



Police Service
of Northern Ireland



Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

1st January 2021 to 30th September 2021

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Between 1st January 2021 and 30th September 2021:

- There were 3,164 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 3,079 between January and September 2020.
- There were 30 fatalities, 518 people seriously injured and a further 4,258 people slightly injured. Overall, the number of casualties increased by 1.1% year on year but with 16 fewer fatalities between January and September 2021.
- Lockdown measures in relation to Covid-19 were in place during both of the key reporting periods covered in this publication. The initial reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 but now show traffic flows having returned to normal levels.
- Antrim & Newtownabbey, Causeway Coast & Glens and Ards & North Down districts had the highest number of road deaths with 5 fatalities while Newry, Mourne & Down recorded the highest number of serious injuries (68 people).
- The most common principal causation factors for KSI casualties during the reporting period were 'inattention or attention diverted' (71) and 'impairment by drugs or alcohol - driver/rider' (66).



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We welcome user feedback on these statistics. This can be sent to the email address on the cover page or by contacting us at the telephone number provided.

1. Things you need to know about this release

Coverage

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

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

This monthly bulletin presents the most recent recorded injury collision and casualty statistics for the period 1st January 2021 to 30th September 2021. Figures for the financial year 2021/22 are provisional and subject to minor amendment. At the time of publication, CRFs had been processed for approximately 95% of reported injury collisions to 30th September 2021.

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.

National Statistics

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

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

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

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

- Enhanced the amount of information available to users, for example inclusion of longer trend information, regular updates on causation factors.
- Improved accessibility by introducing user friendly methods of data presentation, for example tables, maps and charts, in addition to using additional distribution channels including the Northern Ireland Neighbourhood Information Service ([NINIS](#)) and [Open Data NI](#).
- Improved timeliness of the statistics, bringing forward publication of the calendar year reports in 2013.
- Pre-release access was discontinued in 2014, which may enhance trustworthiness.
- Continued to conduct regular consultation with internal and external users, for example via a customer satisfaction survey to obtain feedback and suggestions for improvements, with [results](#) published on the PSNI statistics website.

2. Monthly trends

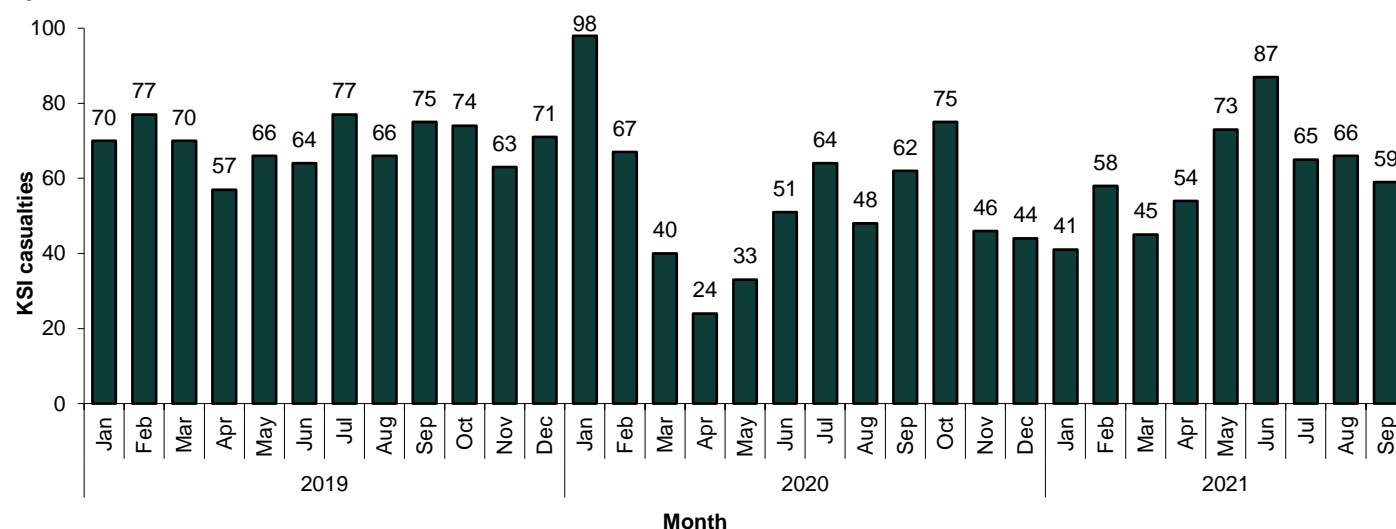
- There were 3,164 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and September 2021, compared with 3,079 between January and September 2020.
- Between January and September 2021, there were 30 fatalities, 518 people seriously injured and 4,258 people slightly injured. Overall, the number of casualties increased by 1.1% year on year, with 16 fewer fatalities between January and September 2021. However, the number of KSI casualties increased by 12.5% year on year.
- Lockdown measures in relation to Covid-19 were in place during both of the key reporting periods covered in this publication. The initial reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 but now show traffic flows returning to normal levels. DfI traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#)

