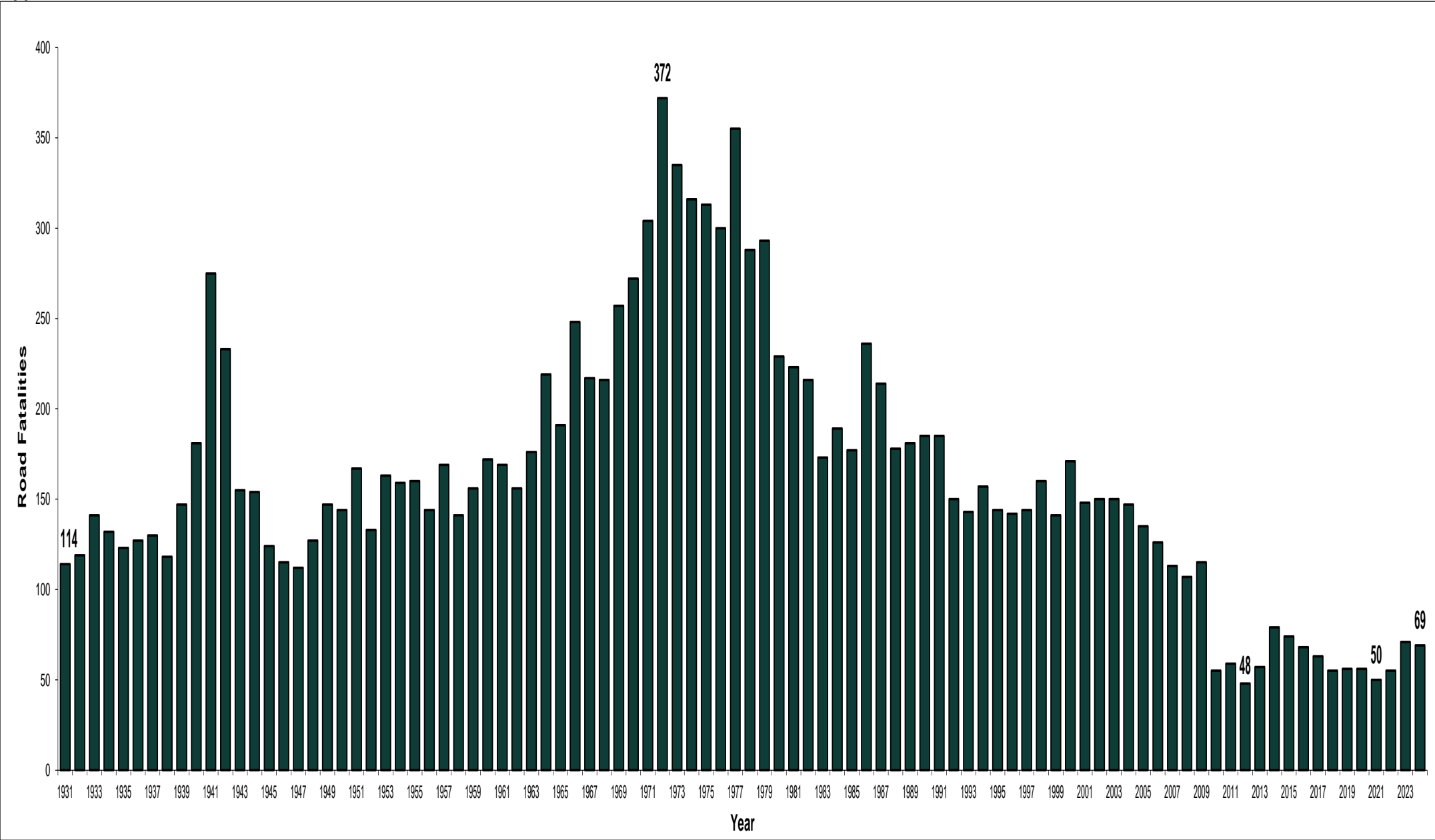
*children casualties are those casualties aged 15 or under.

Figure 14 Young people (16-24) KSI casualty reduction target for 2030



- The Strategy also has a target of a 60% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The recorded figure of 207 KSI in 2024 is 128 above the target.

Appendix 1 Road deaths in Northern Ireland 1931 – 2024



Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931 – 2024

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1931	1,582	114		1,724		1,838
1932	1,765	119		1,890		2,009
1933	1,633	141		1,757		1,898
1934	1,835	132		1,954		2,086
1935	1,975	123		2,159		2,282
1936	2,021	127		2,216		2,343
1937	1,793	130		1,891		2,021
1938	1,945	118		2,128		2,246
1939	1,993	147		2,211		2,358
1940	1,451	181		1,576		1,757
1941	1,778	275		1,928		2,203
1942	1,636	233		1,844		2,077
1943	1,205	155		1,308		1,463
1944	1,205	154		1,259		1,413
1945	1,222	124		1,429		1,553
1946	1,602	115		1,919		2,034
1947	1,700	112		1,976		2,088
1948	1,695	127		1,892		2,019
1949	2,135	147		2,396		2,543
1950	2,430	144		2,748		2,892
1951	2,583	167		2,975		3,142
1952	2,625	133		3,028		3,161
1953	3,139	163		3,715		3,878
1954	3,315	159		3,954		4,113
1955	3,854	160		4,561		4,721
1956	3,860	144		4,631		4,775
1957	3,324	169		4,001		4,170
1958	3,533	141		4,379		4,520
1959	3,992	156		5,068		5,224
1960	4,237	172		5,443		5,615
1961	4,196	169		5,520		5,689
1962	4,297	156		5,677		5,833
1963	4,536	176		6,001		6,177
1964	4,736	219		6,363		6,582
1965	4,987	191		6,755		6,946
1966	5,034	248		6,876		7,124
1967	5,094	217		7,076		7,293
1968	5,213	216		7,305		7,521
1969	4,981	257		7,124		7,381
1970	5,308	272		7,902		8,174
1971	5,158	304	2,135		5,523	7,962
1972	5,261	372	2,430		5,595	8,397
1973	5,000	335	2,358		5,304	7,997
1974	4,795	316	2,268		4,920	7,504
1975	4,882	313	2,231		5,109	7,653
1976	4,943	300	2,570		4,749	7,619
1977	5,352	355	2,905		4,944	8,204
1978	5,473	288	2,749		5,331	8,368
1979	5,388	293	2,546		5,082	7,921
1980	4,982	229	2,387		4,648	7,264
1981	5,245	223	2,418		5,139	7,780

