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Northern Ireland
Statistics and Research Agency
Gníomhaireacht Thuaisceart Éireann
um Staitistící agus Taighde

Motorcyclists Killed or Seriously Injured (KSI) casualties in Northern Ireland, 2020-2024

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DEFINITIONS

Motorcyclists: Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.

Pillion passengers: Passenger on a moped or motorcycle

Collisions: Collisions involving personal injury occurring on the public highway (including footpaths) where someone was killed or seriously injured and in which a vehicle is involved. Collisions are categorised as either 'Fatal', 'Serious' or 'Slight' according to the most severely injured casualty.

Killed: Died within 30 days from injuries received in a collision.

Serious Injury: An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushing, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

KSI/KSI Casualties: Refers to casualties where someone was killed or seriously injured

Young People: Aged between 16 and 24.

Pedestrians: Include children on scooters, roller skates or skateboards; children riding toy cycles on the footpath; persons pushing bicycles or other vehicles or operating pedestrian-controlled vehicles; persons leading or herding animals; occupants of prams or wheelchairs; people who alight safely from vehicles and are subsequently injured; persons pushing or pulling a vehicle; persons other than cyclists holding on to the back of a moving vehicle.

Car Users: Drivers or passengers in a car, light goods vehicle, car driven as a taxi or hackney cab.

Pedal cyclists: Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.

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Motorcyclist KSI casualties in Northern Ireland, 2020-2024 Key Findings

Source: PSNI Road Traffic Collision Statistics

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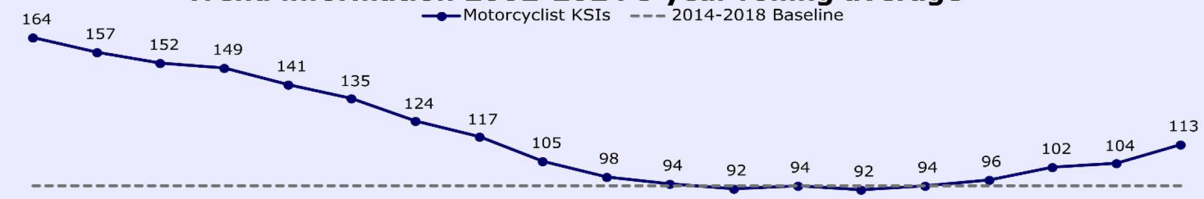
Trend information 2002-2024 5 year rolling average



Motorcyclist KSIs have fallen by 31% from the start of the trend

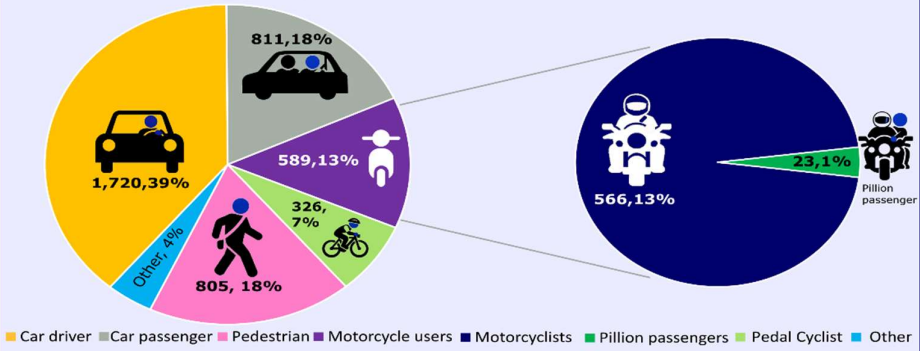
Motorcyclist KSIs showed a steady decline from 164 in 2002-2006 to 92 in 2013-2017

Motorcyclist KSIs fell to a series low of 92 in 2015-2019

Motorcyclist KSIs have risen by 21% from the 2014-2018 baseline

2002-06 | 2004-08 | 2006-10 | 2008-12 | 2010-14 | 2012-16 | 2014-18 | 2016-20 | 2018-22 | 2020-24

Proportion of KSI Casualties

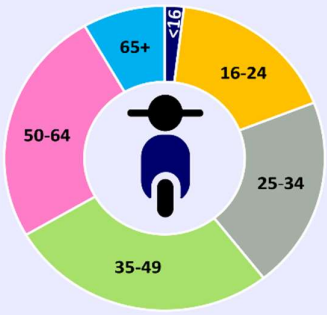


Motorcycle users accounted for 13% of the 2020-2024 KSI total

Sex

95% of motorcyclist KSI casualties were **male**

Age



Riders aged 35-49 accounted for the greatest percentage of fatal or serious injuries with 27%. Riders aged 50-64 were the next highest with 25%.

When?

84% of motorcyclist KSIs occurred in **daylight hours** while **68%** took place between **April and September**

Single vehicle collisions

A quarter of motorcyclist KSIs were single vehicle collisions

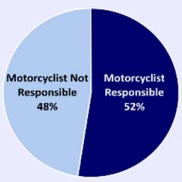
Where?

Although the split for KSI casualties by urban/rural was fairly even, 65% of motorcyclists were killed on rural roads, with 25% on urban roads

How?

Motorcyclist not Responsible

Principal Causation factor	KSIs
Turning right without care	55
Emerging from minor road without care	37
Crossing/entering road without care	23
Emerging from private road / enterance without care	14



Motorcyclist Responsible

Principal Causation factor	KSIs
Inattention or attention diverted	67
Overtaking on offside without care	54
Excessive speed having regard to conditions	26
Wrong course / position	26

INTRODUCTION

Analysis, Statistics and Research Branch (ASRB) in DfI is responsible for producing the statistical content of the Northern Ireland Problem Profile. Historically, this document focused on the latest five-year road casualty data and reported on a wide range of road user groups and behaviours. The document had grown in size and was becoming cumbersome to update. It was therefore agreed at the Road Safety Strategy Research Coordination Group (RSSRCG) that from 2014 onwards, ASRB would seek to develop a series of smaller documents focusing on existing and emerging road safety issues.

This profile of motorcyclist KSI casualties is part of a suite of problem profiles produced by ASRB[1] over the last few years. In terms of structure, this report looks at trends of motorcyclists killed or seriously injured from 2002 to 2024. The profile of these KSIs is then examined by age and sex; followed by an analysis of when and where these motorcycle collisions occur, the top ten principal causes of these collisions and a breakdown of who/what is deemed responsible for them. Other detail includes analysis by speed limit of road and the causation factor of single vehicle collisions. A mapping section reports the number of motorcyclists killed or seriously injured by Local Government District as well as identifying hotspots that have the most motorcyclist KSI casualties occurring within a 2.5 kilometre radius. Finally, there is also a section examining the risk of motorcycle users being Killed or Seriously injured compared with other road users.

All collision and casualty data in this report are sourced from the PSNI Road Traffic Collisions Statistics.

The NI Road Safety Strategy to 2030

The Problem Profile supplements the NI Road Safety Strategy (NIRSS) to 2030 Annual Statistical Report. The NIRSS to 2030 sets out four road safety targets for Northern Ireland.

By 2030, and compared with the base year (2014 to 2018 average), there will be:

- A reduction in the number of people killed in road collisions by at least 50%.
- A reduction in the number of people seriously injured in road collisions by at least 50%.
- A reduction in the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 60%.
- A reduction in the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 60%.

Please note that these reports are not platforms for recommendations on policy interventions but provide specific evidence to inform such conversations and/or developments.

[1] A previous problem profile on motorcyclist casualties was produced in 2021. For this and other profiles on topics such as rural roads, speeding, drink driving, pedal cyclists, pedestrians, older drivers and the A1 dual carriageway can be found at https://www.infrastructure-ni.gov.uk/topics/road-safety

Key Findings

In 2020-2024:

- There have been 566 motorcyclists Killed or Seriously Injured on Northern Ireland roads between 2020 and 2024, 13% of all road users Killed or Seriously Injured.

- There have been 23 pillion passengers Killed or Seriously Injured on Northern Ireland roads between 2020 and 2024, 1% of all road users Killed or Seriously Injured.

- The vast majority (95%) of motorcyclist KSIs were male, which is higher than the 63% of all KSI casualties that are male.

- Motorcyclists were responsible for just over half (52%) of the collisions in which they were KSI casualties.

- Older motorcyclists (aged 65+) were least likely to be responsible for the collisions in which they were KSI casualties, being responsible for just over two fifths (43%) the collisions in which they were KSI casualties.

- A quarter (25%) of motorcyclist KSI casualties were caused by single vehicle collisions.

- Just over half (51%) of motorcyclist KSI casualties occurred on rural roads, while just under two thirds (65%) of fatalities occurred on rural roads. These percentages are similar to the percentages observed for KSIs and fatalities (54% and 67%) for all KSIs.

- Motorcyclist KSIs were most likely to occur on a Saturday than any other day. Of the 566 motorcyclists KSIs, 107 (19%) occurred on a Saturday. The fewest 54 (10%) occurred on a Thursday.

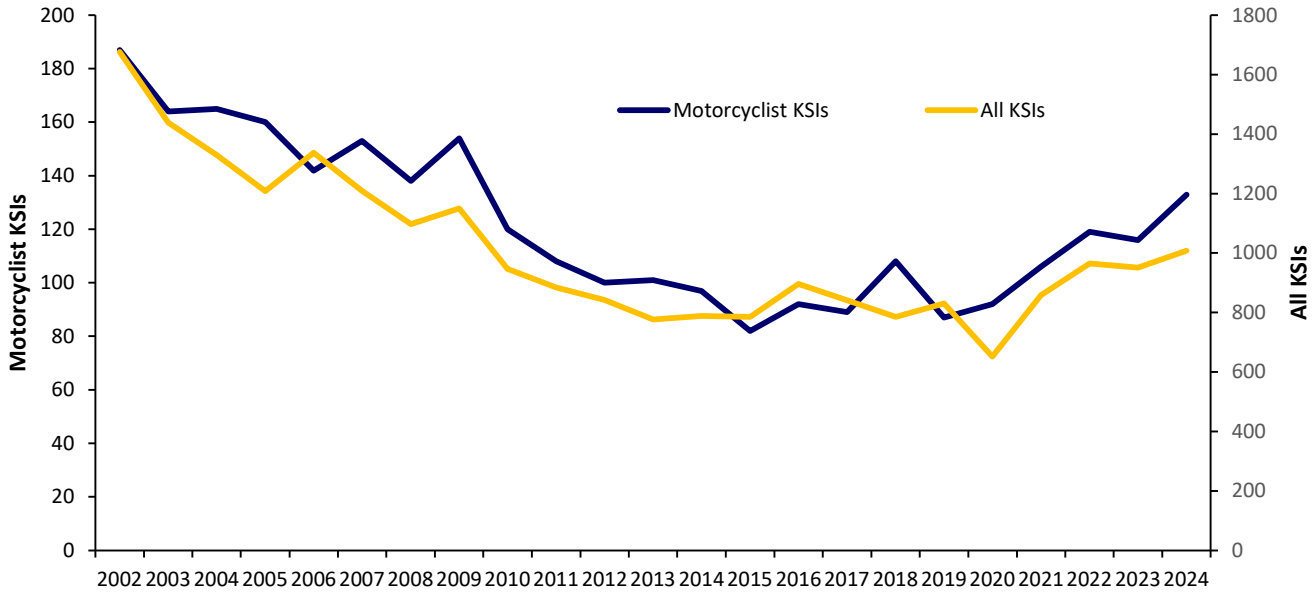
- Motorcycle users (motorcyclists and pillion passengers) are the most likely to be KSI casualties if injured in a collision. Just over two fifths (41%) of motorcycle user casualties are KSIs compared to just over one tenth (12%) for all road users.

- The Newry, Mourne & Down Local Government District had the highest rate (41.5) of motorcyclist KSI casualties per 100,000 resident population, while Mid Ulster had the lowest (19.0).

TREND INFORMATION AND CONTEXT

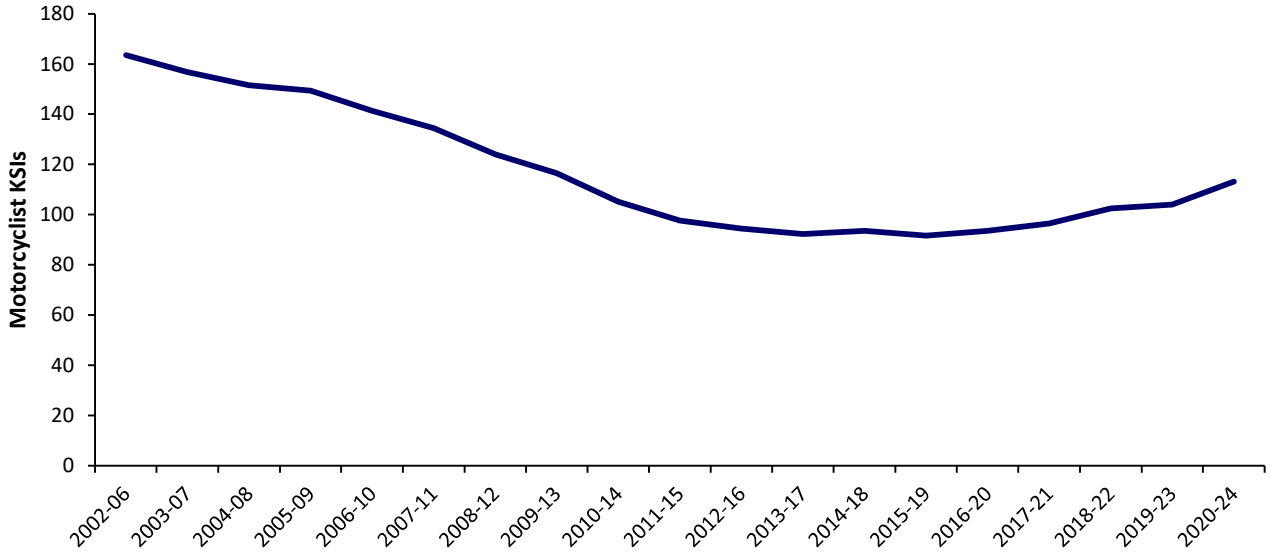
Figure 1 below shows the number of motorcyclists killed or seriously injured (KSIs) over the twenty-three year period 2002 to 2024. There was a series high at the start of the trend with 187 motorcyclist KSIs in 2002 and there was a notable drop off from the 154 recorded in 2009 to 120 in 2010 followed by a gradual decline down to the series low of 82 recorded in 2015. The number of KSIs in 2024 (133) represent an increase of 15% since last year and are the highest number of KSIs seen since 2009.