Table 1 Police recorded road traffic casualties by injury severity and month: January to September 2021 compared with January to September 2020

	01 January 2020 – 30 September 2020					01 January 2021 – 30 September 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	8	90	98	740	838	4	37	41	340	381
February	4	63	67	649	716	6	52	58	326	384
March	3	37	40	437	477	2	43	45	396	441
April	3	21	24	185	209	3	51	54	459	513
May	7	26	33	304	337	1	72	73	532	605
June	4	47	51	426	477	6	81	87	603	690
July	8	56	64	460	524	4	61	65	519	584
August	5	43	48	561	609	3	63	66	596	662
September	4	58	62	504	566	1	58	59	487	546
Total	46	441	487	4,266	4,753	30	518	548	4,258	4,806

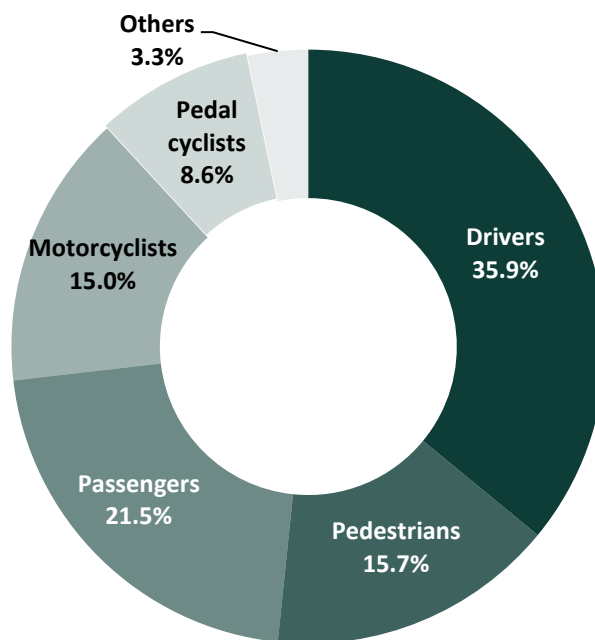
1. Killed or seriously injured * Figures are provisional and subject to change

Figure 1: Casualties killed or seriously injured in road traffic collisions by month January 2019 to September 2021



3. Casualty class

Figure 2: Casualties killed or seriously injured by road user type January to September 2021



- The number of pedestrians killed or seriously injured decreased between January to September 2020 and January to September 2021 by 6 KSIs. This was the only road user group to show a decrease over the period.
- There were an additional 40 passenger KSIs, a further 13 pedal cyclists KSIs, 6 driver KSIs and 5 motorcyclist KSIs when comparing the two time periods.

Figure 3: Difference in the number of KSI casualties by road user type: January to September 2021 compared with January to September 2020

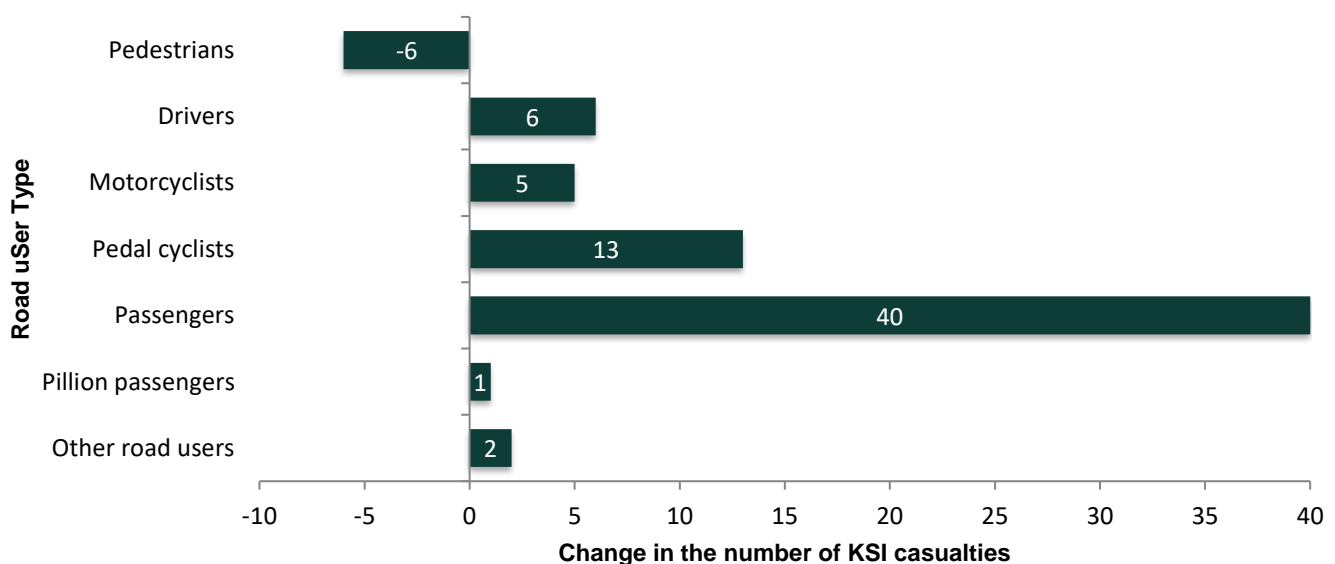


Table 2 Number of police recorded road traffic casualties by road user type: January to September 2021 compared with January to September 2020

