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

Northern Ireland Road Safety Strategy to 2030

Annual Statistical Report 2025

Analysis, Statistics and Research Branch **Issue No:** 3
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OFFICIAL STATISTICS Accredited

Key Points

- There were 69 fatalities in road traffic collisions in 2024. This represents an increase of 2% from the strategy baseline figure (68), and a decrease of 3% from 2023 (71).

- There were 939 people seriously injured (SI) in road traffic collisions in 2024. This represents an increase of 25% from the strategy baseline figure (751), and an increase of 7% from 2023 (880).

- There were 93 Children (aged 0 to 15) killed or seriously injured (KSIs) in road traffic collisions in 2024. This represents an increase of 31% from the strategy baseline figure (71), and an increase of 12% from 2023 (83).

- There were 207 young people (aged 16 to 24) KSIs in road traffic collisions in 2024. This represents an increase of 5% from the strategy baseline figure (196), and an increase of 8% from 2023 (192).

- In 2024 car users had the lowest rate of KSIs per kilometres travelled (4 KSIs per 100 million kilometres travelled by car or van) compared to the other road user groups and hence considered at less risk. Motorcyclists had the greatest rate (359 motorcyclist KSIs pre 100 million kilometres travelled by motorcycle), with the rates for pedal cyclists (61 pedal cyclist KSIs per 100 million kilometres cycled) and pedestrians (29 KSIs per 100 million kilometres walked) being in between.

- People over the age of 70 had 51 KSIs per 100,000 population. This rate is 15% above that recorded in 2023 and is 21% above the baseline figure of 42.

- There were 48 people killed in collisions on rural roads. The numbers recorded in 2024 are up 2% on 2023 (47). Fatalities on rural roads are now 9% above the baseline figure of 44.

- There were 16 people killed in road traffic collisions where alcohol or drugs was attributed. This is 5 more than the 11 recorded in 2023. The number in 2024 is 8% below the baseline level of 17.

- There were 268 KSIs resulting from collisions involving drivers under the age of 25. This is a 12% increase from the number recorded in 2023 (240). The number in 2024 is 10% above the baseline number of 244.

- Over the three-year period 2022-2024, novice drivers (those within 2 years of passing their driving test) were involved in road traffic collisions that resulted in the death or serious injury of, on average, 144 people each year which represents a 28% increase on the 2014-2016 baseline average of 113 KSIs per annum. The greatest proportion of these involved a driver within six months of passing their test (35%), highlighting the increased risk associated with new drivers in the first 6 months after passing their driving test.

- In 2024, three-quarters (75%) of vehicles exceeded the speed limits on built-up roads (all road types up to 40mph) under free-running conditions (11pm-7am). On non-built-up roads, the proportion of vehicles exceeding the speed limits, under free-running conditions, was greatest on dual carriageways (41%), followed by single carriageways above 40mph (33%) and motorways (24%).

Reader information

Purpose: This is an annual publication which reports progress of Road Safety Strategy to 2030 against agreed targets and key performance indicators (KPIs).

The Department remains committed to road safety, an issue which continues to impact on us all. To this end, following clearance by the DfI Minister, the Department published a Road Safety Strategy for Northern Ireland to 2030 in September 2024. The Strategy aims to build on the progress that has been made and sets out a renewed focus on emerging challenges, making our roads safer for all. It is supported by new road safety targets and an annual action plan to achieve its objectives. Following the publication of the Strategy, work was progressed with key stakeholders and delivery partners to develop a range of Key Performance Indicators (KPIs) to further support the achievement of the targets.

Accredited Official Statistics Status: Accredited Official Statistics Status means that our statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

The Northern Ireland Road Safety Strategy to 2020 Annual Statistical Report was independently reviewed by the UK Statistics Authority in September 2016, comprising a full assessment against the Code of Practice for 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:

- Provided more context for killed or seriously injured (KSI) casualty numbers by highlighting some of the recent trends in key road safety factors since the Strategy baseline period; and
- Redesigned reporting of some key performance indicators (KPI3-6) to take account of the differing levels of uncertainty.

The report also underwent a compliance check in 2020 and the Office for Statistics Regulation (OSR) confirmed that these statistics should continue to be designated as National Statistics. We are continuing to liaise with OSR regularly as we develop the report to take into account the potential improvements noted during the compliance check process.

As we want to engage with users of our statistics, we invite you to feedback your comments on this publication to asrb@nisra.gov.uk

This publication is also available at Department for Infrastructure Road Safety Strategy 2030.

Contents Page

Glossary

Car Occupants/users: Persons in a car, lights goods vehicle, car driven as a taxi or hackney cab.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: Persons under 16 years of age.

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

Drivers under the age of 25: Drivers aged under 25 of either a car, car used as a taxi, hackney cab or Light Goods Vehicle (LGV).

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

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

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

Not wearing a seatbelt: Occupants of either a car, car used as a taxi, hackney cab or LGV who were not using a restraint. Please note: this includes those exempt from wearing a restraint.

Novice driver: Driver who passed their Category B driving test with 24 months.

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

Pedestrians: Includes the following: children on scooters, roller skates or skateboards or riding toy cycles on the footpath; persons pushing or pulling bicycles, 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 other than cyclists holding on to the back of a moving vehicle.

Rural roads: Roads with speed limit greater than 40mph. Excludes motorways and dual carriageway.

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 kept in hospital: fractures, concussion, internal injuries, crushing, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

Young People: Aged between 16 and 24.

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Northern Ireland Road Safety Strategy to 2030: Annual Statistical Report 2025

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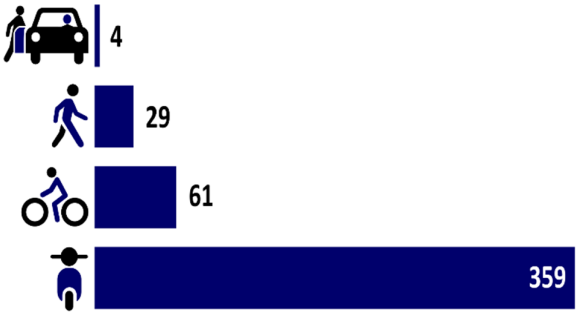
Strategy Targets Summary

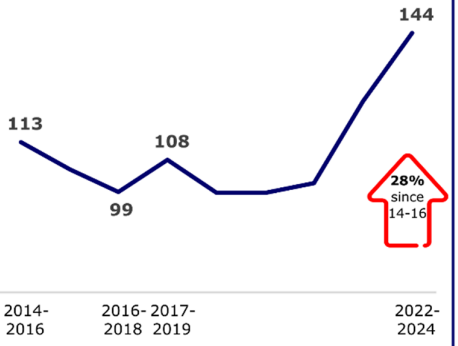
In 2024	% change since '23	% change since 2014/18 baseline
69 fatalities	▼3%	▲2%
939 seriously injured	▲7%	▲25%
93 child KSIs	▲12%	▲31%
207 young person KSIs	▲8%	▲5%

KSI rates by Travel Mode
(KSIs per 100 million KMs, 2024)



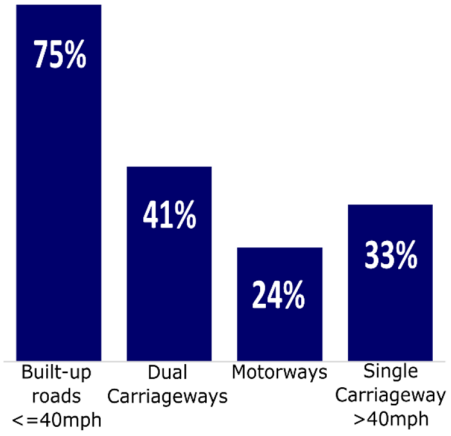
Pedestrians, Cyclists and Motorcyclists are classed as vulnerable road users, having much higher casualty rates per kilometre travelled in comparison to Car Users.