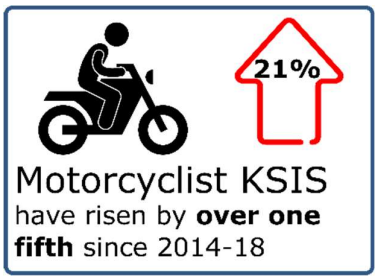
Figure 1: Number of motorcyclists killed or seriously injured, 2002-2024



It is useful to look at this information as a five year rolling average which smoothes out annual fluctuations but gives a clear direction of the trend. Figure 2 shows as per the dark blue line, that motorcyclist KSIs have declined from the 164 recorded at the start of the trend and currently sits at 113. The trend shows a steady decline from 2002-2006 when there were 164 KSIs to a series of low of 92 seen in 2015-2019. Since 2015-2019 the series has increased every five-year period.

Figure 2: Number of motorcyclists killed or seriously injured rolling five-year average, 2002-2024



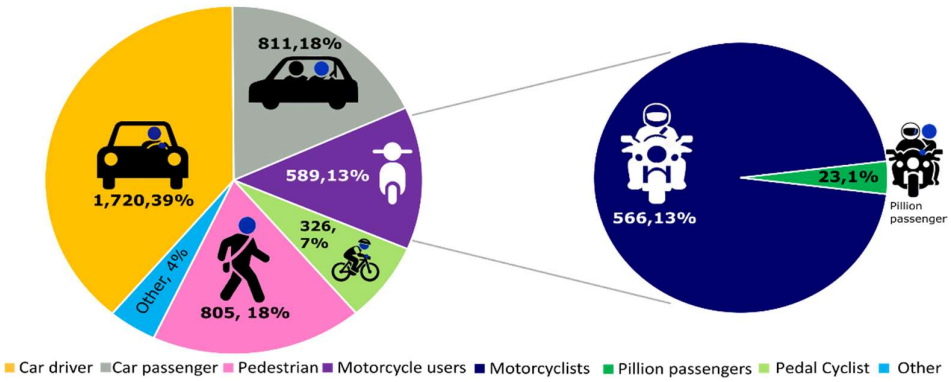


To add context to Figure 2, changes in KSI casualty numbers by road user type between the Road Safety Strategy baseline period of 2014/2018 and 2020/2024 are examined in Table 1 below. Motorcyclist KSIs, in the five years 2020-2024, have increased by just over one fifth in comparison to 2014-2018 which is third only to the increase in KSI casualties amongst Other Road Users and Pedal Cyclists. Pedestrians showed a decrease of 7% between 2014-2018 and 2020-2024.

Table 1: Fatal and serious injuries by road user, 2014-2018 vs 2020-2024

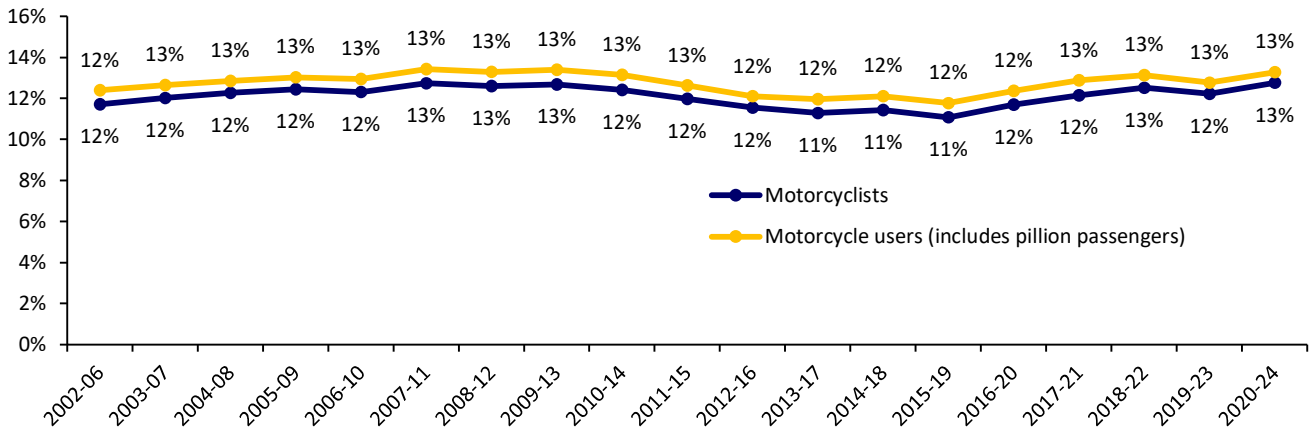
	KSI Casualties		% Change
	2014/18	2020/2024	
Car driver	1,596	1,720	8%
Car passenger	788	811	3%
Motorcycle User	**496**	**589**	**19%**
Pedal cyclist	265	326	23%
Pedestrian	861	805	-7%
Other	90	184	104%
Total	**4,096**	**4,435**	**8%**

Figure 3: KSI casualties by road user type, 2020-2024



Although there had been a steady decline in both motorcyclist and overall KSIs to around 2020 followed by a rise, the proportion of motorcyclists killed or seriously injured as a proportion of the total has remained fairly constant over the years veering slightly between 11% and 13%. Figure 3 above shows that motorcycle users (including pillion passengers) account for 13% of the total for 2020-2024 while Figure 4 shows the proportion that motorcycle KSI casualties made up of the total for each rolling five-year period since the beginning of the trend.

Figure 4: Proportion of KSI casualties that are motorcycle users rolling five-year average, 2002-2024



To give some context as to why the number of motorcyclist KSIs declined from 2002-2006 to 2015-2019 and started to climb after, it is interesting to look at the number of motorcycles licensed over this time period. This information is sourced from the Northern Ireland Transport Statistics for the years 2002 to 2013 and from the Driver & Vehicle Agency Statistics from 2014. Figure 5 presents the trend below and it shows that while the number licensed at the start remained fairly high and increased in the early years, there has been a decline since the five-year average of 30,813 recorded between 2006 and 2010 to the series low of 22,467 recorded for 2015 to 2019. Since the low observed in 2015-2019 the numbers have increased every year to the 2020-2024 figure of 25,818.

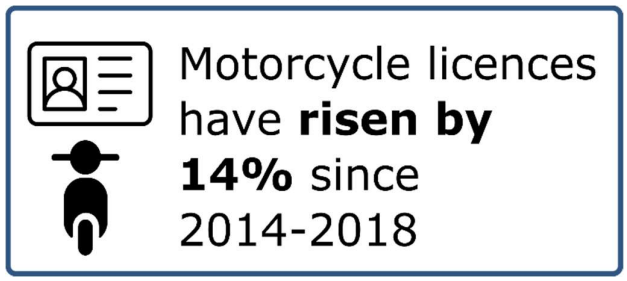
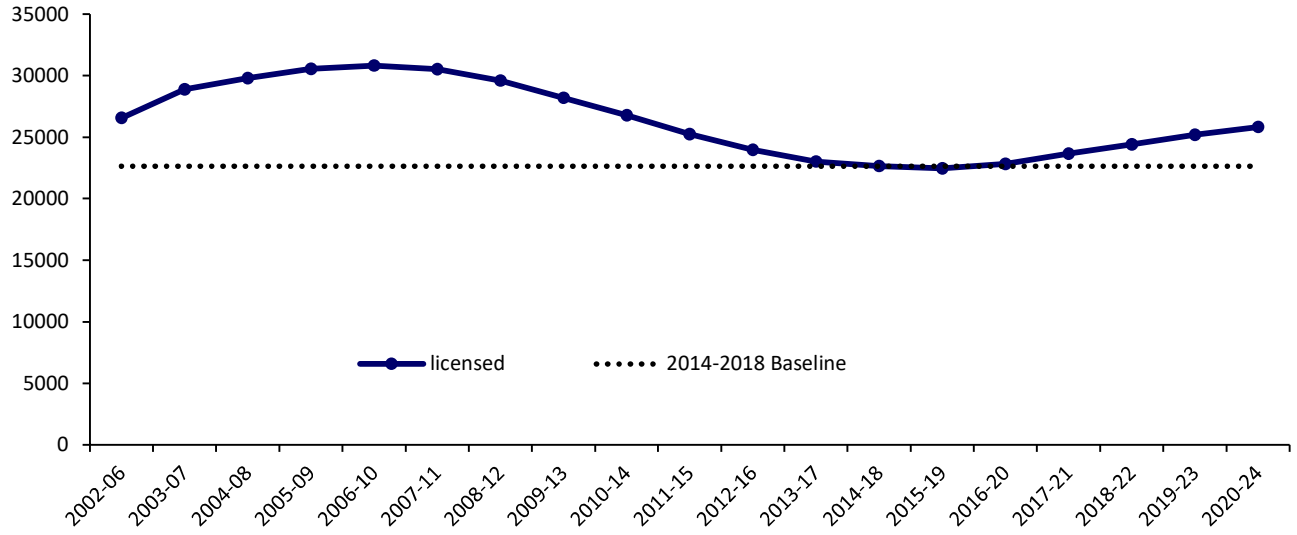


Figure 5: Number of motorcycles licensed (5-year average), 2002-2024

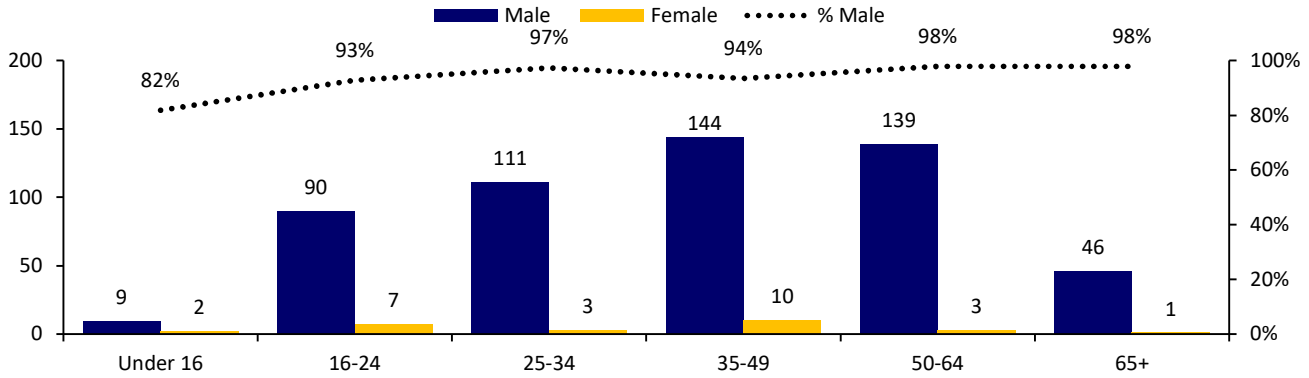


PROFILE OF MOTORCYCYLIST KSI CASUALTIES

Sex

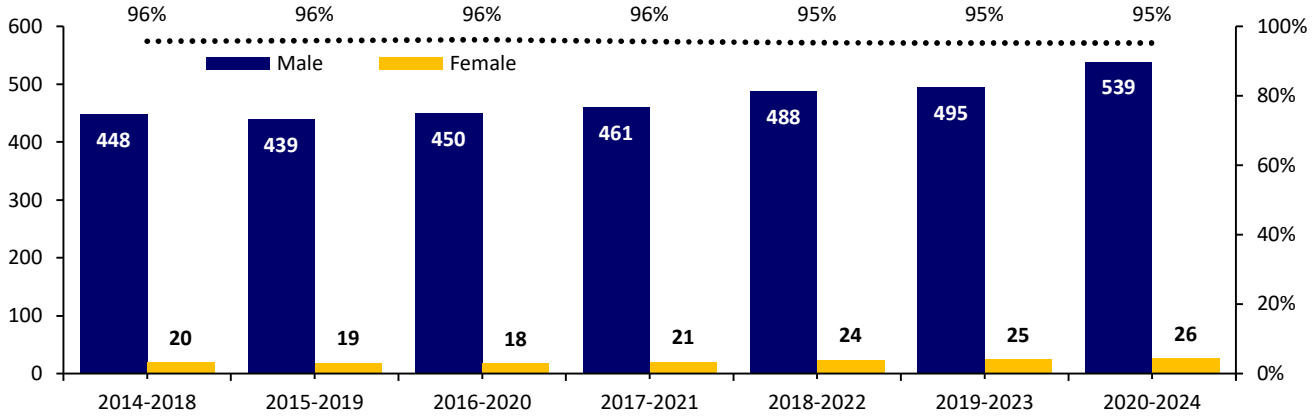
The number of motorcyclist KSIs by age and sex for 2020 to 2024 is presented below in Figure 6 with the proportion of males by age group highlighted in the dotted line.

Figure 6: Motorcyclist KSI casualties by sex, 2020-2024 (other/unknown not included)



Of the 566 motorcyclists killed or seriously injured between 2020 and 2024, the overwhelming majority were male (539 males and 26 females) equating to 95% which is typical of the proportion of males observed over the trend with the percentages varying between 95 and 96 percent for each five-year rolling period.