	01 January 2020 – 30 September 2020					01 January 2021 – 30 September 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Pedestrians	5	87	92	254	346	5	81	86	239	325
Drivers of motor vehicles	21	170	191	2,445	2,636	12	185	197	2,442	2,639
Motorcyclists	7	70	77	94	171	10	72	82	137	219
Pedal cyclists	3	31	34	163	197	0	47	47	168	215
Passengers	6	72	78	1,271	1,349	3	115	118	1,230	1,348
Pillion passengers	1	3	4	2	6	0	5	5	7	12
Other road users	3	8	11	37	48	0	13	13	35	48
Total	46	441	487	4,266	4,753	30	518	548	4,258	4,806

1. Killed or seriously injured * Figures are provisional and subject to change

4. Age and gender

- The number of KSI casualties increased for all age bands from Under 16 to 35-49. There have been 51 children (under 16) killed or seriously injured during the reporting period – 12 more than during January to September 2020.
- In terms of total casualties, there were fewer females than males injured across all the age groups. This resulted in 560 fewer total female casualties compared to male casualties.
- There were 61 additional KSI casualties recorded in this period in comparison with January to September 2020. Comparing periods, there were 30 additional male KSI casualties overall and 31 additional female KSI casualties. The largest increase in male KSI casualties during the period was in the 16 - 24 group with 16 more casualties, while female KSI casualties in the same age group remained unchanged.

Table 3 Number of police recorded road traffic casualties by age and gender: January to September 2021 compared with January to September 2020

	01 January 2020 – 30 September 2020					01 January 2021 – 30 September 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	2	23	25	229	254	1	33	34	206	240
16 - 24	7	51	58	505	563	4	70	74	522	596
25 - 34	5	58	63	520	583	5	66	71	509	580
35 - 49	7	54	61	506	567	7	66	73	532	605
50 - 64	6	63	69	368	437	6	55	61	379	440
65 +	7	38	45	184	229	2	36	38	179	217
Unknown	0	0	0	4	4	0	0	0	4	4
Total	34	287	321	2,316	2,637	25	326	351	2,331	2,682
Female										
Under 16	1	13	14	202	216	1	16	17	176	193
16 - 24	3	33	36	413	449	2	34	36	420	456
25 - 34	0	25	25	410	435	1	31	32	441	473
35 - 49	3	27	30	450	480	0	43	43	419	462
50 - 64	3	26	29	327	356	0	34	34	307	341
65 +	2	30	32	145	177	1	34	35	162	197
Unknown	0	0	0	3	3	0	0	0	0	0
Total	12	154	166	1,950	2,116	5	192	197	1,925	2,122
All										
Under 16	3	36	39	431	470	2	49	51	382	433
16 - 24	10	84	94	918	1,012	6	104	110	943	1,053
25 - 34	5	83	88	930	1,018	6	97	103	950	1,053
35 - 49	10	81	91	956	1,047	7	109	116	951	1,067
50 - 64	9	89	98	695	793	6	89	95	686	781
65 +	9	68	77	329	406	3	70	73	341	414
Unknown	0	0	0	7	7	0	0	0	5	5
Total²	46	441	487	4,266	4,753	30	518	548	4,258	4,806

1. Killed or seriously injured. 2. Totals include those where gender is unknown or other. * Figures are provisional and subject to change