Novice Drivers



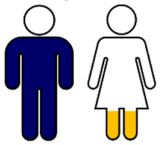
In the period 2022-2024 **Novice drivers** were involved in collisions that resulted in the death or serious injury of, on average, 144 people each year.

Proportion of Vehicles Speeding* 2024



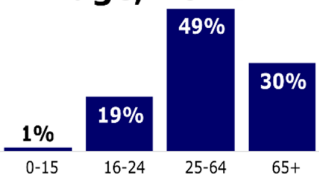
*Free running speed, 11pm-7am

Fatalities by sex, 2024



Nearly four fifths (78%) of fatalities were male

Fatalities by age, 2024



Just under a **fifth** of fatalities were aged **16-24**

KPIs have risen (selected group comparison with baseline)

Deaths on rural roads
Rural ▲9%

KSIs where an HGV was involved in the collision
▲37%

KSIs involving novice drivers
▲28%

Rate of pedal cyclist KSIs per 100 million kms cycled
▲10%

KPIs have fallen (selected group comparison with baseline)

Deaths where alcohol/drugs attributed
▼8%

Rate of pedestrian KSIs per 100 million kms walked
▼16%

For further information, please contact (Analysis, Statistics and Research Branch - asrb@nisra.gov.uk)

Introduction

Northern Ireland's Road Safety Strategy (NIRSS) to 2030 outlines the key road safety challenges to be addressed by the Department. It identified 4 casualty reduction targets and 3 Strategic Outcomes: safe people, safe roads and safe vehicles. As a living document, further action measures have been added; arising from the original measures or from completed research. The Strategy is available at NI Road Safety Strategy to 2030.

This statistical monitoring report tracks progress against the Strategy targets and its associated key performance indicators (KPIs). With regards to report structure, a short section setting the scene in terms of relevant road safety trends precedes targets/KPIs progress summary tables. A more in-depth commentary, discussing the various indicator trends, follows. Detailed results for each indicator, including rolling averages to further aid interpretation, are presented in Appendix 1 and are available in other formats here.

Readers are strongly encouraged to read the general 'User Guidance' section in Appendix 2, and more detailed companion Indicator Guidance Booklet, in order to gain a fuller understanding of the various indicator data sources and methodologies employed in their construction.

Note that the targets and indicators are measured against a standard average baseline period of 2014-2018 (unless otherwise stated).

Background to NIRSS and Statistical Monitoring Report

The Strategy was published by the former Minister in September 2024 and sets out DfI's approach to improving road safety for all road users to 2030. Several government departments and agencies were involved in the development of the strategy. The strategy was preceded by an extensive consultation exercise by DfI and its road safety partner organisations:

- The Driver & Vehicle Agency (DVA);
- The Police Service of Northern Ireland (PSNI);
- The Department of Justice (DoJ);
- The Department for Communities (DfC);
- The Department of Agriculture, Environment and Rural Affairs (DAERA)
- The Northern Ireland Ambulance Service (NIAS);
- The Northern Ireland Fire and Rescue Service (NIFRS).

The strategy targets were developed using five years (2014-2018) of PSNI reported road traffic collision and casualty data to create a baseline period. The strategy takes cognizance of targets which have been set in a wider UN/EU/UK context. For example, the EU Road Safety Policy Framework sets out the EU Safe System result hierarchy which it encourages it members to follow, namely:

- Long-term goal of zero deaths and serious injuries by 2050
- Interim targets of 50% fewer deaths and serious injuries between 2020 and 2030
- Intermediate outcome targets based on Key Performance Indicators directly linked to reducing deaths and injuries.

The UN Decade of Action for Road Safety 2021-2030 and the UN and WHO Global Plan for the Decade of Road Safety include ambitious targets of preventing at least 50% of road traffic deaths and injuries by 2030.

In addition, the Stockholm Declaration agreed by UN Member States in February 2020, includes calls for a reduction in road traffic deaths and serious injuries by at least 50% from 2020 to 2030.

While the 2021 data review of our road safety targets up to 2020 show that only 1 of the 4 targets had been achieved, significant progress from the 2004-2008 baseline position was made.

It is within this wider and local context, including consideration of the performance against the 2020 targets, that the targets for this Road Safety Strategy to 2030 have been identified. It is recognised that it will not be possible to eliminate deaths and serious injuries on our roads by 2030; however, it is not accepted that any death or serious injury is inevitable, and this Strategy will strive to achieve the maximum reduction in casualties by 2030.

An Indicator Guidance Booklet has been developed setting out definitions, sources, methodologies, quality assurance arrangements, limitations, uncertainty, etc. in respect of each of the KPIs.

Indicator Uncertainty

The indicators included in this report have largely been developed from existing Official or National Statistics series. That is not to imply, however, that they are free from limitations. Attention will be drawn to any important areas of indicator uncertainty in the surrounding text, and/or in footnotes to tables, and only those changes which are statistically significant[1] will be highlighted in the commentary or flagged in the associated tables.

The issue of uncertainty is particularly relevant when considering those indicator rates which use survey estimates in their calculation such as, for example, the number of casualties (for a particular road user group) per kilometre travelled (for that same road user group). The distance estimates themselves will derive from the Travel Survey for Northern Ireland (TSNI), which will suffer from uncertainty associated with sampling error. In effect, the central estimates will have a lower and upper bound within which the “true” population value may lie. Where possible, these boundaries have been calculated and their potential impact on relevant indicators provided in the detailed appendix tables. Where it has not been possible to precisely quantify the uncertainty associated with a specific indicator, some indication of its potential scale and direction has been given instead. Either way, readers are encouraged to examine the overall trend of an indicator rather than overly focussing on individual values. Even when an annual change is found to be statistically significant, it may only turn out to be short-lived rather than indicating any real change in the underlying direction of travel.

More information on the strengths and weaknesses of individual indicators, including any inherent uncertainty, is available in the accompanying indicators booklet.

Impact of the Coronavirus (Covid-19) Lockdown

Lockdown measures in relation to Covid-19 were introduced on 23 March 2020, but removed for 2021. The change in collisions and casualties after 2020 should be seen in the context of overall traffic volumes. Departmental traffic flow figures are published at: Traffic flows - - Department for Infrastructure

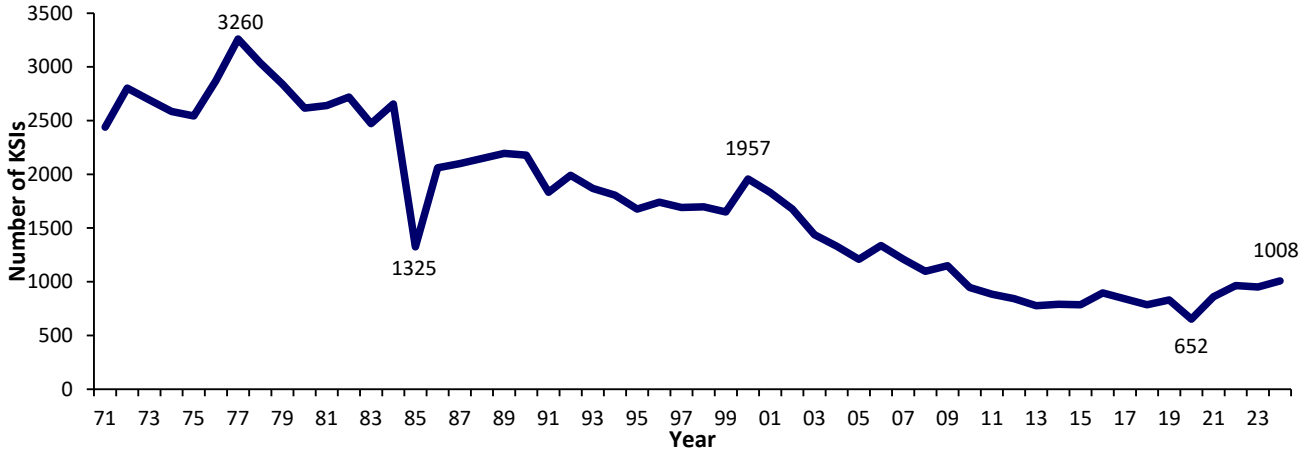
[1] Statistical significance measured at the standard 95% level – hence only those changes which have a less than one in twenty chance of resulting from random factors alone are highlighted.