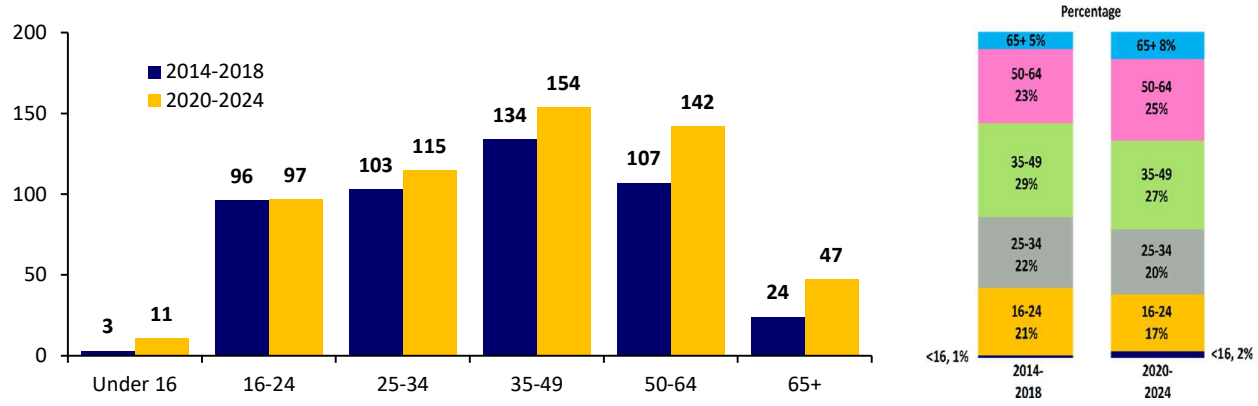
Figure 7: Motorcyclist KSI gender breakdown 2014-2024 (5-year totals) (other/unknown not included)



Age

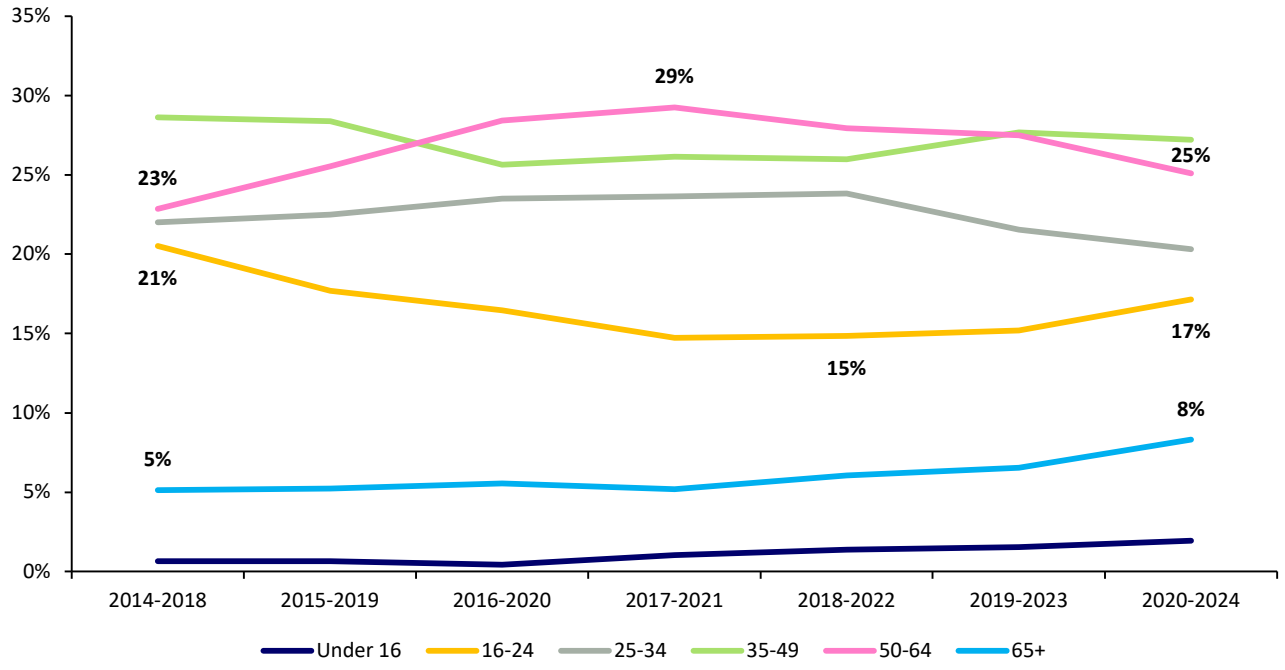
Although there is little movement when it comes to sex with the numbers being predominantly male, there seems to be a shift over time for age group. Figure 8 shows the numbers and proportions for 2020 to 2024 compared with the 2014 to 2018 baseline:

Figure 8: Motorcyclist KSI casualties by age group, 2014-2018 vs 2020-2024



Every age group has shown an increase in the number of KSIs when comparing 2014-2018 with 2020-2024 with **a large increase in motorcyclist KSIs for those aged 65 and over** (an increase of 96%) as well as **a large increase in motorcyclist KSIs of the 50 to 64 age group** (up 33%). These large increases are reflected in the percentages, with the 50-64 and 65+ age groups together accounting for 33% of KSIs in 2020-2024, when they accounted for 28% in 2014-2018. The chart below demonstrates the rise in the percentage of KSIs of those older riders (depicted by light blue line) and the decrease of 16-24 year olds (gold line) over the period.

Figure 9: Proportion of Motorcyclist KSI casualties by age group 2014-2024 (5-year totals)



What has led to this change in proportion over the years? One of the things that may have had an impact was the introduction of Compulsory Basic Training (CBT) in Northern Ireland in February 2011 which must be completed by people wishing to ride a motorcycle or moped unaccompanied on the road. Data from the Driver and Vehicle Agency (DVA) would appear to back up the fact that the average age of those passing their test appears to be increasing (Figure 10 and Table A6 in Appendix) and that the age breakdown of those with a motorcycle licence since 2014 has shown a reduction in licences owned by young people while licences held by the 55-64 age category is the only one to increase. See Table 2 and Figure 10 below.

Figure 10: Average age of on road motorcycle test passes, 2004-2024

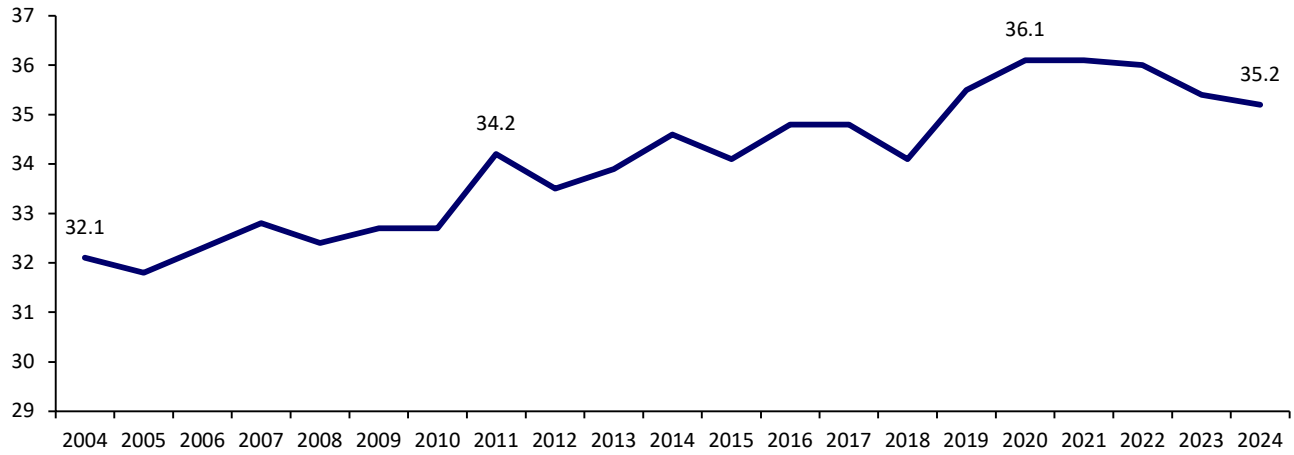
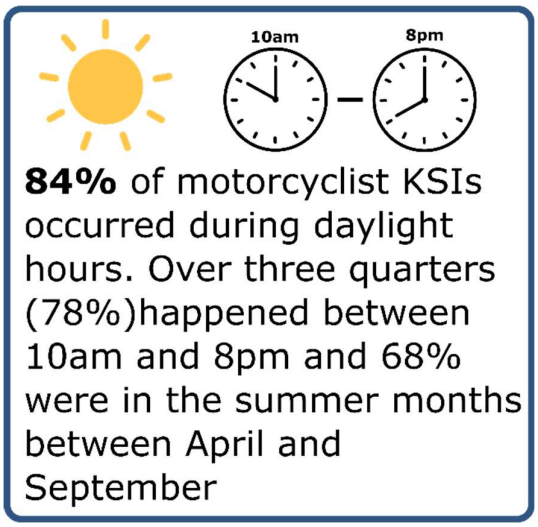


Table 2: Full motorcycle licence holders and percentage change since 2014

Age Group	As at 31st Dec 2014	As at 31st Dec 2024	Percentage Change
15-24	733	47	-94%
25-34	6,370	3,022	-53%
35-44	12,535	8,009	-36%
45-54	20,109	12,287	-39%
55-64	12,841	18,411	43%
65+	50,701	30,758	-39%
Total	**103,289**	**72,534**	**-30%**

WHEN DO MOTORCYCLIST KSI CASUALTIES OCCUR?

TIME AND MONTH



In the five years 2020-2024, over one third (36%) of motorcyclists killed or seriously injured occurred at the weekend, with 202 of the 566 KSI casualties being recorded on a Saturday (107, 19%) or a Sunday (95, 17%). In comparison, there was a daily average of 73 motorcyclist KSIs (13%) throughout the working week. The greatest single hour for motorcyclist KSI casualties was between 4pm and 5pm on a Saturday, when 16 took place. There was also 15 recorded on Saturday in the hour previous between 3pm and 4pm which is the second highest time. Taking the week as a whole, the greatest number of motorcyclists killed or seriously injured occurred between 4pm and 5pm with 62 KSIs (11%) with the next highest period being between 5pm and 6pm with 60 (11%). In fact, over three quarters (78%) of those killed or seriously injured occurred between 10am and 8pm. This is largely determined by the high number occurring between those hours on a Saturday or Sunday with 175 of the 202 (87%) KSI motorcyclist KSI casualties happening at this time during the weekend. See Table 3 below:

Table 3: Motorcyclist KSI casualties by day and hour, 2020-2024

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total	
0601 - 0700	2	1	1	0	2	0	0	6	0601 - 0700
0701 - 0800	1	3	1	3	1	2	1	12	0701 - 0800
0801 - 0900	2	2	2	0	4	1	1	12	0801 - 0900
0901 - 1000	3	1	3	3	1	2	2	15	0901 - 1000
1001 - 1100	1	4	3	1	2	3	5	19	1001 - 1100
1101 - 1200	2	5	1	4	4	8	12	36	1101 - 1200
1201 - 1300	6	4	3	1	8	13	12	47	1201 - 1300
1301 - 1400	1	2	3	4	5	7	13	35	1301 - 1400
1401 - 1500	5	8	10	5	10	9	8	55	1401 - 1500
1501 - 1600	6	8	5	5	10	15	7	56	1501 - 1600
1601 - 1700	2	9	9	6	7	16	13	62	1601 - 1700
1701 - 1800	10	7	13	4	7	11	8	60	1701 - 1800
1801 - 1900	4	8	9	5	6	7	3	42	1801 - 1900
1901 - 2000	6	6	6	2	4	4	1	29	1901 - 2000
2001 - 2100	4	4	6	3	6	3	2	28	2001 - 2100
2101 - 2200	3	5	2	1	5	1	2	19	2101 - 2200
2201 - 2300	1	1	2	2	5	3	1	15	2201 - 2300
2301 - 2400	1	0	1	2	0	1	0	5	2301 - 2400
0001 - 0100	0	1	0	0	0	0	1	2	0001 - 0100
0101 - 0200	0	0	1	0	0	0	2	3	0101 - 0200
0201 - 0300	0	0	0	0	0	0	1	1	0201 - 0300
0301 - 0400	0	1	0	1	0	0	0	2	0301 - 0400
0401 - 0500	0	0	0	1	0	1	0	2	0401 - 0500
0501 - 0600	1	0	0	1	1	0	0	3	0501 - 0600
Total	**61**	**80**	**81**	**54**	**88**	**107**	**95**	**566**	

Number of Casualties

0

1-2

3-6

7-9

10+

Figure 11: Motorcyclist KSI casualties by time of day – weekday vs weekend, 2020-2024

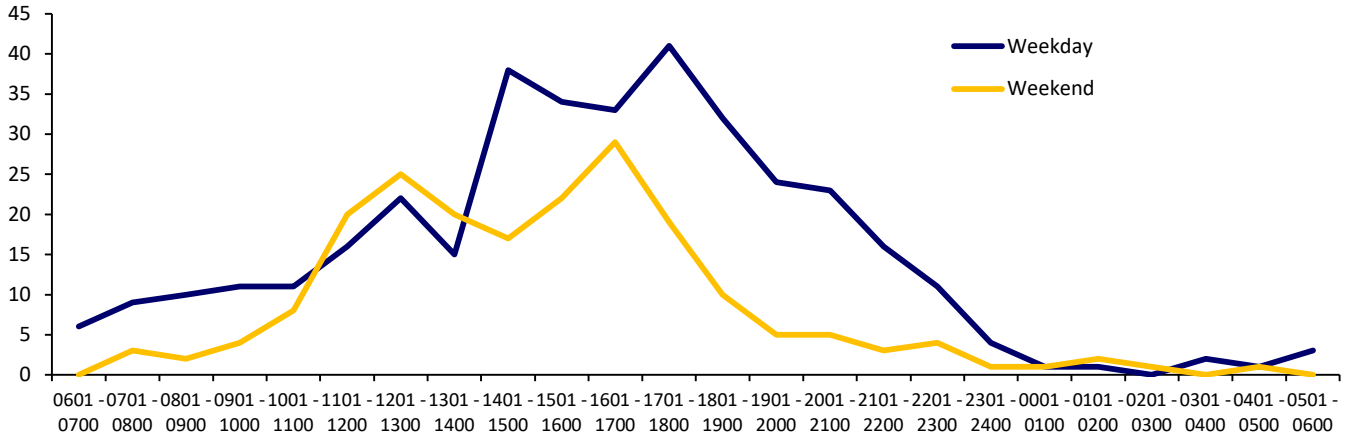
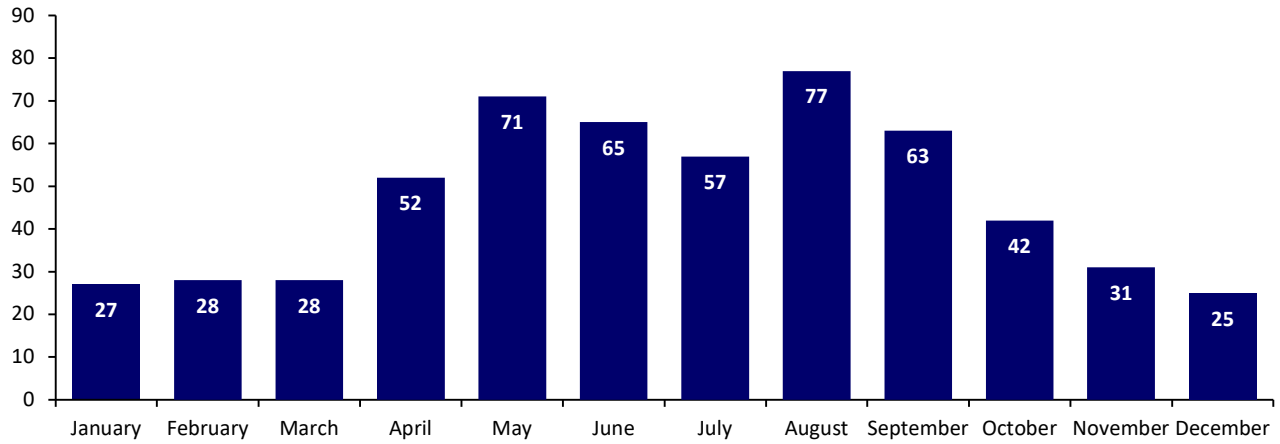