5. District

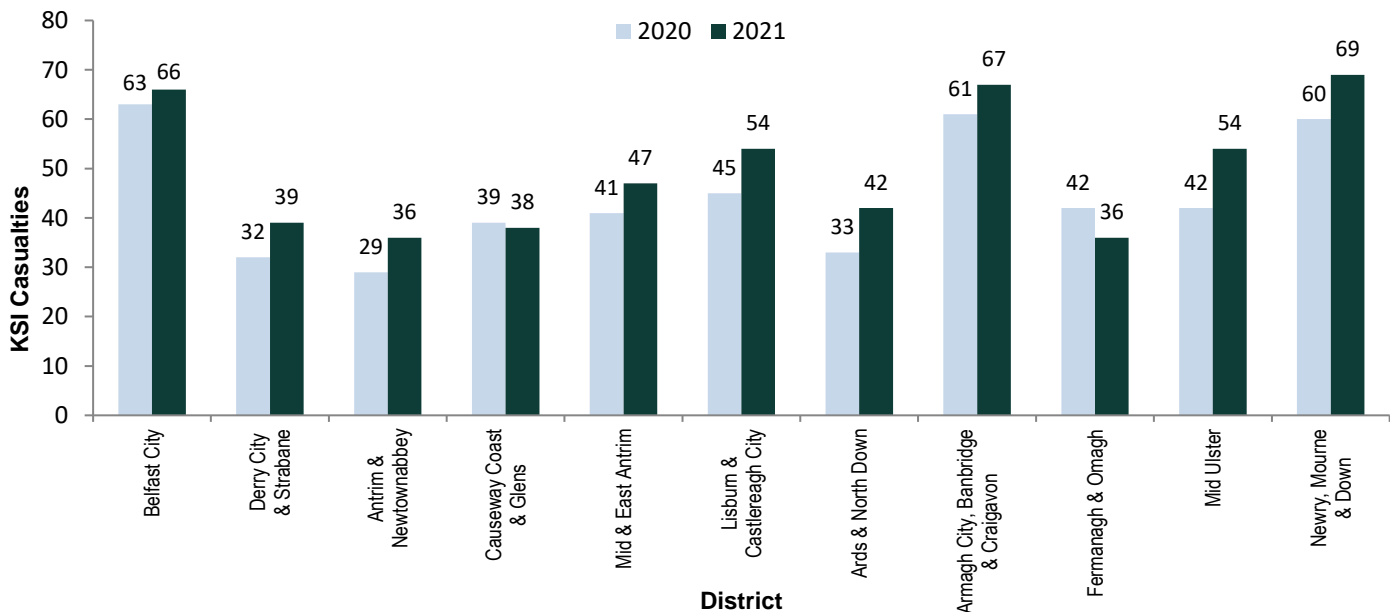
- Antrim & Newtownabbey, Causeway Coast & Glens and Ards & North Down had the highest number of road deaths by district between January and September 2021 with 5. Newry, Mourne & Down district had the most people seriously injured with 68 recorded during this period.
- Nine out of the eleven districts showed an increase in their KSI casualties between January and September 2020 and this year to September. The largest increase in KSI casualties was in Mid Ulster, which recorded an additional 12 KSIs compared to the same period in 2020. Fermanagh & Omagh recorded 6 fewer KSIs over the same period.

Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to September 2021 compared with January to September 2020

Area	01 January 2020 – 30 September 2020					01 January 2021 – 30 September 2021*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Belfast City	3	60	63	1,020	1,083	3	63	66	1,066	1,132
Derry City & Strabane	2	30	32	388	420	2	37	39	368	407
Antrim & Newtownabbey	3	26	29	343	372	5	31	36	320	356
Causeway Coast & Glens	4	35	39	272	311	5	33	38	314	352
Mid & East Antrim	7	34	41	232	273	2	45	47	257	304
Lisburn & Castlereagh City	3	42	45	364	409	1	53	54	297	351
Ards & North Down	4	29	33	326	359	5	37	42	297	339
Armagh City, Banbridge & Craigavon	5	56	61	445	506	3	64	67	400	467
Fermanagh & Omagh	2	40	42	220	262	1	35	36	213	249
Mid Ulster	5	37	42	273	315	2	52	54	305	359
Newry, Mourne & Down	8	52	60	383	443	1	68	69	421	490
Northern Ireland Total	46	441	487	4,266	4,753	30	518	548	4,258	4,806

1. Killed or seriously injured * Figures are provisional and subject to change

Figure 4: Casualties killed or seriously injured by District: January to September 2021 compared with January to September 2020



6. Principal causation factors

Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to September 2021

Principal Factor	Total KSI ¹ casualties*
Inattention or attention diverted	71
Impairment by drugs or alcohol - driver/rider	66
Wrong course/position	50
Crossing or entering road junction without care	45
Excessive speed having regard to conditions	34
Turning right without care	31
Emerging from minor road without care	25
Overtaking on offside without care	25
Heedless of traffic crossing carriageway	15
Emerging from private road/entrance without care	13

1. Killed or seriously injured

* Figures are provisional

- The most common principal causation factors for KSI casualties between January and September 2021 were 'inattention or attention diverted' (71 KSI casualties) and 'impairment by drugs or alcohol - driver/rider' (66 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/inside-psni/Statistics/motoring-offences-statistics/>.

7. Single Vehicle Collisions

**Table 6 Casualties resulting from single vehicle collisions[^] by injury severity and month:
January to September 2021 compared with January to September 2020**

	01 January 2020 – 30 September 2020					01 January 2021 – 30 September 2021 [*]				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	1	15	16	87	103	1	6	7	52	59
February	0	11	11	67	78	0	7	7	54	61
March	0	7	7	47	54	0	11	11	37	48
April	1	3	4	36	40	0	10	10	51	61
May	2	7	9	30	39	0	9	9	57	66
June	1	5	6	46	52	3	12	15	69	84
July	2	14	16	51	67	2	15	17	70	87
August	2	12	14	69	83	0	19	19	80	99
September	1	8	9	44	53	1	7	8	51	59
Total	10	82	92	477	569	7	96	103	521	624

1. Killed or seriously injured

^{*} Figures are provisional and subject to change

[^] Defined as a collision which results in casualties to the occupants of one vehicle only and where no other party was involved

- The 486 single vehicle collisions recorded between January and September 2021 accounted for 15.4% of the total number of collisions recorded during this period.
- There were 3 fewer fatalities from single vehicle collisions in January to September 2021 compared to the same period last year. In total there were 55 additional casualties of single vehicle collisions between January and September 2021 than the same period in 2020.