Road Safety Context

In order to help readers better understand some of the movements in the various indicators contained in this report, this section provides a longer-term context for killed or seriously injured (KSI) casualty numbers from before the Road Safety Strategy was first implemented. This also serves to highlight some of the recent trends in key road safety factors since the 2014-2018 Strategy baseline period. This will assist users in understanding those factors, Strategy related and otherwise, which could be driving the indicator trends.

Historic Trend – Number of KSIs

Figure 1: Number of KSI Casualties, 1971-2024

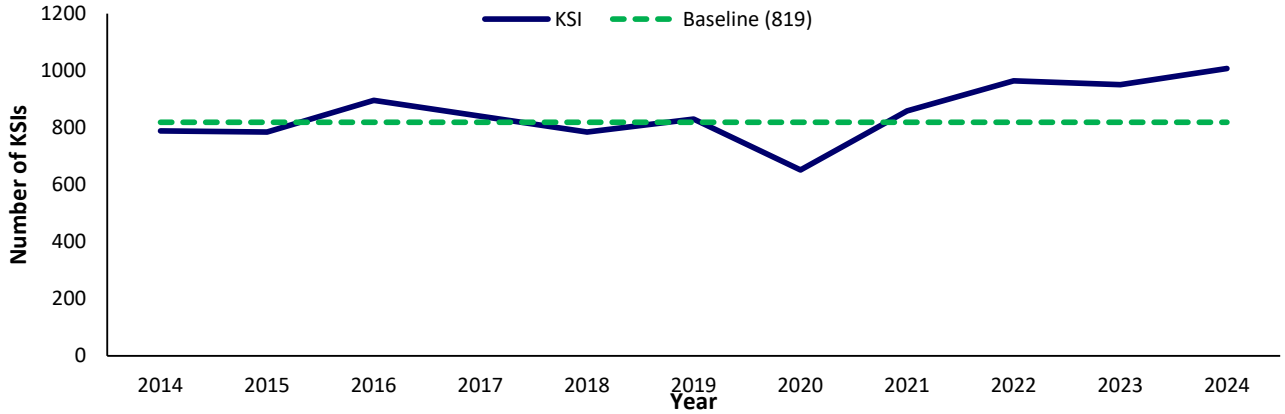


KSIs have been recorded since 1971 (when injuries were first split into slight and serious). The data shows a clear downward movement in the last 40 years; 1977 saw the highest number of KSIs recorded (3,260) with 2020 having the fewest (652), although this should be seen in the context of the reduced volume of traffic with the COVID 19 restrictions.

Baseline to present

After a period of decreasing KSI numbers, most notably between 2009 and 2010, there was a period of stability from 2014-2015. At the time, we stated this may indicate that numbers were levelling off. However, 2016 saw an increase of 14% on 2015, with KSI casualty numbers higher than they had been in any of the previous five years. KSIs fell by 12% in the subsequent two years, although the 2019 figure rose again by 6% to 830. They reduced again by over a fifth (21%) to the series low of 652 recorded in 2020 but climbed by 32% to 859 in 2021 and by 12% to 965 in 2022. The 2024 figure of 1,008 represents a rise of 6% over the year and is the highest figure since 2009 when there were 1,150 KSIs.

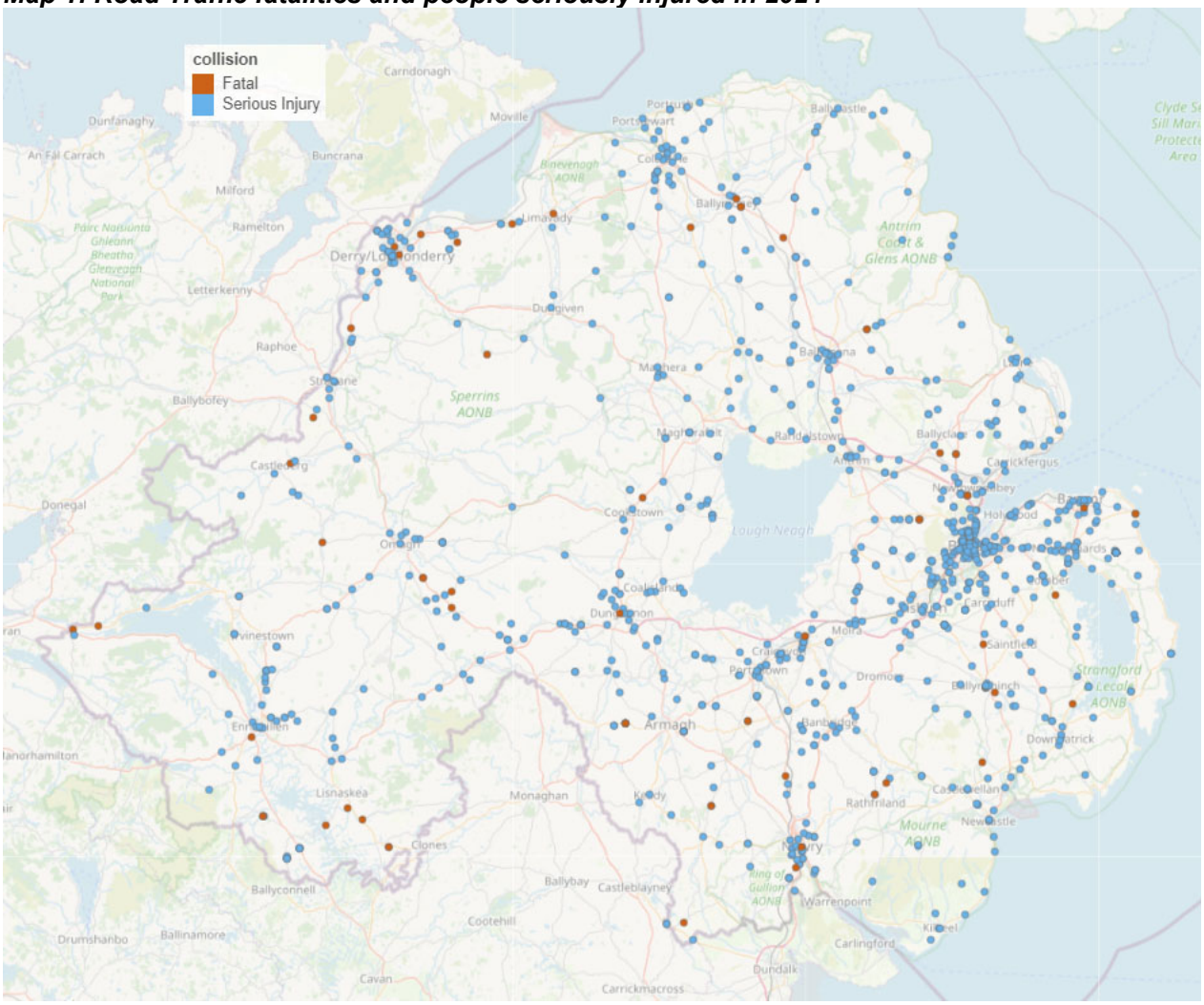
Figure 2: Number of KSI Casualties, 2014-2024



Mapping

Map 1 plots the collision sites where road users were killed or seriously injured in 2024. It shows that the majority of the KSIs occurred in the east of the province, with a large cluster in and around Belfast. There are clear clusters around other towns and cities, such as Derry and Newry and on main roads.