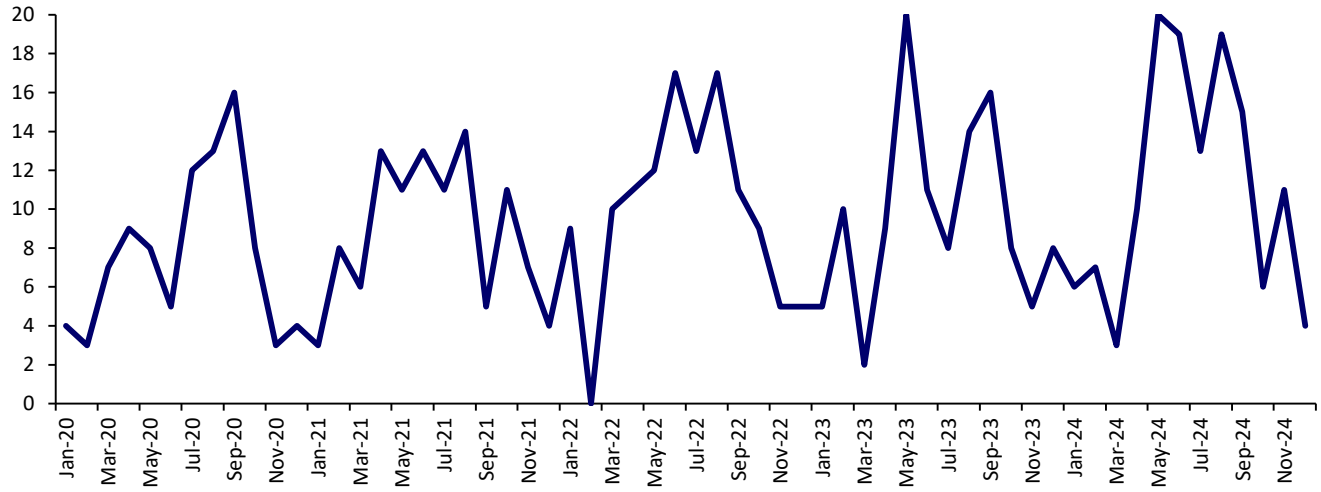
Figure 11 presents the number of motorcyclist KSI casualties by time of day for both Monday to Friday and at the weekend. There are peaks for weekdays at times of between 5pm to 6pm and 2pm and 3pm that don't occur during the weekend. For weekends there was a peak seen at 4pm to 5pm that is not seen for weekdays. Both weekdays and weekends had a peak for the time 12pm to 1pm.

Figure 12: Motorcyclist KSI casualties by month of year, 2020-2024



Examining a monthly breakdown in Figure 12 quite clearly shows a split between spring and summer and autumn and winter months with the six-month period of April to September accounting for 385 (68%) of the 566 KSI casualties. December (25), January (27), February (28) and March (28) were the months with the fewest while August (77) and May (71) had the highest. As Figure 13 shows, there is a seasonal trend with motorcycle casualties with the peaks occurring in the summer months and troughs appearing in the winter. Seasonality was tested using a Kruskal-Wallis test.

Figure 13: Motorcyclist KSI casualties for each month, 2020-2024

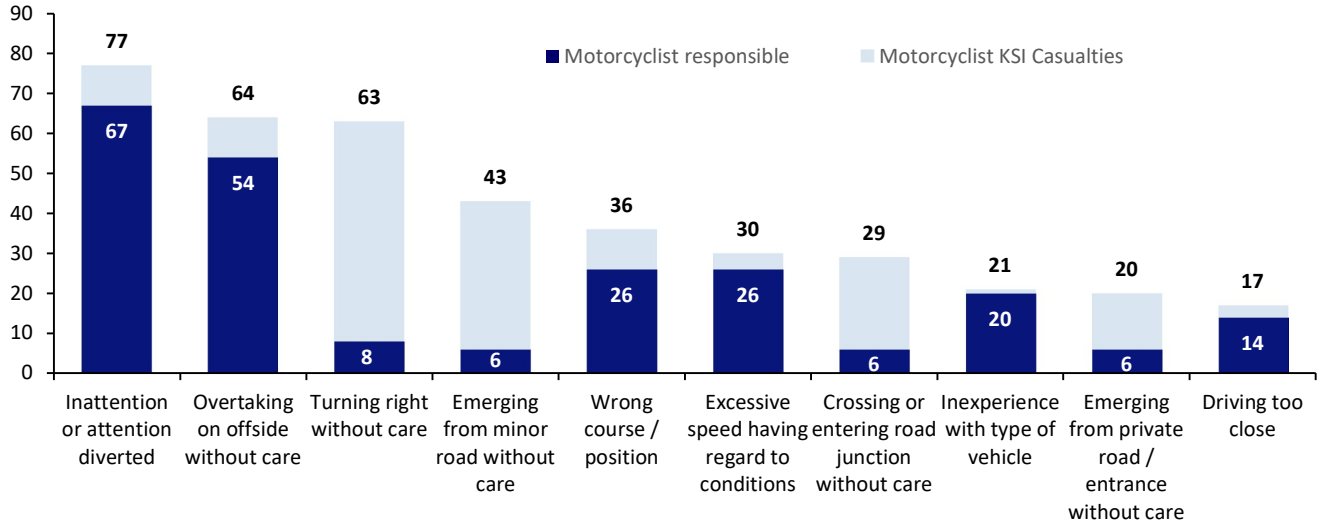


WHAT CAUSES MOTORCYCLIST KSIS?

Details of factors that contribute to road traffic collisions are recorded by the Police Service of Northern Ireland (PSNI). The factors are somewhat subjective, having been recorded by the police officer at the scene of the collision; however, causation factors are validated by the statistics branch of PSNI and the data are considered robust, especially in the case of fatal and serious collisions.

Figure 14 shows the top ten principal causation factors for motorcyclist KSI casualties with the dark blue shading indicating the number where the motorcyclist was responsible. It is clear that the causation factors differ quite considerably depending on if the motorcyclist was at fault or not. 'Inattention or attention diverted' had the highest overall causation with 77 motorcyclists killed or seriously injured and 67 motorcyclists being responsible (87%), the second highest was 'Overtaking on offside without care' which had 64 motorcyclist KSIs with 54 riders being responsible (84%). In contrast the third highest was 'Turning right without care' which had 63 motorcyclist KSIs with just eight riders responsible (13%), the fourth highest was 'Emerging from a minor road without care' with 43 motorcyclist KSIs with just six riders responsible (14%).

Figure 14: Top ten principal causation factors for motorcyclist KSI casualties, 2020-2024



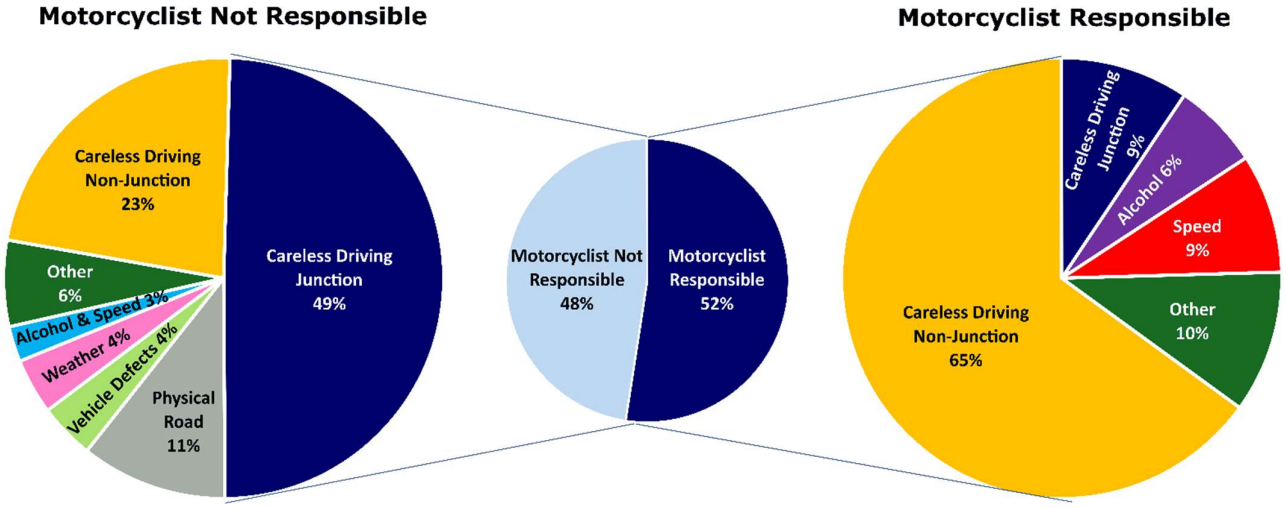
This is further demonstrated in Table 4 below which shows the numbers for each grouped causation split by responsibility with careless driving further split to show those that occurred at junctions or not. Of the 566 motorcyclists who were killed or seriously injured between 2020 and 2024, the numbers in terms of responsibility are split almost down the middle with 269 (48%) of the motorcyclists not being attributed responsibility for their injuries and the other 297 (52%) being deemed responsible.

Table 4: Motorcyclist KSI Casualties by responsibility and causation factor type, 2020-2024

Principal Causation Factor	Motorcyclists Not Responsible	Motorcyclists Responsible	KSI Total
Driver/Rider Fault			
Alcohol or Drugs – Driver/Rider	3	19	22
Excessive Speed having regard to conditions	4	26	30
Careless Driving – Non-Junction	61	193	254
Careless Driving - Junction	133	28	161
Other Driver Rider Fault	3	30	33
Total	**204**	**296**	**500**
Passenger Fault	0	0	0
Pedestrian Fault	2	0	2
Vehicle Defects	11	0	11
Obstructions	7	1	8
Physical Road	29	0	29
Weather	11	0	11
Miscellaneous	5	0	5
Total	**65**	**1**	**66**
Total	**269 (48%)**	**297 (52%)**	**566**

Nearly nine tenths (88%) of the principal causations for motorcyclist KSIs were due to driver/rider fault with almost three quarters (73%) due to careless driving, but these differ depending on responsibility. Figure 15 displays the proportions for grouped causation by responsibility below.

Figure 15: Motorcyclist KSI casualties by responsibility and causation, 2020-2024

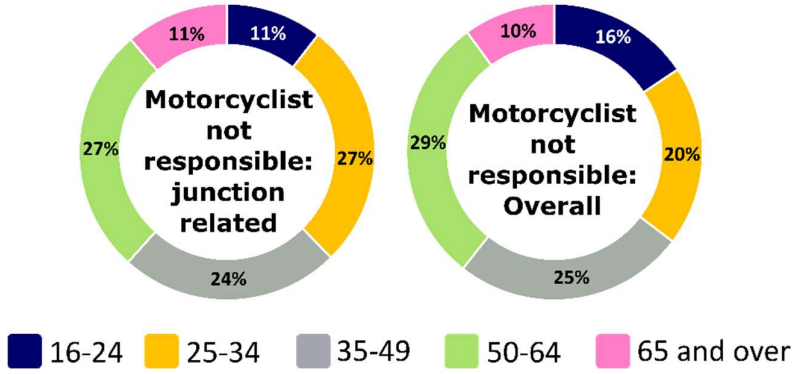


Motorcyclists Not Responsible

Nearly half of the grouped causation factors where the motorcyclist was not at fault were careless driving causations which occurred at a junction (49%) with the top 3 causation factors for motorcyclists not being responsible between 2020 and 2024 being 'turning right without care', 'emerging from minor road without care' and 'crossing or entering road junction without care' making up the top 3. Evidently, emerging from a junction or turning at a junction is a big factor in collisions involving a motorcycle where the motorcyclist was not at fault – many cars hit motorcyclists when a car is turning right and a motorcycle is continuing straight perhaps because the driver of the car does not see the motorcycle. Similarly, cars emerging from minor or private roads and entrances may not anticipate the motorcyclist due to their size and speed and proceed onto the main road in front of the motorcyclist when it is not safe to do so.

In terms of age group, there is little difference in the age of casualties when the motorcyclist is not responsible for the collision, when split by junction related and overall. See comparison in Figure 16 below:

Figure 16: Age breakdown of motorcyclist KSI where they were not responsible, split by junction related and overall, 2020-2024



Motorcyclists Responsible

Regarding collisions where the motorcyclist was responsible shows that far fewer of these occur at junctions with just 28 (9%) of the 297 responsible KSIs in the last five years having a junction related principal causation factor. Instead, the top four factors were 'Inattention or attention diverted' (67 motorcyclist KSIs), 'overtaking on offside without care' (54 motorcyclist KSIs) and both 'excessive speed having regard to conditions' & 'wrong course position' (each with 26 motorcyclist KSIs) with these four alone accounting for over half (58%) of motorcyclists killed or seriously injured where the rider was responsible. Other factors which feature prominently where a motorcyclist is responsible are 'inexperience with type of vehicle' with 20,

‘driving too close’ and ‘impaired by alcohol – driver/rider’ are also relatively high with 14 and 13 motorcyclists killed or seriously injured having these factors assigned respectively.

Figure 17 below shows an overall breakdown by age compared with the top four causation factors for motorcyclist responsibility. It shows that the older age groups were much more likely to be at fault for overtaking (offside) with the 50-64 and 65+ age groups accounting for 39% of this causation, compared to 28% overall. In contrast the 16 to 24 age group were more overrepresented in wrong course/position with nearly a third (31%) accounting for this causation, compared to 19% overall. Riders aged 25-34 and 35-49 were both overrepresented in the speeding with 31% and 46% accounting for this causation respectively, compared to 21% and 29% overall.