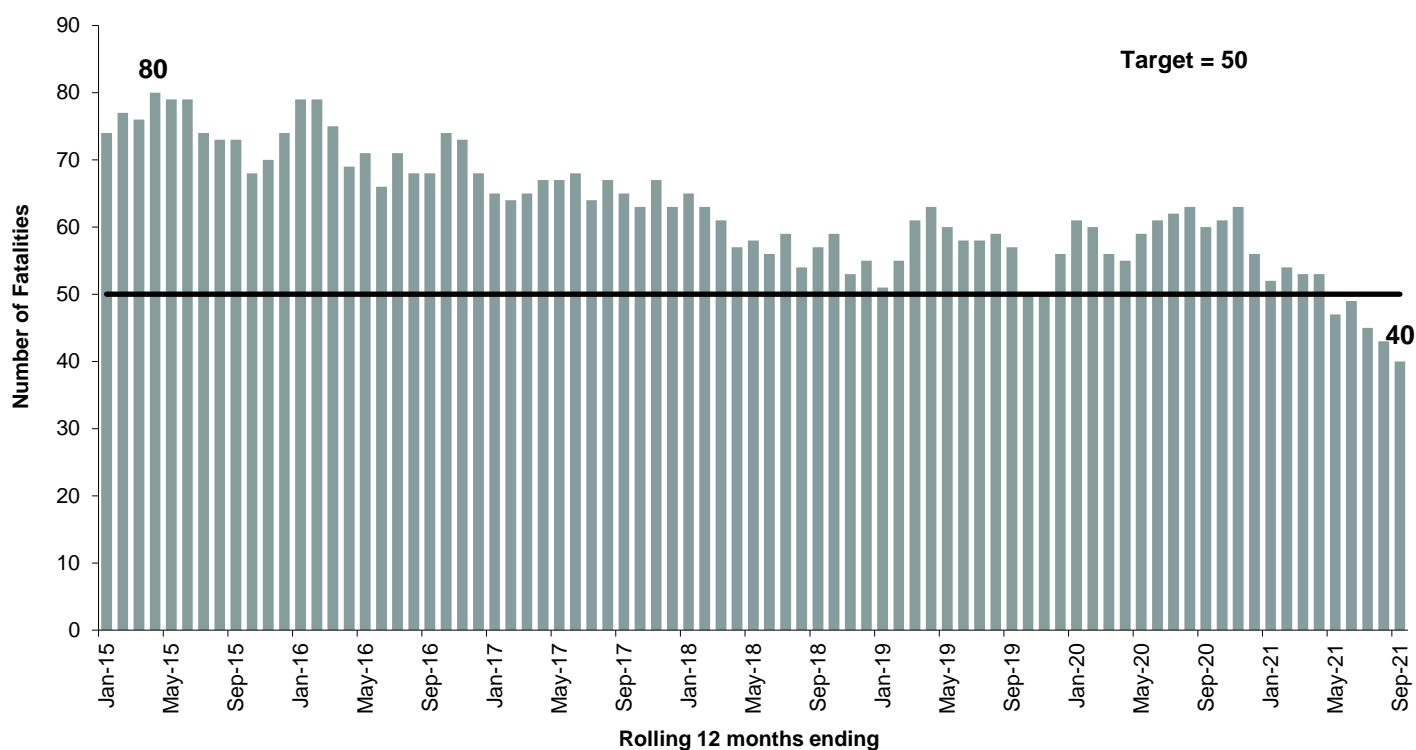
8. Road Safety Strategy Targets

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

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

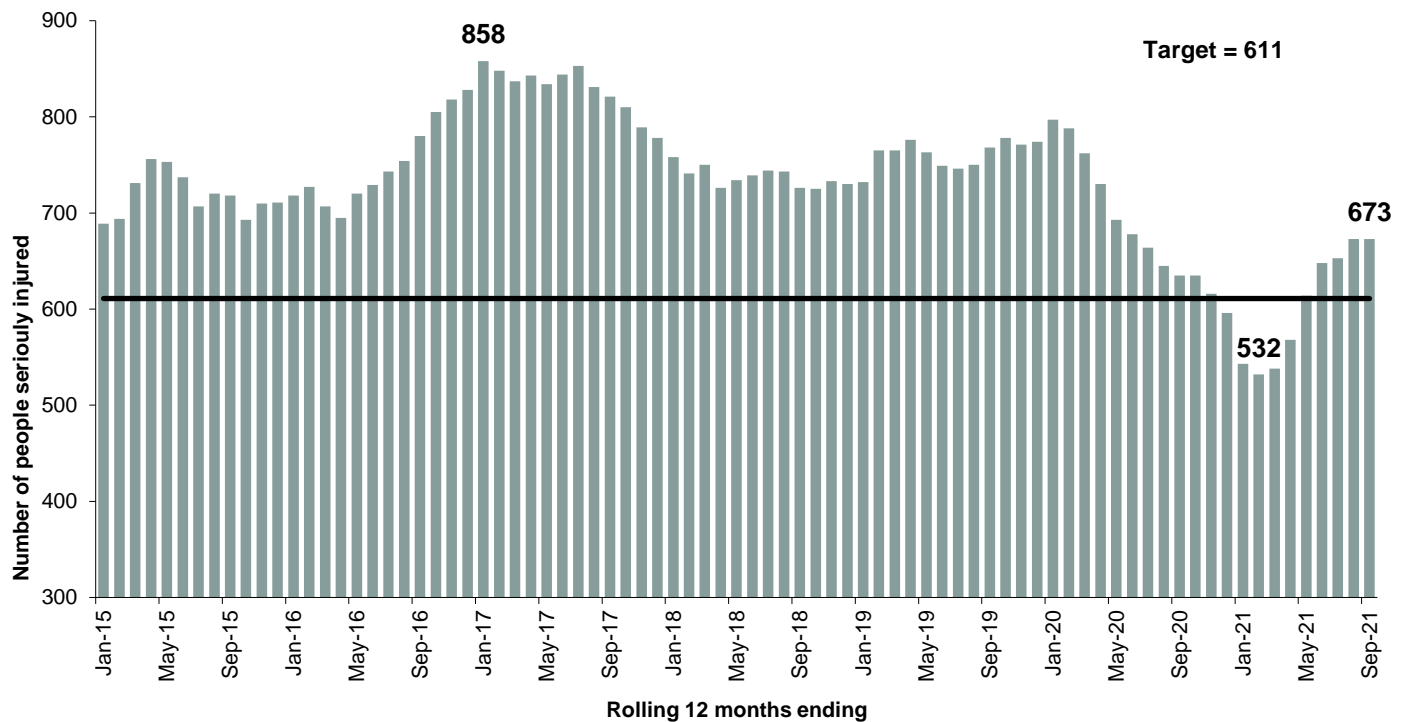
Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. The reduction in collisions and casualties should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 but now show traffic