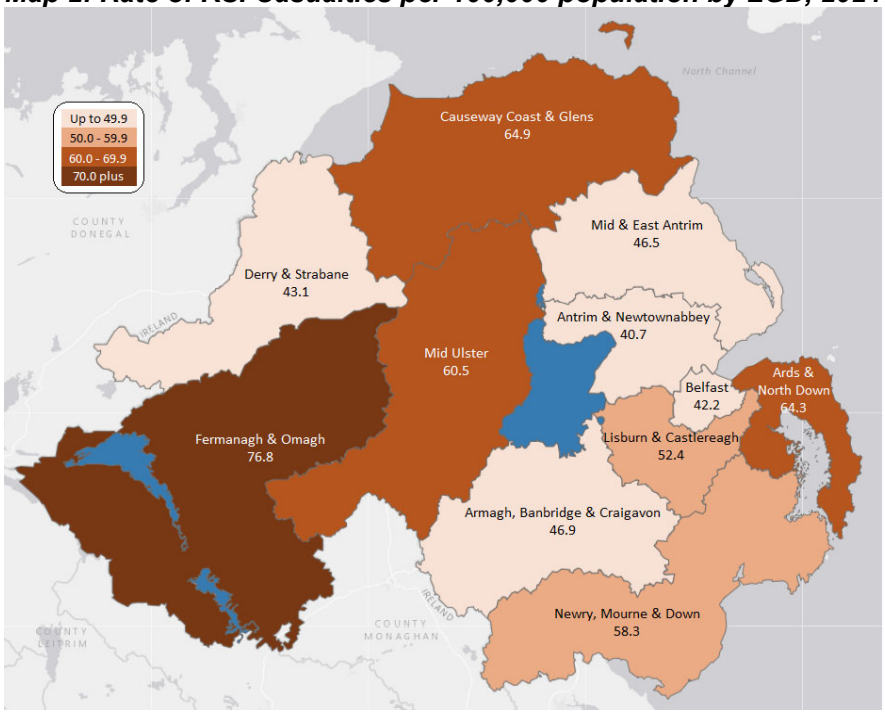
Map 1: Road Traffic fatalities and people seriously injured in 2024



Source: PSNI Road Traffic Casualty Statistics

Clusters around towns and cities are not unexpected as these are more heavily populated areas. Map 2 below aims to take account of the differing population densities by plotting rate of KSI casualties in 2024 per 100,000 people. Antrim and Newtownabbey Local Government District (LGD) has the lowest rate of KSI casualties per population count (40.7) followed by Belfast City LGD with 42.2. In contrast, Fermanagh and Omagh LGD and Causeway Coast and Glens LGD, have the highest rates of KSI casualties per population (76.8 and 64.9, respectively). This highlights the increased casualty risk on less densely populated, often rural roads where speed limits tend to be higher than in urban areas. A profile of collisions on rural roads is available on the ASRB website: Rural Road Analysis 2012-2016.

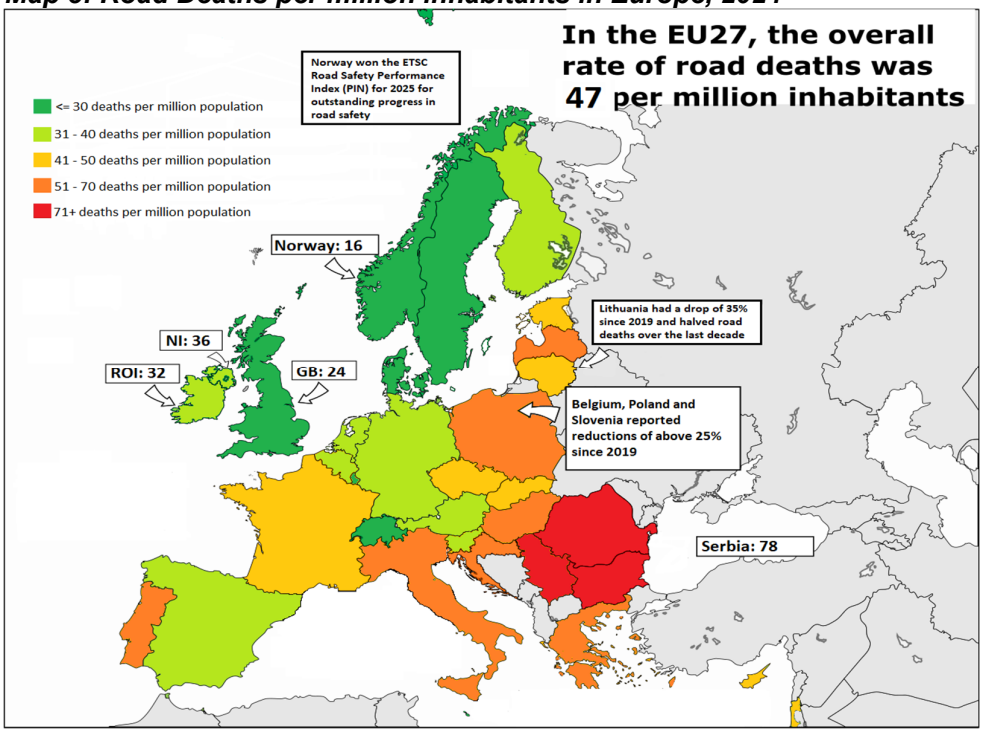
Map 2: Rate of KSI Casualties per 100,000 population by LGD, 2024



Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-year Estimates

Map 3 shows Northern Ireland in an International Context, plotting the rate of road deaths in 2024 for each country per million inhabitants. Northern Ireland has a slightly higher rate (35.9) than the Irish Republic ROI (32.1) and a higher rate than Great Britain (24.3). Elsewhere in Europe, and as with last year, Norway has the lowest rate (16.0), while Serbia has the highest rate (77.8). A short paper which compares the Northern Ireland fatality rate in 2018 to other countries is available at [International comparison of road traffic fatalities 2018](#).

Map 3: Road Deaths per million inhabitants in Europe, 2024



[19th Annual Road Safety Performance Index (PIN) Report | ETSC](#)

Targets
2024 comparison with baseline

Target 1 - reduce deaths by 50% to fewer than 35

69 deaths in 2024

▲ 2%

Target 2 - reduce serious injuries by 50% to fewer than 376

939 serious injuries in 2024

▲ 25%

Target 3 - reduce child KSIs by 60% to fewer than 29

93 child KSIs in 2024

▲ 31%

Target 4 - reduce young people KSIs by 60% to fewer than 79

207 young people KSIs in 2024

▲ 5%

Target and Indicator Performance Summary

The four targets, reported in Table A, are:

1. To reduce the number of people killed in road collisions by at least 50% by 2030.
2. To reduce the number of people seriously injured in road collisions by at least 50% by 2030.
3. To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 60% by 2030.
4. To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 60% by 2030.

Table A below provides a brief summary of the four strategy targets for the baseline period and most recent 3 years of data available. A trend assessment is also included comparing the baseline with the most recent 5 year rolling average. This indicates the direction of the underlying trend (green ↓= decrease in trend; red ↑= increase in trend; orange ↔ = no change in trend). This provides for a much more robust assessment of progress against targets than would any single year's change due to natural variability in the data.