Figure 17: Age breakdown of motorcyclists responsible for the KSI injuries causation factor, 2020-2024

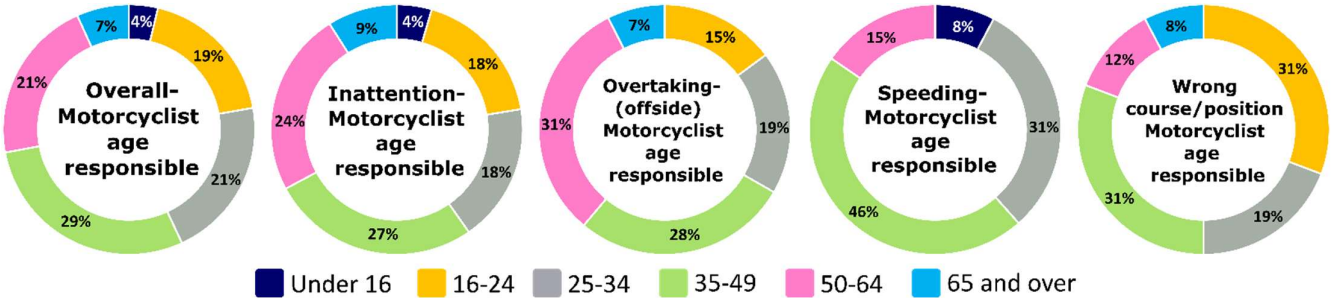
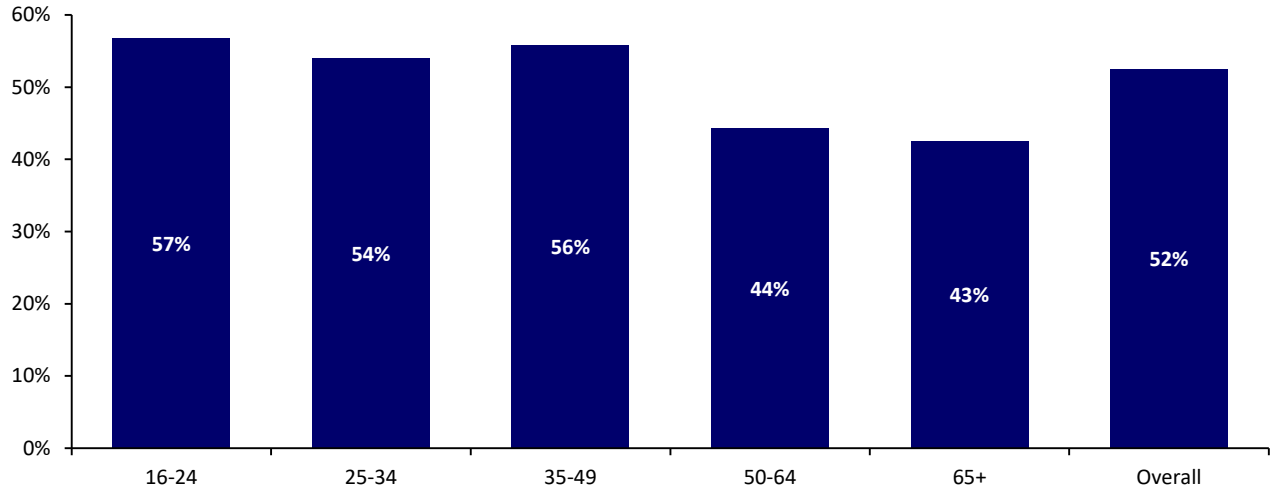


Table 5: Motorcyclist KSI Casualties by responsibility and age group, 2020-2024

Age Group	Motorcyclist not Responsible	Motorcyclists Responsible	Total
Under 16	0	11	**11**
16-24	42	55	**97**
25-34	53	62	**115**
35-49	68	86	**154**
50-64	79	63	**142**
65+	27	20	**47**
Total	**269**	**297**	**566**

Looking further at the age split by responsibility in Table 5 reveals further insight. The 16-24 age group were more likely to be responsible for their own injuries with over half (57%) of motorcyclist KSIs in this age range responsible for their collisions. Older riders, those aged 50-64 and 65+ were the least likely to be responsible for their injuries, with 44% and 43% respectively responsible for their injuries.

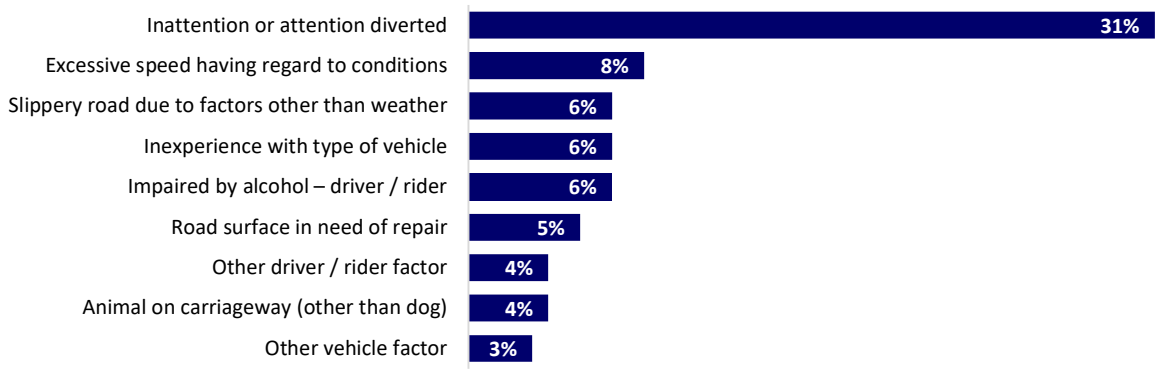
Figure 18: Percentage of motorcyclist KSIs responsible by age group, 2020-2024



SINGLE VEHICLE COLLISIONS

There were 139 motorcyclists killed or seriously injured due to single vehicle collisions between 2020 and 2024 equating to a quarter (25%) of the 566 motorcyclist KSI casualties in total. The top causation factors of motorcycle single vehicle collisions are presented below with 'inattention or attention diverted' accounting for the most of these with 43 (31%). 'Excessive speed having regard to conditions', 'slippery road due to factors other than the weather' (i.e. oil), 'inexperience with type of vehicle' and 'impaired by alcohol – driver/rider' were all next highest.

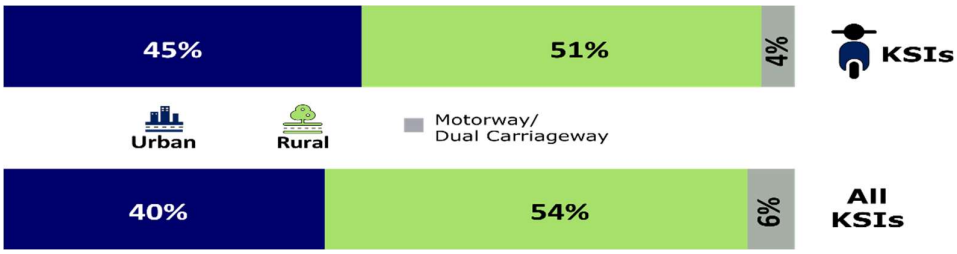
Figure 19: Main causes of single vehicle motorcycle collisions, 2020-2024



WHERE DO MOTORCYCLIST KSIs OCCUR?

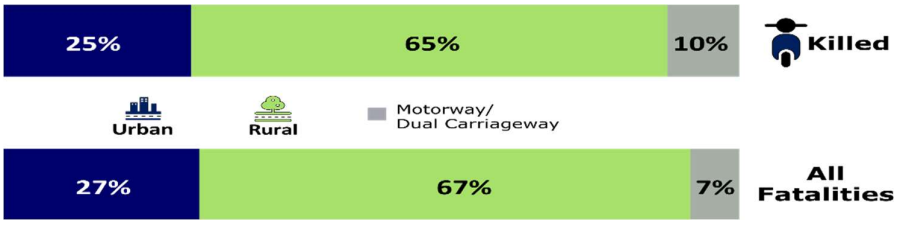
The majority (51%: 286 of 566) of motorcyclist KSI casualties occurred on rural roads, 256 KSIs (45%) occurred on urban roads[2], and 24 (4%) on motorways or dual carriageways. This compares with the 54% and 40% for all KSI casualties that occur on rural roads and urban roads respectively, meaning that motorcycle KSIs are slightly overrepresented on urban roads and slightly underrepresented on rural roads. See Figure 20 below:

Figure 20: Motorcyclist KSI casualties by location compared with all KSI casualties, 2020-2024



Looking at the split of motorcycle fatalities compared with all road users killed. Figure shows a greater percentage of motorcyclists and all road users were killed on rural roads. Almost two-thirds (65%) 33 out of the 51 fatalities occurring on single carriageways with a speed limit greater than 40 miles per hour. This is slightly lower proportionally than the 67% of deaths on country roads observed for all fatalities. The percentage of fatalities that occurred on urban roads is lower for both motorcyclists and all road users when comparing with KSIs. This could be due to the lower speed associated with urban roads.

Figure 21: Motorcyclist fatalities by location compared with all fatalities, 2020-2024



[2] Urban roads are defined as roads with speed limit less than or equal to 40mph, while rural roads are roads with a speed limit greater than 40mph (excluding motorways and dual carriageways)

Figure 22 shows that 65% of the motorcyclist fatalities occurred on roads with a 60 mile per hour speed limit (the national speed limit of single carriageway roads) but it is perhaps worth noting that nearly a fifth (18%) of motorcycle fatalities and two fifths of motorcyclists seriously injured (40%) occurred on roads with a speed limit of just 30 miles per hour. Table 6 shows a breakdown of motorcyclist KSIs by carriageway type, and you can see from this that the vast majority of these occurred on a single carriageway (91%).

Figure 22: Motorcyclist KSI casualties by speed limit and severity, 2020-2024

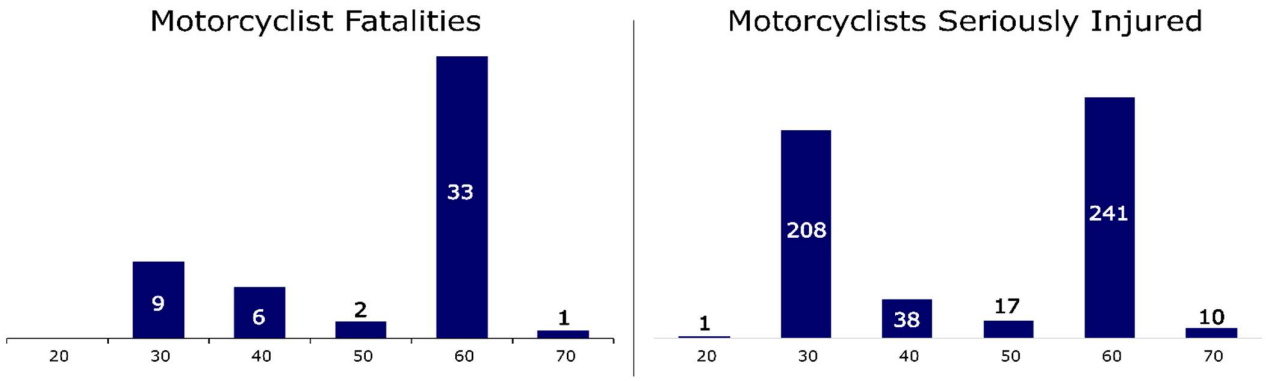
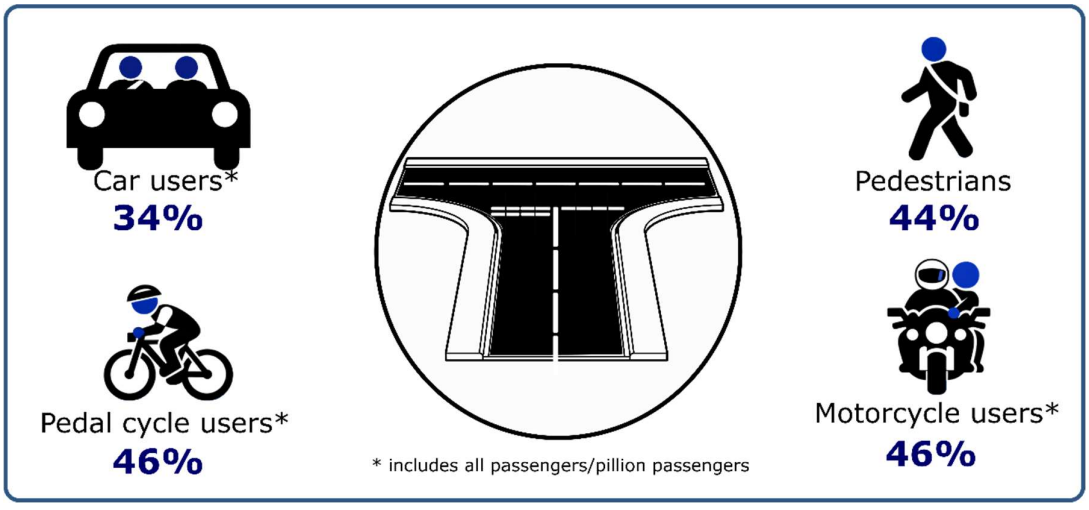


Table 6: Motorcyclist KSIs by severity of injury and carriageway type, 2020-2024

	Killed	Seriously Injured	Total
Roundabout	0	21	**21**
One way Street	0	4	**4**
Dual Carriageway	5	14	**19**
Motorway	0	5	**5**
Single Carriageway	46	469	**515**
Slip Road	0	2	**2**
Total	**51**	**515**	**566**

Regarding junctions, nearly a half (46%) of all motorcycle user KSI casualties between 2020 and 2024 took place at either a T or staggered junction (31%) or a private entrance or drive (15%). Figure 23 gives the proportion for each road user over the 5-year period that occurred at a T or staggered junction or private drive/entrance. See Table A15 in the Appendix for a full breakdown. KSIs amongst motorcycle users at these junctions have the highest proportion by category, much higher than the equivalent proportion of car user KSIs (34%) and gives further evidence along with the high proportion of junction causation factors on page 15 just how dangerous these junctions can be for motorcycle users.