flows returning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

Figure 5: Number of people killed on Northern Ireland's Roads – Rolling 12 months January 2015 to September 2021



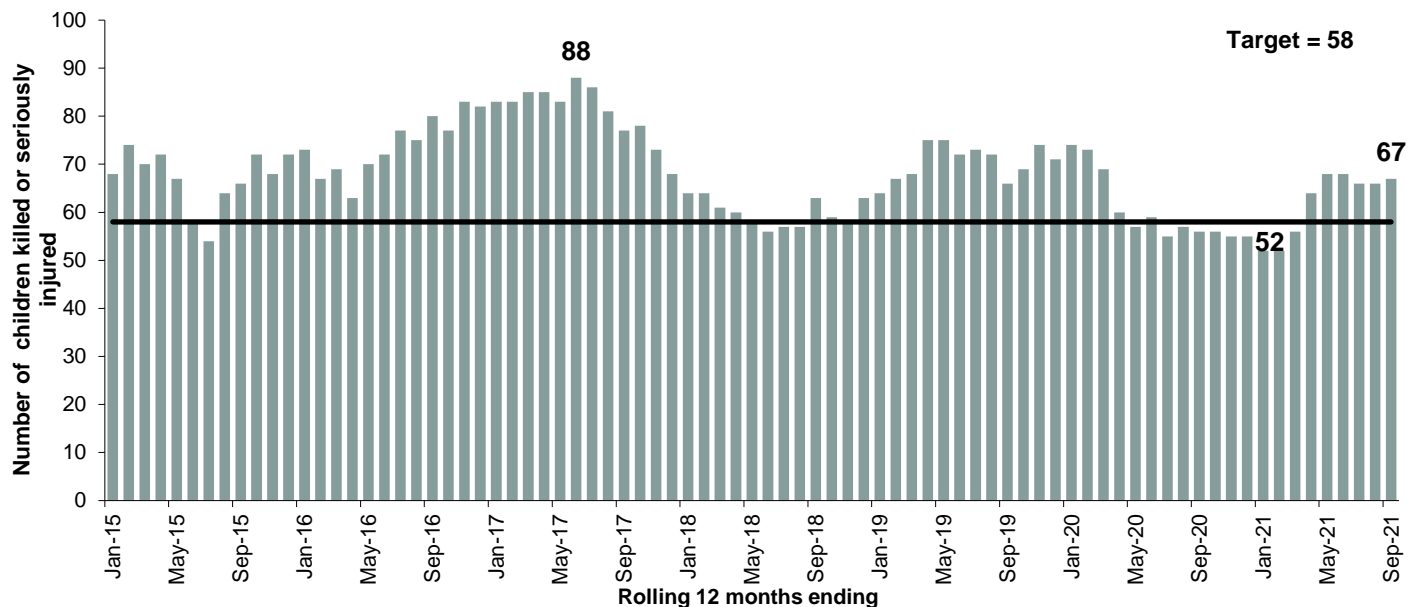
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. The current rolling 12 month figure of 40 for the period 1st October 2020 to 30th September 2021 is ten below the target.