Table A: Summary Table of Strategy Targets

Strategy Target	Target	2014-2018 Baseline	2022	2023	2024	Percentage change over the year[1]	Rolling Average 2020-2024	Rolling average change from baseline
Number of road traffic fatalities in Northern Ireland	35	68	55	71	69	-3% ↓	60	-11% ↓
Number of road traffic serious injuries in Northern Ireland	376	751	910	880	939	7% ↑	827	10% ↑
Number of children (0-15) killed or seriously injured in Northern Ireland	29	71	92	83	93	12% ↑	81	14% ↑
Number of young people (16-24) killed or seriously injured in Northern Ireland	79	196	196	192	207	8% ↑	181	-8% ↓

[1].Key: ↓ decrease in trend ↑ increase in trend ↔ no change in trend

Percentage changes have been calculated using unrounded data.

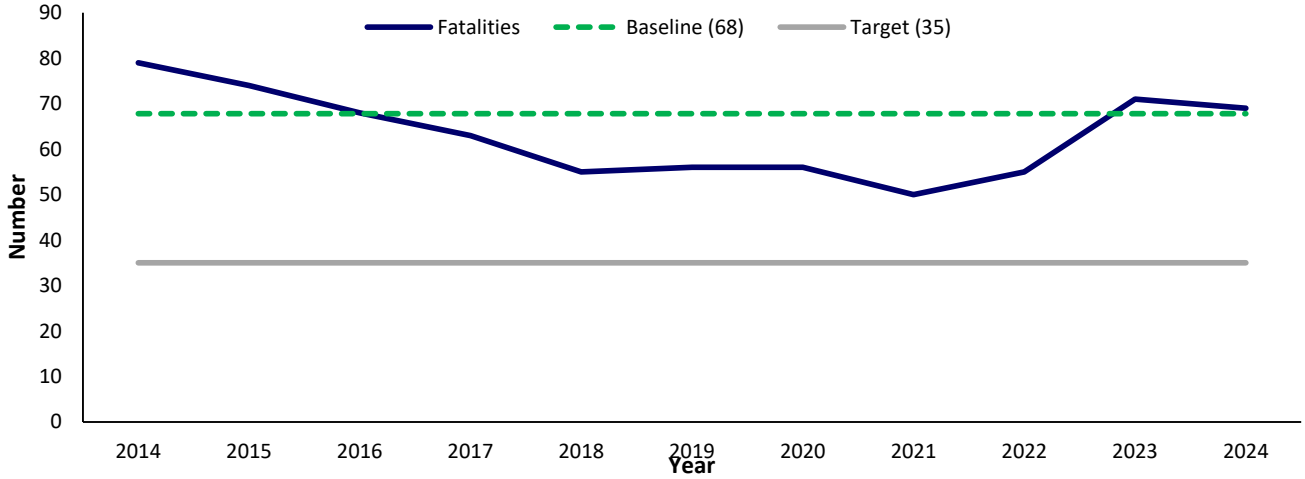
Progress on Strategy Targets

Target 1: To reduce the number of people killed in road collisions by at least 50% by 2030.

The 2030 Strategy target was to have 35 or fewer fatalities recorded from road traffic collisions in Northern Ireland.

In 2024, 69 people were killed in road collisions, this figure has decreased by 3% since 2023 when the number of people killed was reported as 71. The figure of 69 fatalities is 2% above the baseline figure of 68.

Figure 3: Number of road traffic fatalities, 2014-2024

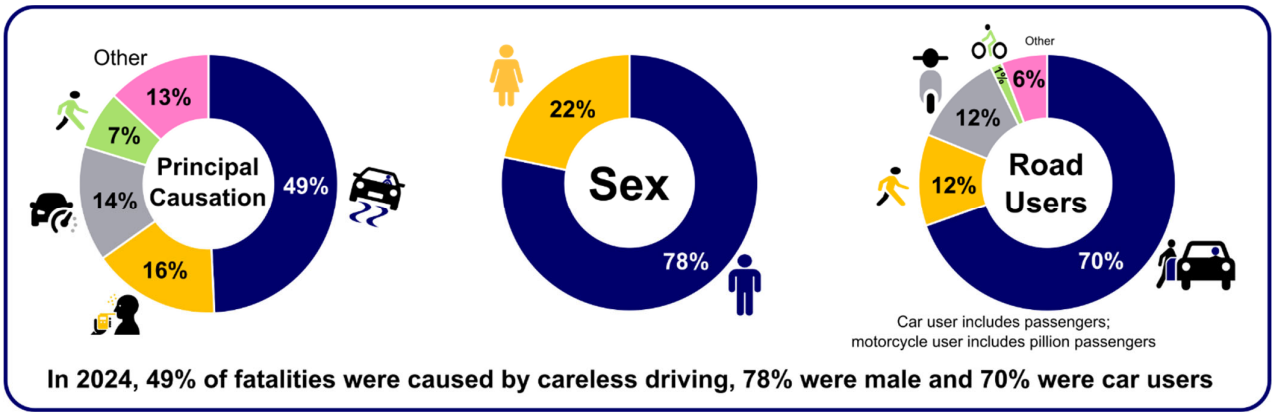


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 1

After reaching a series low of 50 in 2021 the number of road traffic collision fatalities has risen above the 2014-2018 baseline figure of 68 with the figures for both 2023 and 2024 being 71 and 69 respectively.

There were an estimated 1,633 reported road deaths in GB in 2024[2]. The longer term trend in Great Britain is similar to Northern Ireland.

Fatalities in 2024



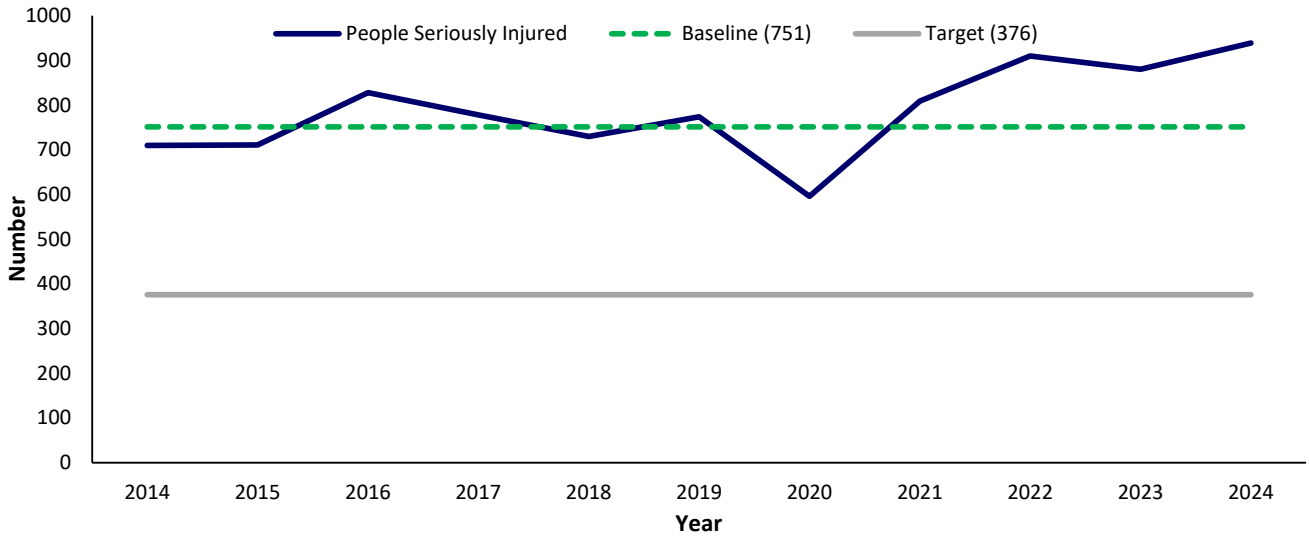
[2] Reported road casualties Great Britain, provisional results: 2024 - GOV.UK (www.gov.uk)

Target 2: To reduce the number of people seriously injured in road collisions by at least 50% by 2030.