Figure 23: Proportion of road user KSI casualties that occur at a T or staggered junction or private drive/entrance, 2020-2024

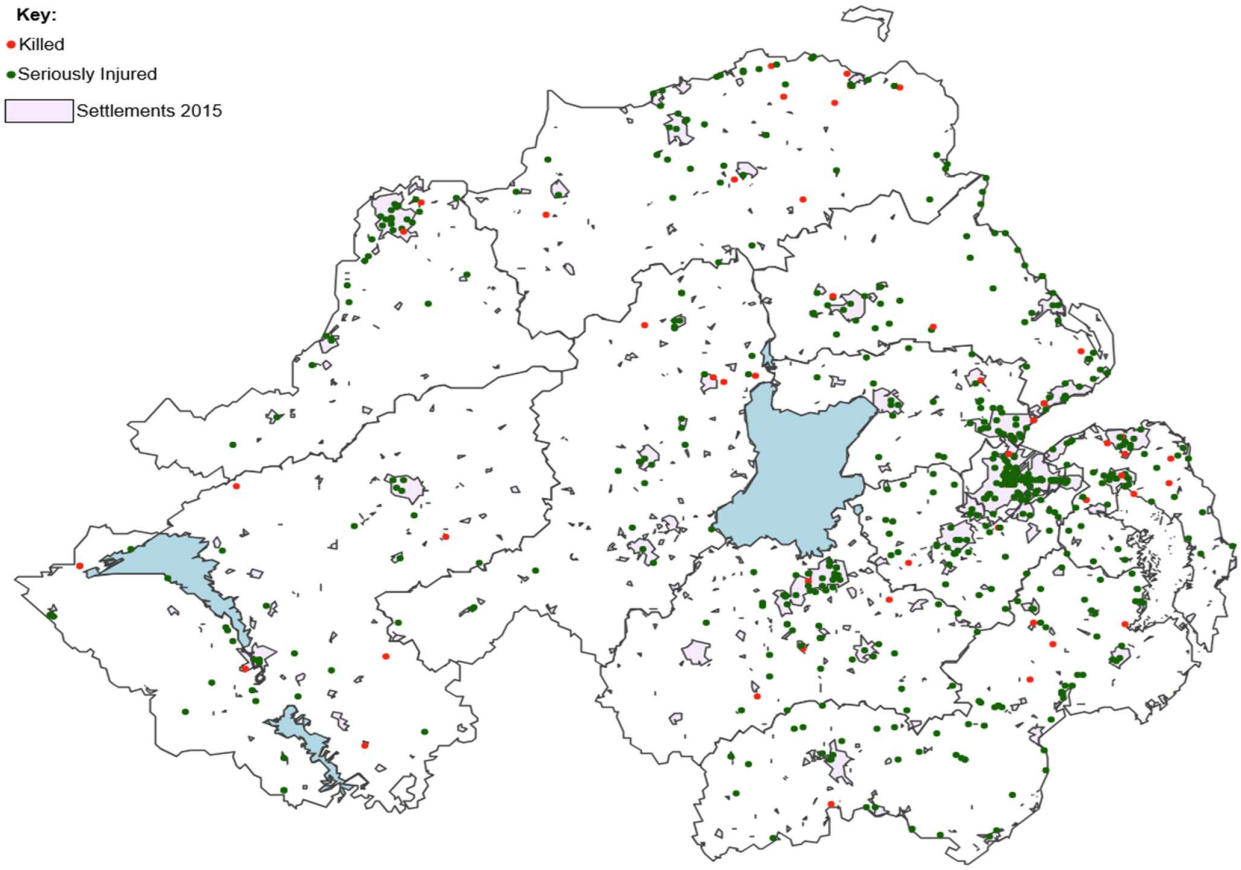


MAPPING

The below map shows motorcyclist KSIs in Northern Ireland in 2020-2024, plotted on the 2015 settlements overlay (displayed in purple) as defined by NISRA[3]. The majority of these KSIs occurred in the east of the country, with Belfast reporting the most while the Ards & North Down and Causeway Coast & Glens LGDs reported the most motorcyclist deaths over the five-year period with nine each.

Clusters of KSIs appear in towns and cities, with approximately 39% of motorcyclists killed or seriously injured between 2020 and 2024 occurring in urban settlements (those having a population of more than 5,000 people)[4]. This means that 61% of motorcyclist KSIs over the five years occurred in rural areas, with 56% of the total occurring in open countryside. The corresponding proportions for motorcycle fatalities showed twelve deaths (24%) occurred in urban areas and of the other 39 (76%) which took place in rural areas, 37 (73%) occurred outside of any settlement. A further breakdown by settlement band is available in Table A16 in the Appendix.

Map 1 – Motorcyclist KSIs in Northern Ireland with settlement overlay, 2020-2024



Clusters around towns and cities are not unexpected as these are more heavily populated areas. Map 2 below therefore aims to take account of the differing population densities by plotting the rate of motorcyclist KSI casualties in each Local Government District in 2020-2024 per 100,000 population. Newry, Mourne & Down reports the highest motorcyclist rate per population (41.5). The next highest LGD was Mid and East Antrim (38.6) and third was Causeway Coast & Glens with 35.9. The LGD with the lowest rate was Mid Ulster with 19.0, closely followed by Derry & Strabane with a rate of 21.0.

[3] https://www.nisra.gov.uk/sites/nisra.gov.uk/files/publications/settlement15-guidance.pdf

[4] This differs from the 45% reported in Figure 20 on page 17. The map above refers to urban settlements (> =5000 people), while Figure 20 refers to urban roads (<= 40 mph).

Map 2 – Rate of Motorcyclist KSIs in Northern Ireland per 100,000 population, 2020-2024

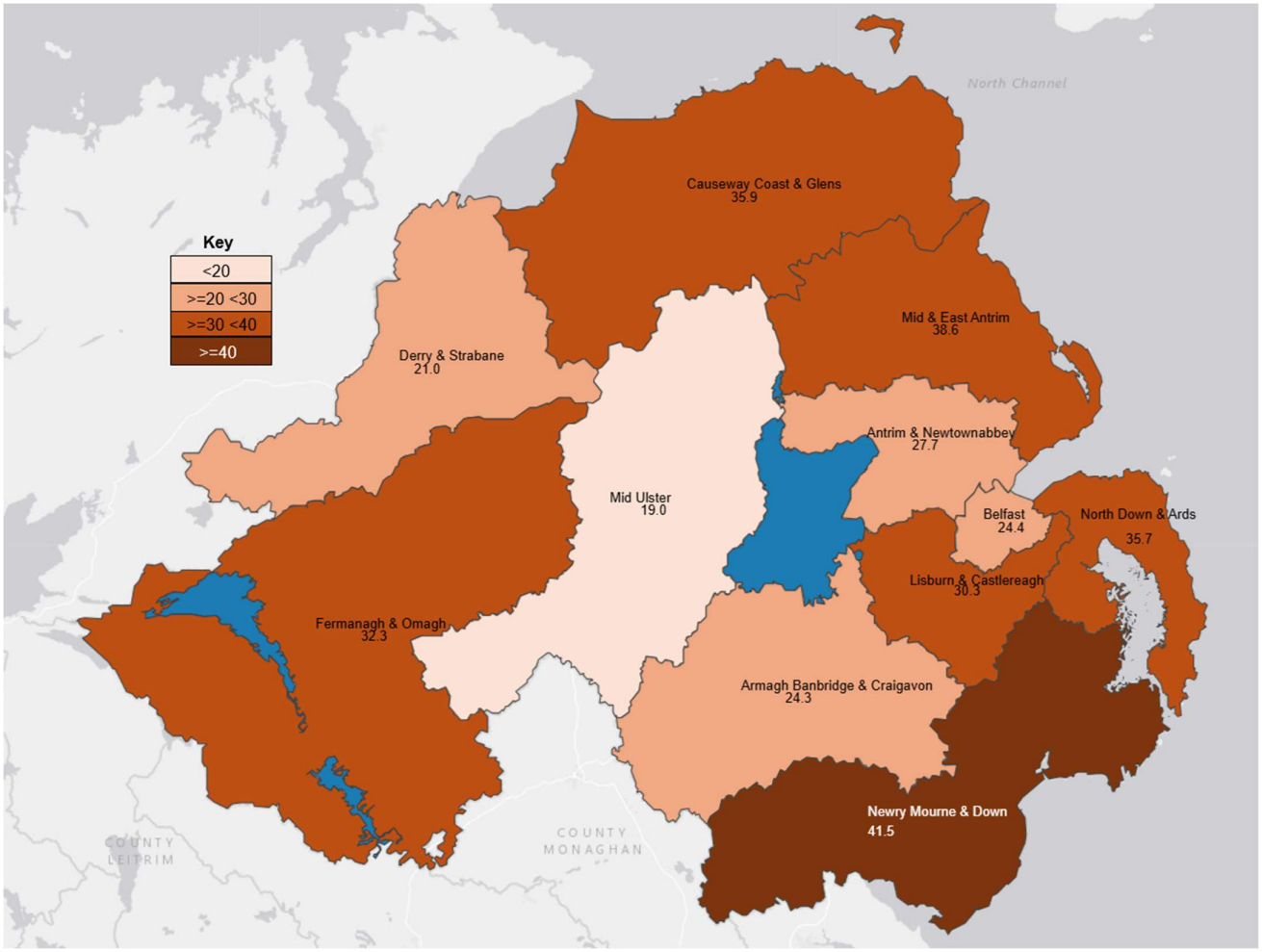


Table 7: Motorcycle KSI casualties per 100,000 population by Local Government District, 2020-2024

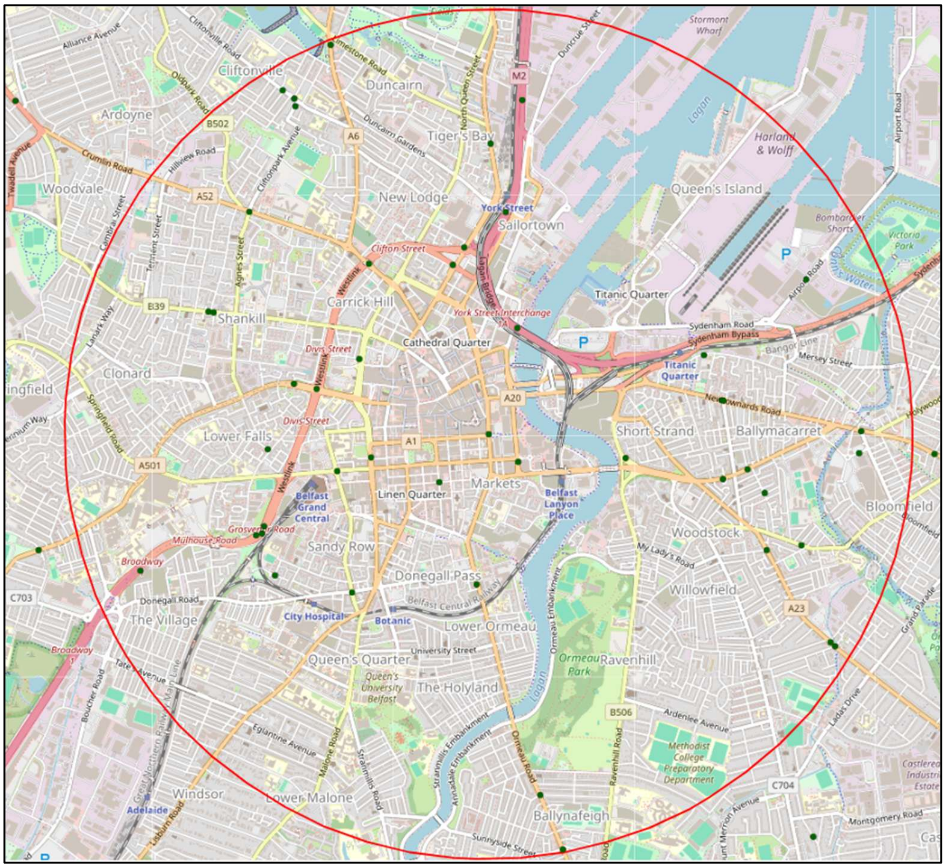
	Fatalities	Seriously Injured	KSI Casualties	2024 Mid-Year Population Estimate	KSI Rate*
Antrim & Newtownabbey	3	38	41	148,100	27.7
Ards & North Down	9	50	59	165,415	35.7
Armagh City, Banbridge & Craigavon	4	50	54	222,511	24.3
Belfast	3	83	86	352,390	24.4
Causeway Coast & Glens	9	42	51	141,954	35.9
Derry City & Strabane	2	30	32	152,383	21.0
Fermanagh & Omagh	6	32	38	117,687	32.3
Lisburn & Castlereagh	2	44	46	151,669	30.3
Mid & East Antrim	4	50	54	139,913	38.6
Mid Ulster	4	25	29	152,718	19.0
Newry, Mourne & Down	5	71	76	183,115	41.5
Northern Ireland	**51**	**515**	**566**	**1,927,855**	**29.4**

* KSI rate calculated as number of KSIs per 100,000 population estimate

MOTORCYCLIST KSI COLLISION HOTSPOTS

Examining collision sites which have the greatest numbers of motorcyclist KSI casualties within a 2.5-kilometre radius for the five-year period 2020-2024 identifies an area centred on Belfast[5]. This is shown in the map below:

Map 3 – Motorcycle KSI collisions within Belfast City LGD, 2020-2024

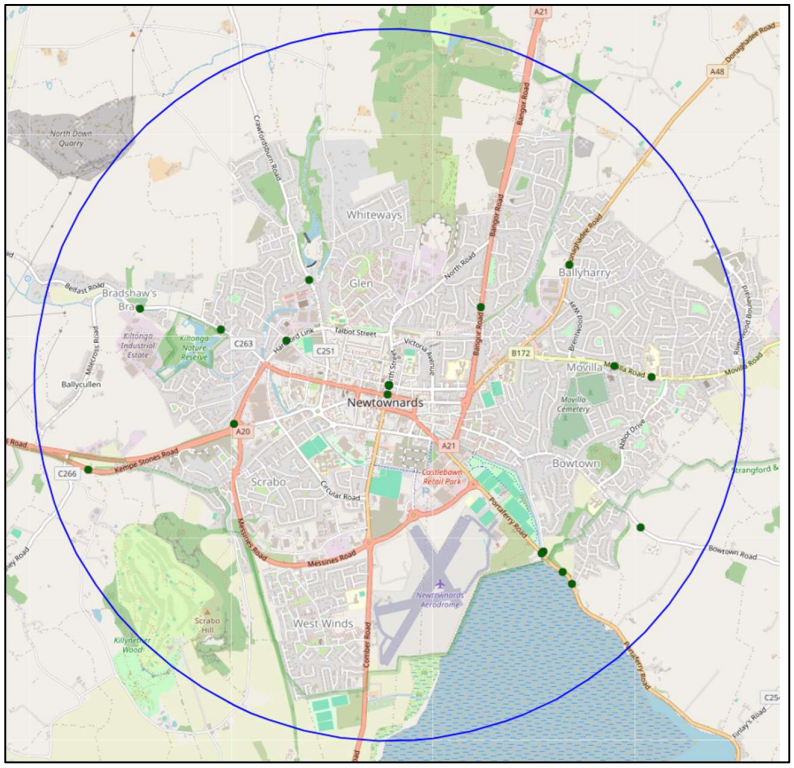


By far the highest number of motorcyclist KSI collisions (46) within a 2.5-kilometre radius occurred in Belfast City Centre which is shown by the red circle on the map. This area covers most of Belfast extending from the Queens Quarter to the south of the city to the Clonard in the West, Ballymacarret in the East and the Duncairn area to the North. It is unsurprising that the numbers are so high within this area considering the volume of commuter traffic within Belfast and the main thoroughfares to the City Centre including the Ormeau Road, Newtownards Road, Castlereagh Road, Falls Road and the Westlink all have at least one motorcyclist KSI occurring on these roads within the last five years.