Figure 6: Number of persons seriously injured on Northern Ireland's Roads – Rolling 12 months January 2015 to September 2021



- The Department for Infrastructure Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of people seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. Although a number of rolling twelve month periods have fallen below the target level, potentially due to the impact of Covid-19, the current rolling 12 month figure covering 1st October 2020 to 30th September 2021 provisionally sits at 673, which is sixty-two above the 2020 target level.

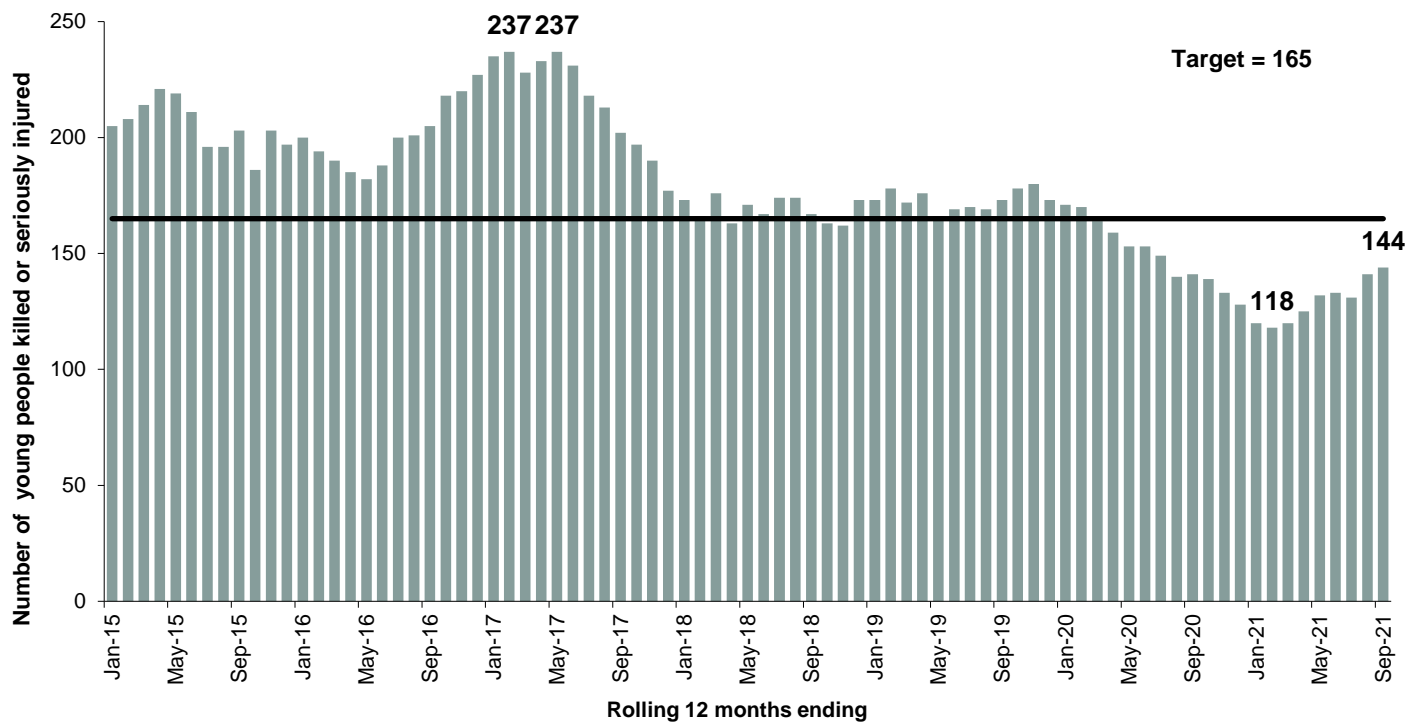
Figure 7: Number of children* killed or seriously injured on Northern Ireland's roads – Rolling 12 months January 2015 to September 2021



- 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 each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The target was met for a number of the 12 month periods ending in 2020/21 however has increased to 67 during 1st October 2020 to 30th September 2021, which is nine more than the target.

*children casualties are those casualties aged 15 or under.