The 2030 target is to have 376 or fewer people seriously injured on our roads each year.

In 2024, 939 people were seriously injured in road collisions, this figure has increased by 7% since 2023 when the number of people seriously injured was reported as 880. The figure of 939 people seriously injured is 25% above the baseline figure of 751. The 2024 figure is the highest reported since 2009 when 1,035 serious injuries were recorded.

Figure 4: Number of road traffic serious injuries, 2014-2024

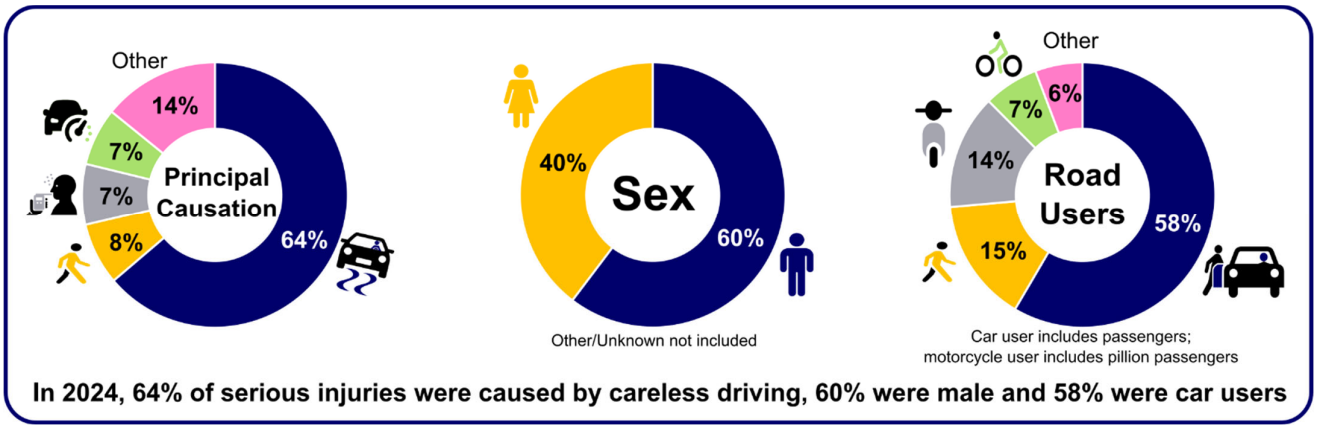


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 2

As shown in Figure 4, the effect of the Covid-19 lockdowns can be clearly seen with a decrease of 23% in 2020 and an increase of 36% in 2021.

Females accounted for a higher proportion of those seriously injured in 2024 to those killed (40% of serious injuries compared with 22% of fatalities). The proportion attributed to careless driving (64%) was higher than those who were killed (49%). The proportion of car user deaths (70%) was higher when compared with car users seriously injured (58%).

People seriously injured in 2024

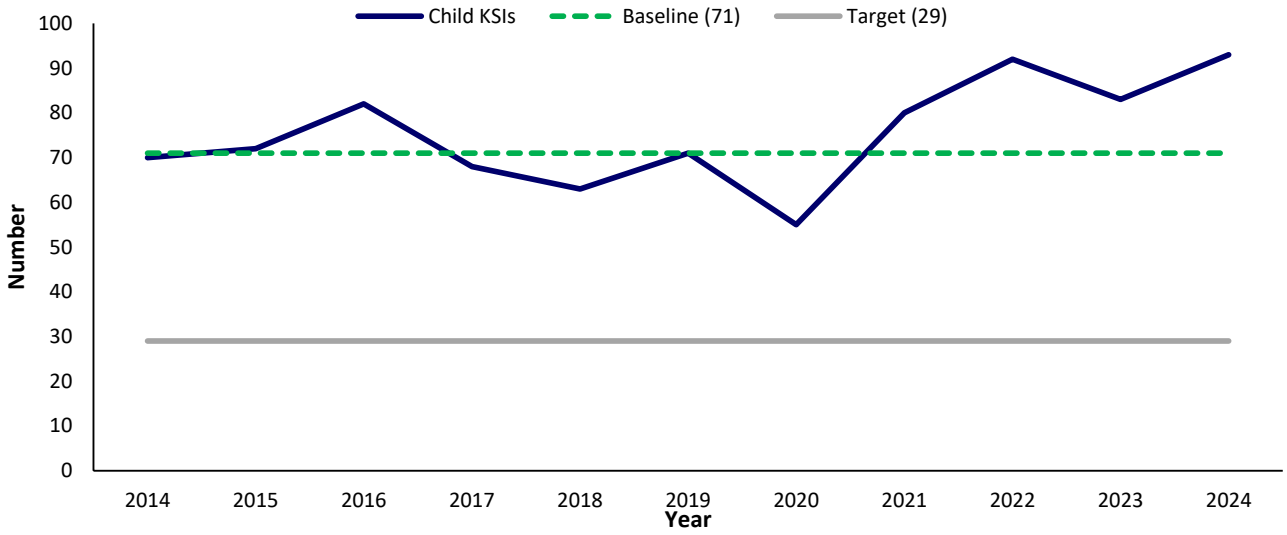


Target 3: To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 60% by 2030.

The 2030 target is to reduce the number of children killed or seriously injured on our roads to 29 or fewer.

In 2024, 93 children were killed or seriously injured in road collisions, this figure has increased by 12% since 2023 when the number of children killed or seriously injured was reported as 83. The figure of 93 children killed or seriously injured is 31% above the baseline figure of 71.

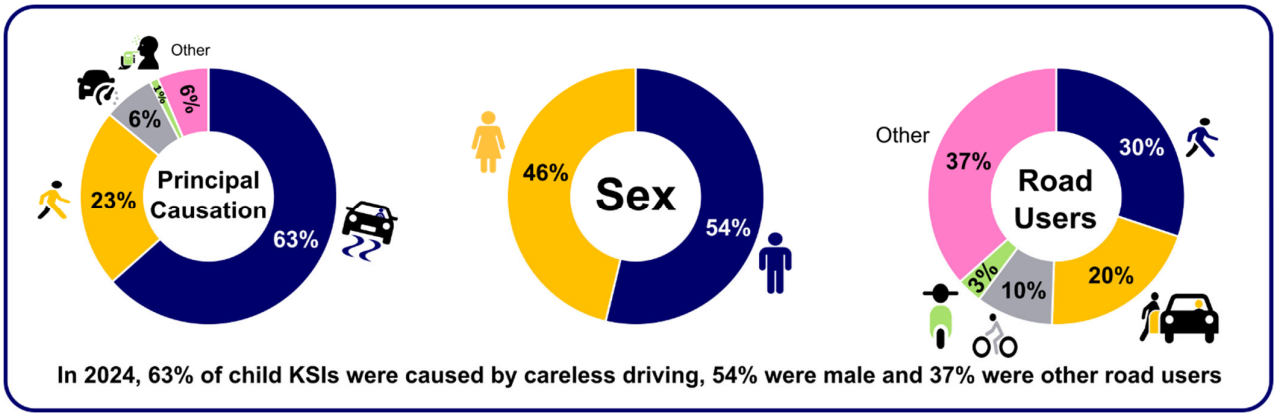
Figure 5: Number of children (aged 0 to 15) killed or seriously injured (KSIs) in road collisions, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 3

Following a year of relative stability between 2014 and 2015, when the number of child KSIs were 70 and 72 respectively, the numbers have since fluctuated.
Careless driving accounted for the single largest amount of children KSIs in 2024 with over three-fifths (63%) attributed to this factor. The proportion of killed or seriously injured due to "Pedestrian Faults" is overrepresented for KSI casualties amongst children with 23% attributed to this factor compared with 8% for all ages. Pedestrians were also overrepresented for this age group accounting for 30% of KSIs amongst children compared with 15% of KSIs for this category overall.