[5] Please note that it is possible to draw further circles which contain more collisions than the blue and purple circles within a 2.5km radius in Belfast City centre, however, the current map is presented using the criteria that each circle must be comprised of different collisions.

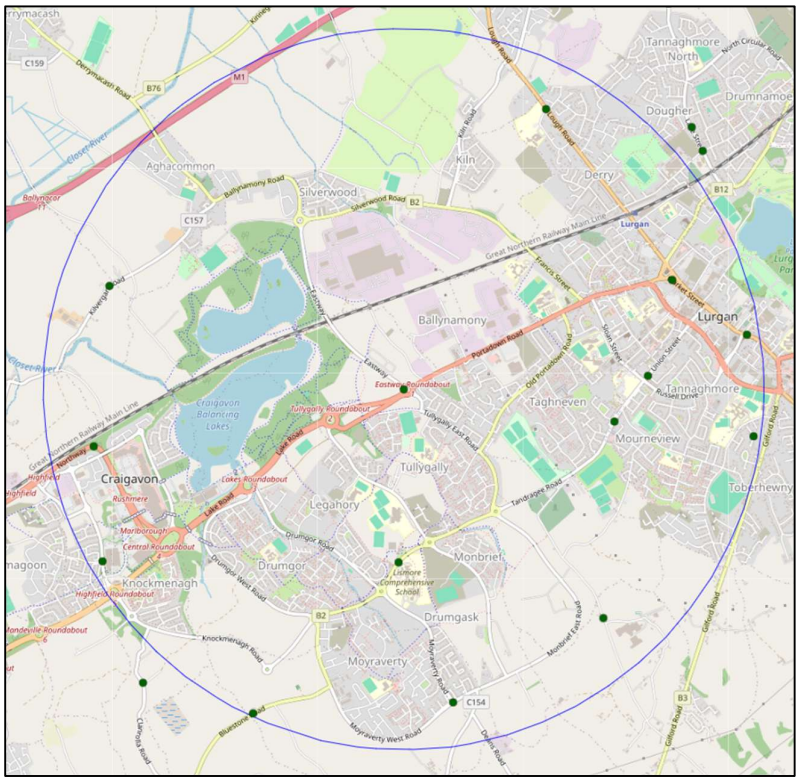
Map 4 – Newtownards, 2020-2024

Outside of Belfast, there were eighteen motorcyclists KSI collisions within 2.5 kilometres of Newtownards town centre during 2020-2024. Ten of the eighteen collisions tha occurred within the blue circle occurred on roads with a speed limit of 30 miles per hour and a further four collisions occurred on roads where the speed limit was 40 miles per hour. This again highlights just how susceptible motorcycle riders are to serious injury even at relatively low speeds.



Map 5 Lurgan & Craigavon, 2020-2024

The area centered on the Eastway roundabout between Craigavon and Lurgan had fourteen motorcyclists seriously injured within a 2.5 kilometre radius over the five year period, 2020-2024.



MOTORCYCLIST KSI RISK RATES

This section of the report will examine the KSI risk for motorcyclists compared with the KSI risk for other road users. Looking at the raw numbers in the five-year period 2020-2024 there were 566 motorcyclist KSI casualties, while there were 1,720 car driver KSI casualities over the same period. The equivalent figures for motorcycle users and car users were 589 and 2,531. These figues suggest that car users are at greater risk on the road, but do not account for the lower number of motorcycles using the roads. This section will look at the risk motorcyclists face using the roads, compared with other road users.

KSI Casualties by licensed vehicle

Table 8 below shows the number of vehicles (motorcycles & cars) licensed each year at August, the number of KSIs for motorcycle users and car users, and the KSI rate for motorcycle users and car users. Looking at the annual figures for the period 2014-2024 each year there are more car user KSI casualties than motorcycle user. There are usally around four times as many car user KSIs than motorcycle user KSIs. When accounting for the number of vehicles licensed and calculating the KSI rate (number of KSIs per 100,000 vehicles), the rate of motorcycle user KSIs is higher each year (usually around nine times higher) than the rate of car user KSIs.

Table 8: Motorcycle & car Licences, KSIs and KSI rate, 2014-2024

Year	Licensed vehicles		KSIs		KSI Rate*	
	Motorcycle	Car**	Motorcycle Users	Car** Users	Motorcycle Users	Car** Users
2014	27,902	1,009,976	102	448	366	44
2015	25,466	1,022,609	88	458	346	45
2016	25,224	1,050,961	96	547	381	52
2017	25,609	1,076,429	97	485	379	45
2018	25,721	1,093,813	113	446	439	41
2019	26,561	1,119,984	93	479	350	43
2020	26,319	1,127,603	96	361	365	32
2021	29,402	1,151,209	112	498	381	43
2022	29,477	1,153,363	123	553	417	48
2023	30,350	1,178,070	119	522	392	44
2024	30,138	1,199,143	139	597	461	50

Source: PSNI Road Traffic Collisions Statistcs & DVA Activity Statistics

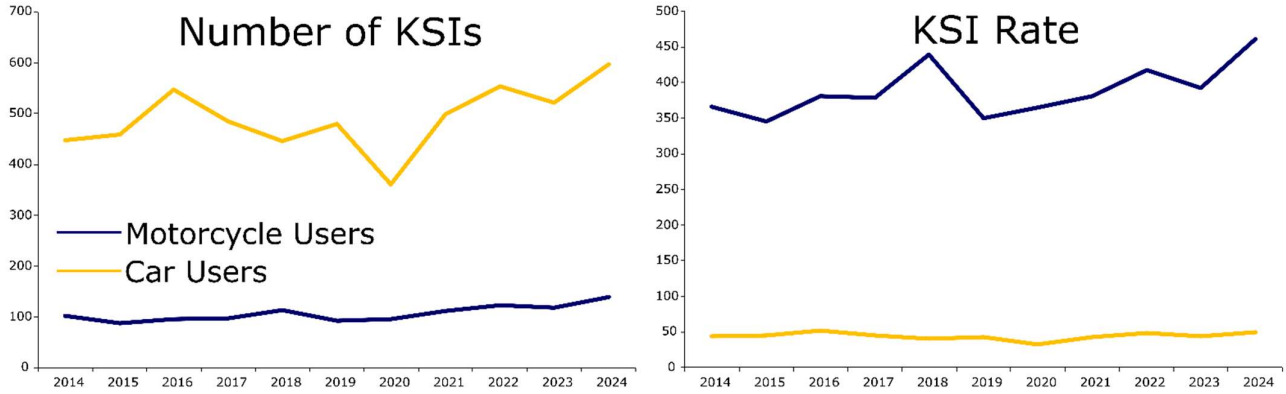
* KSI rate calculated as number of KSI per 100,000 vehicles licensed.

** Car includes light goods vehicles (vans).

Motorcycle users includes motorcyclists and pillion passengers, car users includes drivers and passengers.

The difference between the number and rate of KSIs for motorcycle and car users can be seen in figure 24 below.

Figure 24: Motorcycle & car Licences, KSIs and KSI rate, 2014-2024



Rate of KSI casualties per traffic volume

Licensed vehicle 'risk rate' has been included for context, but distance travelled can vary significantly by vehicle. Traffic count information is also included for context and as an alternative risk measurement, but it should be noted that the data from those counters can be affected by where on the road network the the traffic counters are located.

This section looks at the rate of motorcycle and car user KSI casualties per volume of traffic. It combines the KSI casualty information from the PSNI road traffic collisions statistics with average traffic flows from the annual traffic census.

The traffic volumes for cars and motorcycles are based on data collected from automatic traffic counting sites located throughout the road network in Northern Ireland. The volume is calculated by summing the Annual Average Daily Traffic (AADT) flow from the 60 traffic counters in Northern Ireland.

Table 11: Number of KSI casualties, traffic volume and KSI rate for cars and motorcycles, 2024

Road User	KSI casualties	Volume ('000s)	KSI rate*
Car User	597	1,243,000	4.8
Motorcycle User	139	5,000	302.8

* KSI rate calculated on unrounded volume

Table 11 shows that in 2024 there were 597 car users killed or seriously injured, which is over four times higher than the 139 motorcycle users killed or seriously injured. These figures can be examined in the context of traffic volumes with more cars on the roads than motorcycles. In 2024 volume for cars was considerably higher than motorcycles. The KSI rate (number of KSIs per 10,000 volume) shows the KSI rate for motorcycle users was 302.8 which is over sixty times higher than the equivalent rate of 4.8 for car users.

Percentage of casualties that are KSI casualties

This section looks at the risk of a road user being Killed or Seriously Injured when they are injured in a road traffic collision.

Table 9: Percentage of casualties that are KSI casualties by road user and age, 2020-2024

Road User	Under 16	16-24	25-34	35-49	50-64	65+	Total
Pedestrians	28%	26%	23%	24%	29%	48%	29%
Car Users	4%	10%	7%	7%	9%	15%	8%
Motorcycle Users	38%	31%	41%	48%	44%	47%	41%
Pedal Cyclists	18%	13%	17%	28%	34%	42%	25%
Other Road Users	20%	19%	10%	10%	12%	16%	14%
Total	**11%**	**12%**	**9%**	**10%**	**14%**	**20%**	**12%**

Table 9 above shows for all road users that 12% of road users injured in a road traffic collision are killed or seriously injured, but this percentage can vary depending on the road user and age. Motorcycle users are the most likely to be KSI casualties when injured in a road traffic collision, with 41% of casualties being KSI. The next highest percentage is Pedestrians with 29% and the lowest is car users with 8%.

Looking at road user and age, motorcycles users aged 35-49 have the highest percentage (48%) of casualties that are KSI casualties. Pedestrians aged 65+ have the second highest percentage (48%) of casualties that are KSI casualties, closely following by motorcycle users aged 65+ with 47%.
Road users aged 65+ have the highest percentage (20%) of casualties that are KSI casualties when looking at age. The lowest percentage of casualties that are killed or seriously injured were car users aged under 16 with 4% of casualties being KSI casualties.

Table 10: Percentage of casualties that are KSI casualties by road user and road type, 2020-2024

Road User	Motorway/Dual carriageway	Rural	Urban	Total
Pedestrians	44%	39%	27%	29%
Car Users	6%	14%	4%	8%
Motorcycle Users	43%	55%	32%	41%
Pedal Cyclists	38%	40%	20%	25%
Other Road Users	10%	21%	10%	14%
Total	**8%**	**17%**	**9%**	**12%**

Table 10 above shows that road users on rural roads have the highest risk of a casualty being killed or seriously injured when injured in a road traffic collision with 17% of casualties being KSI casualties. The percentage of casualties on rural roads that are KSI casualties is nearly double the 9% for urban roads and over double the 8% for Motorway/Dual Carriageways.

When looking at people injured in road traffic collisions by type of road user and type of road, motorcycle users on rural roads have the highest percentage with over half (55%) of casualties being killed or seriously injured. Pedestrians injured in road traffic collisions on Motorway/Dual Carriageways have the second highest percentage with 44%. Motorcycle users injured in road traffic collisions on Motorway/Dual Carriageways have the third highest percentage with 43%. Car users injured in road traffic collisions on urban roads have the lowest percentage (4%) of casualities that are KSI casualties.