**Appendix 2 Police recorded injury road traffic collisions and casualties in Northern Ireland, 1931 – 2024
(continued)**

Year	No of injury collisions	Killed	Seriously Injured	Injured	Slightly Injured	Total casualties
1982	5,551	216	2,503		5,420	8,139
1983	5,425	173	2,300		5,240	7,713
1984	5,978	189	2,465		6,096	8,750
1985	5,779	177	1,148		7,312	8,637
1986	6,171	236	1,825		7,381	9,442
1987	6,344	214	1,885		7,837	9,936
1988	6,943	178	1,969		8,820	10,967
1989	7,199	181	2,014		9,416	11,611
1990	7,159	185	1,993		9,583	11,761
1991	6,171	185	1,648		8,481	10,314
1992	6,650	150	1,841		9,273	11,264
1993	6,517	143	1,725		9,232	11,100
1994	6,783	157	1,648		10,289	12,094
1995	6,792	144	1,532		10,049	11,725
1996	7,093	142	1,599		10,834	12,575
1997	7,192	144	1,548		11,006	12,698
1998	7,487	160	1,538		11,704	13,402
1999	7,562	141	1,509		11,799	13,449
2000	8,388	171	1,786		12,763	14,720
2001	7,447	148	1,682		11,312	13,142
2002	6,784	150	1,526		10,238	11,914
2003	6,049	150	1,288		8,887	10,325
2004	5,633	147	1,183		8,177	9,507
2005	4,947	135	1,073		6,951	8,159
2006	5,628	126	1,211		7,845	9,182
2007	5,990	113	1,097		8,226	9,436
2008	6,223	107	990		8,454	9,551
2009	6,251	115	1,035		8,617	9,767
2010	5,666	55	892		8,010	8,957
2011	5,594	59	825		7,876	8,760
2012	5,775	48	795		8,167	9,010
2013	5,820	57	720		8,410	9,187
2014	6,085	79	710		8,599	9,388
2015	6,147	74	711		8,952	9,737
2016	6,225	68	828		8,695	9,591
2017	6,081	63	778		8,343	9,184
2018	5,749	55	730		7,935	8,720
2019	5,676	56	774		8,042	8,872
2020	4,223	56	596		5,835	6,487
2021	4,704	50	809		6,333	7,192
2022	5,116	55	910		6,881	7,846
2023	5,058	71	880		7,034	7,985
2024	4,753	69	939		6,486	7,494

Appendix 3 Police recorded road traffic casualties by injury severity and month, 2023 and 2024

Month	2023					2024				
	Killed	Seriously Injured	KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	KSI ¹	Slightly injured	Total
January	4	54	58	618	676	2	87	89	490	579
February	5	62	67	466	533	7	63	70	524	594
March	4	66	70	540	610	6	74	80	464	544
April	6	79	85	552	637	6	71	77	504	581
May	14	91	105	544	649	6	91	97	553	650
June	2	61	63	615	678	7	68	75	498	573
July	5	77	82	538	620	3	63	66	457	523
August	6	75	81	643	724	3	76	79	572	651
September	3	63	66	592	658	8	69	77	545	622
October	3	80	83	709	792	5	98	103	685	788
November	9	97	106	665	771	6	83	89	630	719
December	10	75	85	552	637	10	96	106	564	670
Total	71	880	951	7,034	7,985	69	939	1,008	6,486	7,494

¹ Killed or seriously injured

10. Notes

User Guide

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

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

Quality

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

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

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

E-Scooters

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

Daily Fatal Spreadsheet

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

Additional Data

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

Comparisons with other regions

The Department for Transport (DfT) published the most recent provisional estimates for Great Britain on 28th November 2024, covering the year ending June 2024. Key points from the publication are as below.

In the reported road casualties in Great Britain for the year ending June 2024, there were an estimated:

- 1,607 fatalities, a decline of 2% compared to the year ending June 2023.
- 29,540 killed or seriously injured (KSI) casualties, little change compared to the year ending June 2023.
- 128,920 casualties of all severities, a decline of 4% compared to the year ending June 2023.

[Reported road casualties in Great Britain, provisional estimates: year ending June 2024](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 30th January 2025, show that there were 172 road fatalities in 2024, a decrease of 8 deaths on the previous year.

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have recently produced a report on the number of people seriously injured in road traffic collisions in Northern Ireland for 1999 to 2022 using a clinical definition. The report can be found on the DfI website: [Clinically serious injured \(MAIS 3+\) NI, 1999-2022](#)

Revisions

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

Feedback

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