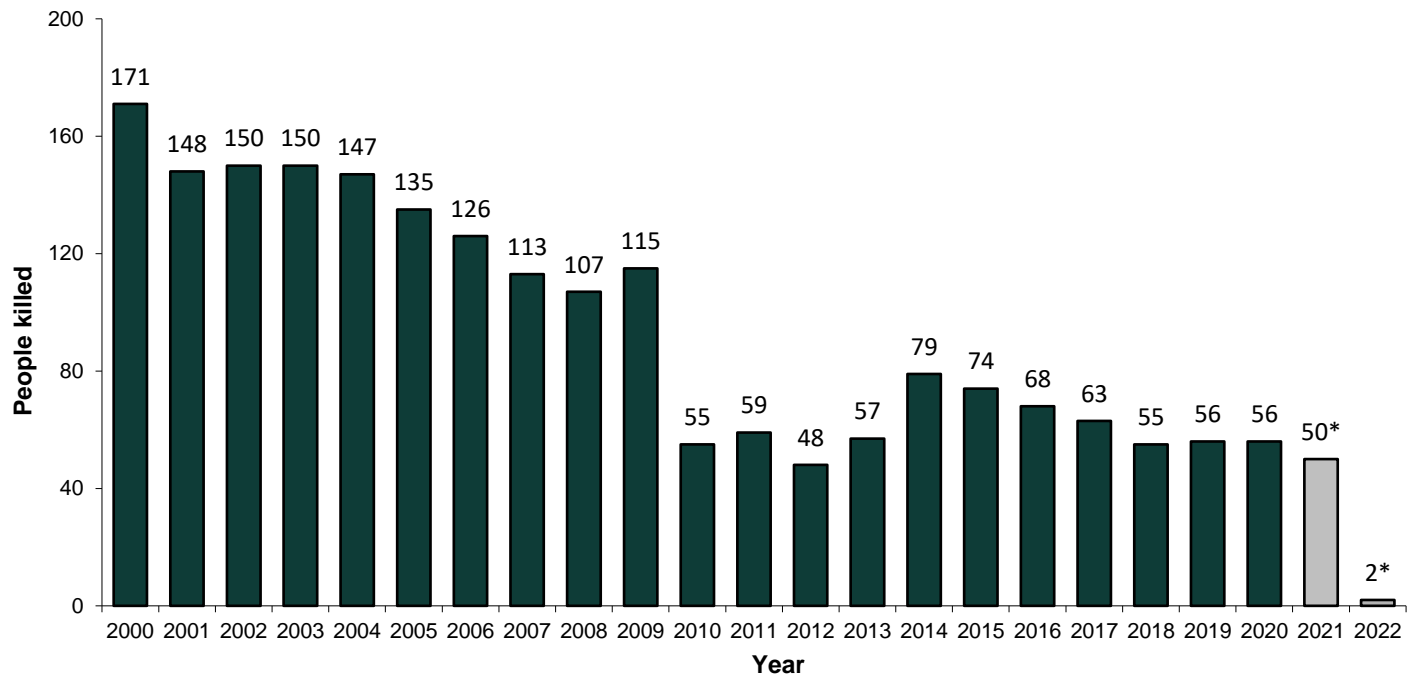
Figure 8: Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2015 to September 2021



- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The current figure for the 12 month rolling period to the end of September 2021 provisionally sits at 144, which is twenty-one below the target level.

9. Northern Ireland Fatalities

Figure 9: Number of people killed on Northern Ireland's Roads – 2000 to 2022*



* Provisional fatality figure up to the 26th January 2022

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52.2%). This figure fluctuated around this level before increasing to 79 deaths in 2014 (up 38.6% from 2013) and reducing again gradually to 50 deaths in 2021. Up to the 26th January 2021 there have been 2 fatal casualties which is markedly lower than the same time period in 2020 and the equivalent period of 2021 (8 and 4 respectively).
- Of the 50 road deaths occurring in 2021, 36 (72.0%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 12 occurred on urban roads (40 miles per hour or less) and 2 occurred on motorways or dual carriageways. The Daily Fatal Report on the [PSNI website](#) provides more information. Figures for 2021 are currently provisional and subject to change.

10. Notes

User Guide

The Traffic Statistics [User Guide](#) is available and provides information on the design, methodology and quality assurance of the statistics. The User Guide also provides useful information for users when interpreting and understanding the data including the coverage, definitions, strengths and limitations.

Quality

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

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

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

Daily Fatal Spreadsheet

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

Additional Data

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

Great Britain Reported Road Casualties

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

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

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

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

Revisions

Revisions are carried out in accordance with our [Revisions Policy](#), a copy of which is available as part of the Official Statistics documentation on the PSNI Statistics website. Figures within the current financial year to date are provisional and will be subject to slight revision until figures for the full calendar and subsequent financial year are published. This means that the totals for each month from April 2021 can change each time the figures are published during the financial year. These amendments can happen for a number of reasons, such as a collision being included, excluded or reclassified following further investigation by an officer.

Police recorded road traffic collision casualty figures by month						
		Collisions	Casualties			
	Month	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Scale of Revision (latest release compared with initial reporting)						
Reported 21 st September 2021	Apr-21	7 (2.1%)	0	0	8 (1.8%)	8 (1.6%)
Reported 21 st September 2021	May-21	15 (3.9%)	0	1 (1.4%)	23 (4.5%)	24 (4.1%)
Reported 29 th October 2021	Jun-21	23 (5.5%)	0	6 (8.0%)	31 (5.4%)	37 (5.7%)
Reported 26 th November 2021	Jul-21	26 (7.6%)	0	5 (8.9%)	42 (8.8%)	47 (8.8%)
Reported 23 rd December 2021	Aug-21	23 (5.8%)	0	5 (8.6%)	32 (5.7%)	37 (5.9%)