APPENDIX OF TABLES

A1: Motorcyclist casualties by severity of injury alongside pillion passenger and all KSI casualties, 2002-2024

	Motorcyclists					Pillion passengers	All
Year	Killed	Seriously Injured	*KSI Casualties*	Slightly Injured	Total	KSI Casualties	KSI Casualties
2002	19	168	*187*	278	465	13	1,676
2003	20	144	*164*	285	449	11	1,438
2004	22	143	*165*	311	476	8	1,330
2005	14	146	*160*	251	411	9	1,208
2006	14	128	*142*	267	409	7	1,337
2007	25	128	*153*	297	450	6	1,210
2008	15	123	*138*	319	457	6	1,097
2009	16	138	*154*	260	414	7	1,150
2010	8	112	*120*	255	375	10	947
2011	6	102	*108*	238	346	8	884
2012	4	96	*100*	189	289	3	843
2013	10	91	*101*	210	311	5	777
2014	13	84	*97*	192	289	5	789
2015	4	78	*82*	202	284	6	785
2016	4	88	*92*	193	285	4	896
2017	9	80	*89*	185	274	8	841
2018	7	101	*108*	185	293	5	785
2019	3	84	*87*	185	272	6	830
2020	8	84	*92*	118	210	4	652
2021	14	92	*106*	185	291	6	859
2022	9	110	*119*	181	300	4	965
2023	13	103	*116*	158	274	3	951
2024	7	126	*133*	160	293	6	1,008

Source: Police Service of Northern Ireland Road Traffic Collision Data

A2: Motorcyclist KSI casualties and motorcycle user* KSI casualties as a proportion of all KSI casualties rolling five-year average, 2002-2024

Year	Motorcyclists KSIs	Motorcycle user* KSIs	All KSIs	Motorcyclist proportion	Motorcycle user* proportion
2002-2006	164	173	1,398	12%	12%
2003-2007	157	165	1,305	12%	13%
2004-2008	152	159	1,236	12%	13%
2005-2009	149	156	1,200	12%	13%
2006-2010	141	149	1,148	12%	13%
2007-2011	135	142	1,058	13%	13%
2008-2012	124	131	984	13%	13%
2009-2013	117	123	920	13%	13%
2010-2014	105	111	848	12%	13%
2011-2015	98	103	816	12%	13%
2012-2016	94	99	818	12%	12%
2013-2017	92	98	818	11%	12%
2014-2018	94	99	819	11%	12%
2015-2019	92	97	827	11%	12%
2016-2020	94	99	801	12%	12%
2017-2021	96	102	793	12%	13%
2018-2022	102	107	818	13%	13%
2019-2023	104	109	851	12%	13%
2020-2024	113	118	887	13%	13%

Source: Police Service of Northern Ireland Road Traffic Collision Data

* includes pillion passengers

A3: Motorcycles licensed, 2002-2024

Year	Motorcycles Licensed	Year	Motorcycles Licensed
2002	20,230	2014	24,044
2003	26,682	2015	22,301
2004	27,326	2016	22,142
2005	28,689	2017	22,270
2006	29,922	2018	22,452
2007	31,763	2019	23,170
2008	31,225	2020	24,027
2009	31,156	2021	26,295
2010	30,001	2022	26,080
2011	28,536	2023	26,387
2012	26,998	2024	26,303
2013	24,345		

Source: Northern Ireland Transport Statistics 2002 to 2013 and the Driver & Vehicle Agency 2014-2024

A4: Motorcycles licensed rolling five-year average, 2002-2024

Year	Motorcycles Licensed	Percentage change from last year
2002-2006	26,570	-
2003-2007	28,876	9%
2004-2008	29,785	3%
2005-2009	30,551	3%
2006-2010	30,813	1%
2007-2011	30,536	-1%
2008-2012	29,583	-3%
2009-2013	28,207	-5%
2010-2014	26,785	-5%
2011-2015	25,245	-6%
2012-2016	23,966	-5%
2013-2017	23,020	-4%
2014-2018	22,642	-2%
2015-2019	22,467	-1%
2016-2020	22,812	2%
2017-2021	23,643	4%
2018-2022	24,405	3%
2019-2023	25,192	3%
2020-2024	25,818	2%

Source: Northern Ireland Transport Statistics 2002 to 2013 and the Driver & Vehicle Agency 2014-2024

A5: Motorcyclist KSIs by age and sex rolling five-year totals, 2014-2024

	Year	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024
Male	Under 16	3	3	2	4	5	6	9
	16-24	91	76	72	67	70	73	90
	25-34	102	102	108	111	119	110	111
	35-49	126	122	114	119	126	134	144
	50-64	102	112	128	135	138	139	139
	65+	24	24	26	25	30	33	46
	Total[1]	**448**	**439**	**450**	**461**	**488**	**495**	**539**
Female	Under 16	0	0	0	1	2	2	2
	16-24	5	5	5	4	6	6	7
	25-34	1	1	2	3	3	2	3
	35-49	8	8	6	7	7	10	10
	50-64	5	5	5	6	5	4	3
	65+	0	0	0	0	1	1	1
	Total[1]	**20**	**19**	**18**	**21**	**24**	**25**	**26**
Total	Under 16	3	3	2	5	7	8	11
	16-24	96	81	77	71	76	79	97
	25-34	103	103	110	114	122	112	115
	35-49	134	130	120	126	133	144	154
	50-64	107	117	133	141	143	143	142
	65+	24	24	26	25	31	34	47
	Total[1]	**468**	**458**	**468**	**482**	**512**	**520**	**566**

Source: Police Service of Northern Ireland Road Traffic Collision Data

[1]Includes drivers of unknown age

A6: On-Road Motorcycle Test Passes with Average Age, 2004-2024

Year of Test	No. of Test Passes	Average Age at Time of Test*
2004	1,324	32.1
2005	1,409	31.8
2006	1,551	32.3
2007	1,827	32.8
2008	2,355	32.4
2009	1,005	32.7
2010	1,106	32.7
2011	1,592	34.2
2012	1,356	33.5
2013	720	33.9
2014	846	34.6
2015	981	34.1
2016	999	34.8
2017	1,078	34.8
2018	1,006	34.1
2019	1,082	35.5
2020	658	36.1
2021	1,092	36.1
2022	1,236	36.0
2023	1,215	35.4
2024	1,132	35.2

* Age calculated as days between test date and date of birth, divided by 365.25

Source: Driver & Vehicle Agency

A7: Motorcyclist KSI Casualties by light of day, 2020-2024

Light conditions	Number	Proportion
Daylight	475	84%
Darkness	91	16%
Total	**566**	**-**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A8: Motorcyclist KSI casualties by month of year, 2020-2024

Month	2020	2021	2022	2023	2024	Total
January	4	3	9	5	6	27
February	3	8	0	10	7	28
March	7	6	10	2	3	28
April	9	13	11	9	10	52
May	8	11	12	20	20	71
June	5	13	17	11	19	65
July	12	11	13	8	13	57
August	13	14	17	14	19	77
September	16	5	11	16	15	63
October	8	11	9	8	6	42
November	3	7	5	5	11	31
December	4	4	5	8	4	25
Total	**92**	**106**	**119**	**116**	**133**	**566**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A9: Top 10 causation factors for motorcyclist KSI Casualties, 2020-2024

Principal Causation Factor	Motorcyclist not responsible KSI Casualties	Motorcyclist responsible KSI Casualties	Total KSI casualties
Inattention or attention diverted	10	67	77
Overtaking on offside without care	10	54	64
Turning right without care	55	8	63
Emerging from minor road without care	37	6	43
Wrong course / position	10	26	36
Excessive speed having regard to conditions	4	26	30
Crossing or entering road junction without care	23	6	29
Inexperience with type of vehicle	1	20	21
Emerging from private road / entrance without care	14	6	20
Driving too close	3	14	17
Other Factors	102	64	166
Total	**269 (48%)**	**297 (52%)**	**566**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A10: Age group of road user responsible split by responsibility for selected causation factors, 2020-2024

	Motorcyclist Not Responsible KSIs Casualties		Motorcyclist Responsible KSI Casualties						Overall
Age group	Junction related	All	Inattention	Overtaking (offside)	Speeding	Wrong Course Position	Alcohol	All	
<16	0	0	3	0	2	0	0	11	**11**
16-24	14	42	12	8	0	8	2	55	**97**
25-34	36	53	12	10	8	5	6	62	**115**
35-49	32	68	18	15	12	8	4	86	**154**
50-64	36	79	16	17	4	3	1	63	**142**
65+	15	27	6	4	0	2	0	20	**47**
Total	**133**	**269**	**67**	**54**	**26**	**26**	**13**	**297**	**566**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A11: Top causation factors for single vehicle motorcyclist KSI Casualties, 2020-2024

Principal Causation Factor	Total KSI casualties	Proportion
Inattention or attention diverted	43	31%
Excessive speed having regard to conditions	11	8%
Impaired by alcohol – driver / rider	9	6%
Inexperience with type of vehicle	9	6%
Slippery road due to factors other than weather	9	6%
Road surface in need of repair	7	5%
Animal on carriageway (other than dog)	5	4%
Other driver / rider factor	5	4%
Other vehicle factor	4	3%
Other	37	27%
Total	**139**	

Source: Police Service of Northern Ireland Road Traffic Collision Data

A12: Motorcyclist KSI casualties vs all KSI casualties by road type, 2020-2024

KSI Casualties	Urban	%	Rural	%	Motorway/ Dual C'way	%	Total
Motorcyclists	256	*45%*	286	*51%*	24	*4%*	**566**
All	1,795	*40%*	2,379	*54%*	261	*6%*	**4,435**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A13: Motorcyclist fatalities vs all fatalities by road type, 2020-2024

Fatalities	Urban	%	Rural	%	Motorway/ Dual C'way	%	Total
Motorcyclists	13	*25%*	33	*65%*	5	*10%*	**51**
All	80	*27%*	201	*67%*	20	*7%*	**301**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A14: Motorcyclist KSI casualties by severity and speed limit of road, 2020-2024

Speed limit of road	Killed	%	Seriously Injured	%	Total
20	0	*0%*	1	*0.2%*	**1**
30	9	*18%*	208	*40%*	**217**
40	6	*12%*	38	*7%*	**44**
50	2	*4%*	17	*3%*	**19**
60	33	*65%*	241	*47%*	**274**
70	1	*2%*	10	*2%*	**11**
Total	**51**	**-**	**515**	**-**	**566**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A15: KSI casualties by junction type, 2020-2024

Junction	Car Users	Pedestrians	Pedal cyclists	Motorcycle Users[1]	Total*
Not at or within 20m of junction	1,284	346	95	226	2,046
Roundabout	60	23	32	26	150
Mini Roundabout	4	9	3	5	22
Crossroads	262	46	28	42	393
Multiple Junction	51	28	18	12	118
Slip Road	10	1	1	4	17
Private drive/entrance	245	79	25	89	452
Other Junction	1	1	0	1	3
T or staggered junction	614	272	124	184	1,234
Total	**2,531**	**805**	**326**	**589**	**4,435**

Source: Police Service of Northern Ireland Road Traffic Collision Data

[1] Includes pillion Passengers * Includes other road users

A16: Motorcyclist fatalities and KSI casualties by settlement band, 2020-2024

Settlement Band	Classification	*Examples*	Urban /Rural	*Fatalities*	*KSIS*	%
A	Belfast	*Belfast City*	Urban	3	77	14%
B	Derry City	*Derry City*	Urban	1	15	3%
C	Large Town	*Coleraine, Lisburn*	Urban	6	104	18%
D	Medium Town	*Enniskillen, Limavady*	Urban	1	17	3%
E	Small Town	*Comber, Greenisland,*	Urban	1	8	1%
F	Intermediate Settlement	*Richhill, Saintfield,*	Rural	1	11	2%
G	Village	*Magheralin,, Rathfriland*	Rural	0	5	1%
H	Population less than 1,000	*Ballyrobert, Stewartstown*	Rural	1	12	2%
-	Open Countryside	-	Rural	37	317	56%
Total				**51**	**566**	

Source: Police Service of Northern Ireland Road Traffic Collision Data

A17: Motorcyclist fatalities and KSI casualties by Local Government District, 2020-2024

Local Government District	Killed	Seriously Injured	KSI	Population	Killed Rate*	Seriously Injured Rate	KIS Rate
Antrim & Newtownabbey	3	38	41	148,100	2.0	25.7	27.7
Ards & North Down	9	50	59	165,415	5.4	30.2	35.7
Armagh, Banbridge & Craigavon	4	50	54	222,511	1.8	22.5	24.3
Belfast City	3	83	86	352,390	0.9	23.6	24.4
Causeway Coast & Glens	9	42	51	141,954	6.3	29.6	35.9
Derry & Strabane	2	30	32	152,383	1.3	19.7	21.0
Fermanagh & Omagh	6	32	38	117,687	5.1	27.2	32.3
Lisburn & Castlereagh	2	44	46	151,669	1.3	29.0	30.3
Mid & East Antrim	4	50	54	139,913	2.9	35.7	38.6
Mid Ulster	4	25	29	152,718	2.6	16.4	19.0
Newry, Mourne & Down	5	71	76	183,115	2.7	38.8	41.5
Total	**51**	**515**	**566**	**1,927,855**	**2.6**	**26.7**	**29.4**

Source: Police Service of Northern Ireland Road Traffic Collision Data & NISRA Population Estimates

* Rate calculated per 100,000 population (Population taken at 2024)

A18: Motorcycle and car licences, KSI casualties and KSI rates, 2014-2024

Year	Licensed vehicles		KSI Casualties		KSI Rate	
	Motorcycle	Car	Motorcycle users	Car users	Motorcycle users	Car users
2014	27,902	1,009,976	102	448	366	44
2015	25,466	1,022,609	88	458	346	45
2016	25,224	1,050,961	96	547	381	52
2017	25,609	1,076,429	97	485	379	45
2018	25,721	1,093,813	113	446	439	41
2019	26,561	1,119,984	93	479	350	43
2020	26,319	1,127,603	96	361	365	32
2021	29,402	1,151,209	112	498	381	43
2022	29,477	1,153,363	123	553	417	48
2023	30,350	1,178,070	119	522	392	44
2024	30,138	1,199,143	139	597	461	50

Source: Police Service of Northern Ireland Road Traffic Collision Data & Driver & Vehicle Agency

A19: Percentage of Casualties that are KSI casualties by road user and age, 2020-2024

Road User	Under 16	16-24	25-34	35-49	50-64	65+	Total
Pedestrians	28%	26%	23%	24%	29%	48%	29%
Car Users	4%	10%	7%	7%	9%	15%	8%
Motorcycle Users	38%	31%	41%	48%	44%	47%	41%
Pedal Cyclists	18%	13%	17%	28%	34%	42%	25%
Other Road Users	20%	19%	10%	10%	12%	16%	14%
Total	**11%**	**12%**	**9%**	**10%**	**14%**	**20%**	**12%**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A20: Percentage of Casualties that are KSI casualties by road user and road type, 2020-2024

Road User	Motorway/Dual Carriageway	Rural	Urban	Total
Pedestrians	44%	39%	27%	29%
Car Users	6%	14%	4%	8%
Motorcycle Users	43%	55%	32%	41%
Pedal Cyclists	38%	40%	20%	25%
Other Road Users	10%	21%	10%	14%
Total	**8%**	**17%**	**9%**	**12%**

Source: Police Service of Northern Ireland Road Traffic Collision Data

A21: Number of KSI casualties, traffic volume and KSI rate for cars and motorcycles, 2024

Road User	KSI casualties	Volume	KSI rate
Car User	597	1,243,451	4.8
Motorcycle User	139	4,591	302.8

Source: Police Service of Northern Ireland Road Traffic Collision Data and Transport NI, C2-Cloud Traffic Data