Child (0-15) KSIs in 2024



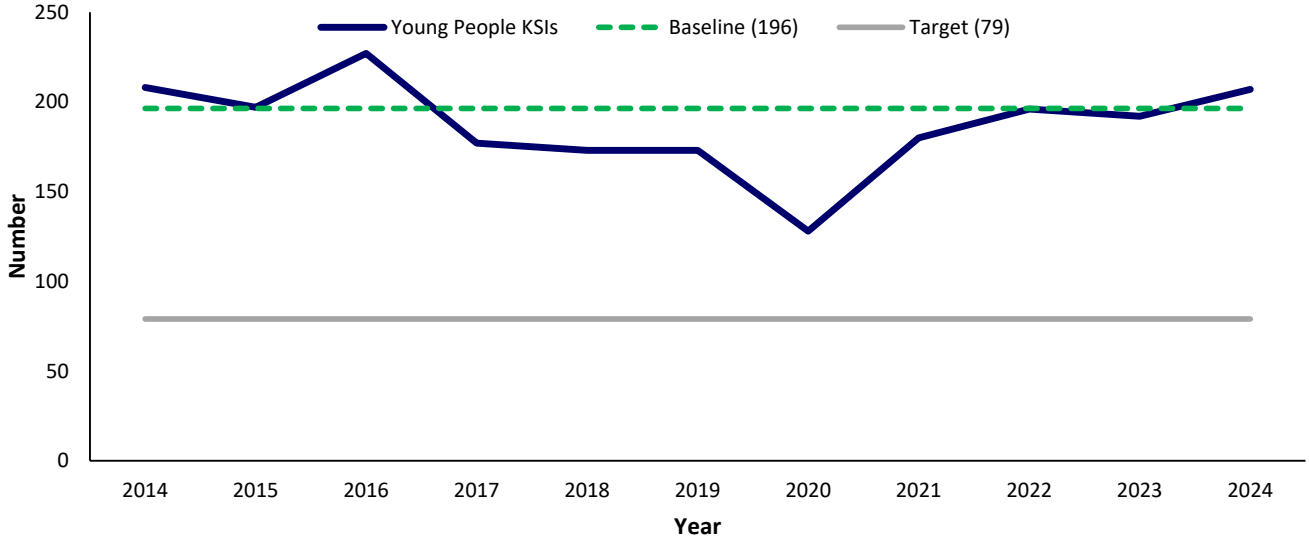
In 2024, 63% of child KSIs were caused by careless driving, 54% were male and 37% were other road users

Target 4: To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 60% by 2030.

The 2030 target is to reduce the number of young people killed or seriously injured on our roads to 79 or fewer.

In 2024, 207 young people were killed or seriously injured in road collisions, this figure has increased by 8% since 2023 when the number of young people killed or seriously injured was reported as 192. The figure of 207 young people killed or seriously injured is 5% above the baseline figure of 196.

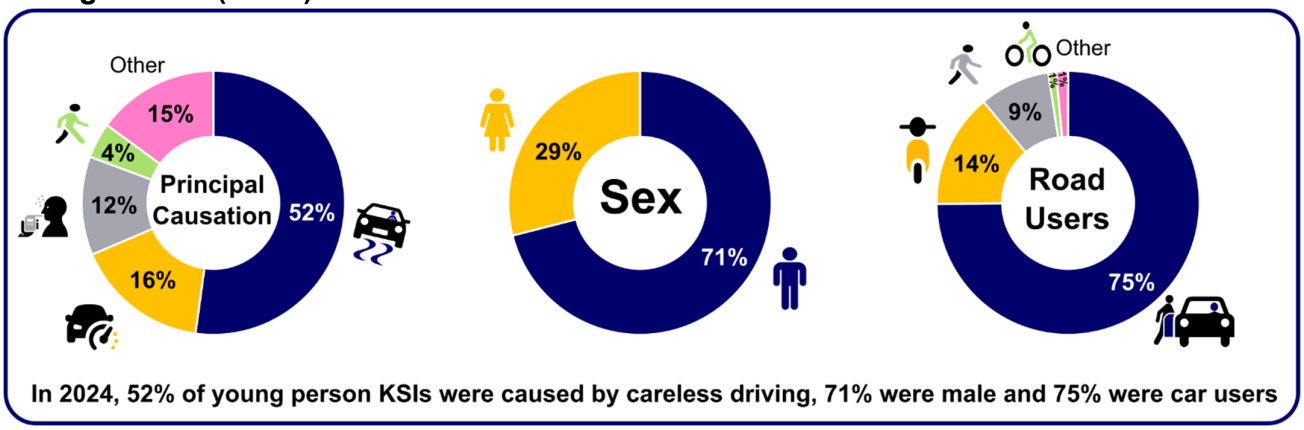
Figure 6: Number of young people (aged 16 to 24) killed or seriously injured (KSIs) in road collisions, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 4

Careless driving accounted for the single largest amount of young people KSIs in 2024 with over half (52%) attributed to this factor. The proportion of young people killed or seriously injured due to speeding is overrepresented for KSI casualties amongst young people with 16% attributed to this factor compared with 8% for all ages. Car users were also overrepresented for this age group accounting for 75% of KSIs amongst those aged 16 to 24 compared with 59% of KSIs for this category overall, while there was a lower proportion of young pedestrian KSIs (9% versus 15% of all KSIs).

Young Person (16-24) KSIs in 2024



Progress on Key Performance Indicators

In addition to the four principal targets, there are a suite of thirty-three Key Performance Indicators (KPIs) which underpin the 2030 draft Road Safety Strategy.
The previous Road Safety Strategy to 2020 had identified a number of Key Performance Indicators (KPIs) which monitored the impact of the change the Department wants to achieve through the Strategy. One of the items for the 2023/24 action plan, was to review these existing KPIs as well as developing new KPIs to monitor the success of the new Road Safety Strategy. An initial review was conducted between Road Safety policy makers, statisticians working in DfI and the PSNI. These proposed KPIs have been designed to monitor and measure the effectiveness of the strategy's actions and their impact on realising improvements in the identified targets and outcomes.
Views were welcomed from members of the public on these Key Performance Indicators and the a summary report of the consultation is available at Draft Northern Ireland Road Safety Strategy to 2030 Key Performance Indicator (KPI) consultation.
Table B lists these below complete with a trend assessment to help provide insight into each indicator's direction of travel. Please note that some of the indicators are subject to statistical uncertainty (see Indicator Uncertainty section in the Introduction) and therefore only those changes which have been tested as being statistically significant, and hence regarded as real changes, have been assigned a green ↓ or red arrow↑. An orange horizontal arrow ↔ indicates that a change is not statistically significant or no clear trend was apparent (due to small sample sizes associated with some indicators, even seemingly large changes may not be statistically significant). Time series data for all the KPIs listed can be found in the associated tables.

Table B Summary of Key Performance indicators

Strategy Target	2014-2018 Baseline	2022	2023	2024	% change over the year[1]	Rolling Average 2020-2024	Rolling average change from baseline[1]
KPI1: Rate of road deaths per 100 million vehicle kilometres	0.41	0.31	0.40	0.39	-3% ↓	0.35	-15% ↓
KPI2: Rate of road deaths per million population	36.4	28.8	37.0	35.9	-3% ↓	31.5	-13% ↓
KPI3: Rate of pedestrian KSIs per 100 million kilometres walked	34.4	35.4	36.6	28.7	-21% ↓	31.0	-10% ↓
KPI4: Rate of pedal cyclist KSIs per 100 million kilometres cycled	55.2	70.8	71.4	60.9	-15% ↔	62.4	13% ↔
KPI5: Rate of motorcyclist KSIs per 100 million motorcycle kilometres	207.9	322.6	312.8	358.7	15% ↔	334.6	61% ↔
KPI6: Rate of car users KSIs per 100 million kilometres (cars & vans)	3.3	3.5	3.3	3.8	14% ↑	3.4	1% ↑
KPI7: Rate of fatal and serious collisions per 100 million vehicle kilometres	4.2	4.5	4.5	4.6	2% ↑	4.3	4% ↑
KPI8: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70	42.4	42.8	44.8	51.4	15% ↑	41.1	-3% ↓
KPI9: Number of people killed in collisions on rural roads	44	30	47	48	2% ↑	40	-9% ↓

Strategy Target	2014-2018 Baseline	2022	2023	2024	% change over the year[1]	Rolling Average 2020-2024	Rolling average change from baseline[1]
KPI10: Number of children (0-15) killed in collisions on rural roads	2	2	1	1	-	1	-
KPI11: Number of people killed where alcohol/drugs causation factor was attributed	17	10	11	16	45% ↑	10	-41% ↓
KPI12: Number of car occupants killed who were not wearing a seatbelt	7	6	6	10	-	7	-
KPI13(i): Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collision SOA)	20.5	18.9	21.8	25.4	16% ↑	21.1	3% ↑
KPI13(ii): Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Collision SOA)	4.8	5.5	7.2	3.3	-	4.8	-
KPI14(i): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Collision SOA)	22.8	27.6	22.6	25.1	11% ↑	26.1	15% ↑
KPI14(ii): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Collision SOA)	4.4	6.2	12.4	3.1	-	5.6	-
KPI15(i): Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)	15.8	23.0	12.4	16.5	33% ↑	16.7	6% ↑
KPI15(ii): Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)	5.4	8.3	5.5	4.4	-	6.3	-
KPI16(i): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)	19.1	32.6	15.1	22.6	50% ↑	24.1	26% ↑
KPI16(ii): Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent least deprived areas (Casualty Address SOA)	4.4	9.3	6.2	9.3	-	8.0	-
KPI17: Number of KSIs resulting from collisions involving drivers under the age of 25	244	245	240	268	12% ↑	225	-8% ↓

Strategy Target (3 year rolling average)	2014-2016 Baseline	2020-2022	2021-2023	2022-2024	% Change from Previous Year[1]	Rolling Average 2021-2023	Rolling average change from baseline[1]
KPI18: KSI casualties resulting from collisions involving a novice driver (0-6 months post-test)	37	41	48	51	6% ↑	51	39% ↑
KPI18: KSI casualties resulting from collisions involving a novice driver (7-12 months post-test)	27	25	31	38	23% ↑	38	44% ↑
KPI18: KSI casualties resulting from collisions involving a novice driver (13-18 months post-test)	20	21	27	36	32% ↑	36	81% ↑
KPI18: KSI casualties resulting from collisions involving a novice driver (19-24 months post-test)	30	14	18	19	4% ↑	19	-37% ↓
KPI18: KSI casualties resulting from collisions involving a novice driver (0-24 months post-test)	113	101	125	144	16% ↑	144	28% ↑

Strategy Target 11pm-7am (free running)	2014 Baseline	2022	2023	2024	% change over the year[1]	2024	2024 % change from Baseline[1]
KPI19: Proportion of vehicles exceeding the speed limit on built-up 30/40mph roads	66%	68%	65%	75%	15% ↑	75%	14% ↑
KPI19: Proportion of vehicles exceeding the speed limit on dual carriageways	42%	44%	50%	41%	-17% ↓	41%	-1% ↓
KPI19: Proportion of vehicles exceeding the speed limit on motorways	20%	22%	19%	24%	27% ↑	24%	20% ↑
KPI19: Proportion of vehicles exceeding the speed limit on single carriageways >40 mph	21%	27%	32%	33%	4% ↑	33%	56% ↑

Strategy Target (3 year rolling average)	2012-2014 Baseline	2015-2017	2016-2018	2017-2019	% change over the year[1]	Rolling Average 2017-2019	Rolling Average % change from Baseline[1]
KPI20: Proportion of respondents who gave reasons for feeling unsafe when walking on the road	82%	79%	76%	78%	2% ↔	78%	-5% ↓
KPI20: Proportion of respondents who gave reasons for feeling unsafe when cycling on the road	91%	89%	88%	88%	0% ↔	88%	-4% ↔

Strategy Target	2014-2018 Baseline	2022	2023	2024	% change over the year[1]	Rolling Average 2020-2024	Rolling average change from baseline[1]
KPI21: Number of KSIs resulting from collisions involving Heavy Goods Vehicles (HGV)	32	57	46	44	-4% ↓	45	40% ↑
KPI22: Number of KSIs resulting from collisions involving vans	70	99	95	121	27% ↑	96	38% ↑
KPI23: Number of KSIs resulting from collisions involving buses	12	16	22	53	141% ↑	23	90% ↑
KPI24: Number of KSIs resulting from collisions involving taxis	7	9	5	5	-	5	-
KPI25: Number of KSIs resulting from collisions involving car drivers aged 17 to 23	217	227	219	251	15% ↑	207	-5% ↓
KPI26: Number of passenger KSIs travelling with car driver aged 17-23 that were aged 14-20	33	32	41	44	7% ↑	34	4% ↑
KPI27: Number of KSIs resulting collisions involving learner drivers responsible for the collision	12	3	6	13	-	8	-39% ↓
KPI27: Number of KSIs resulting collisions involving restricted drivers responsible for the collision	31	46	47	49	4% ↑	35	13% ↑
KPI27: Number of KSIs resulting collisions involving learner motorcyclists responsible for the collision	6	11	13	12	-8% ↓	11	
KPI27: Number of KSIs resulting collisions involving restricted motorcyclists responsible for the collision	1	0	1	1	-	0	-
KPI 28: Number of KSIs collisions involving car drivers aged 17 to 23 who were responsible for the collision and were speeding	26	26	14	30	114% ↑	21	-18% ↓
KPI 29: Number motorcyclist KSIs	94	119	116	133	15% ↑	113	21% ↑
KPI 30: Number of KSIs on rural roads	440	499	499	555	11% ↑	476	8% ↑
KPI 30: Number of KSIs on urban roads	335	396	401	402	0.2% ↑	359	7% ↑
KPI 30: Number of KSIs on motorways/dual carriageways	44	70	51	51	0% ↔	52	20% ↑

Strategy Target	2014-2018 Baseline	2022	2023	2024	% change over the year[1]	Rolling Average 2020-2024	Rolling average change from baseline[1]
KPI 31: Number of KSI casualties where a car driver was responsible and 'Inattention or attention diverted' was the causation factor	77	85	93	85	-9% ↓	76	-0.3% ↓

Strategy Target	2013/14 Baseline	2022/23	2023/24	2024/25	% point change over the year[1]	2024/25	2024/25 change from baseline[1]
KPI 32: Vehicle Test Pass Rates (full test) – Private Cars	80%	83%	83%	81%	-1% ↓	81%	1% ↑
KPI 32: Vehicle Test Pass Rates (full test) – Motorcycles	94%	93%	94%	94%	0% ↔	94%	0% ↔
KPI 32: Vehicle Test Pass Rates (full test) – Light Goods	73%	78%	78%	78%	0% ↔	78%	5% ↑
KPI 32: Vehicle Test Pass Rates (full test) – Heavy Goods	72%	82%	83%	84%	1% ↑	84%	12% ↑
KPI 32: Vehicle Test Pass Rates (full test) – Taxi	83%	83%	83%	84%	1% ↑	84%	1% ↑

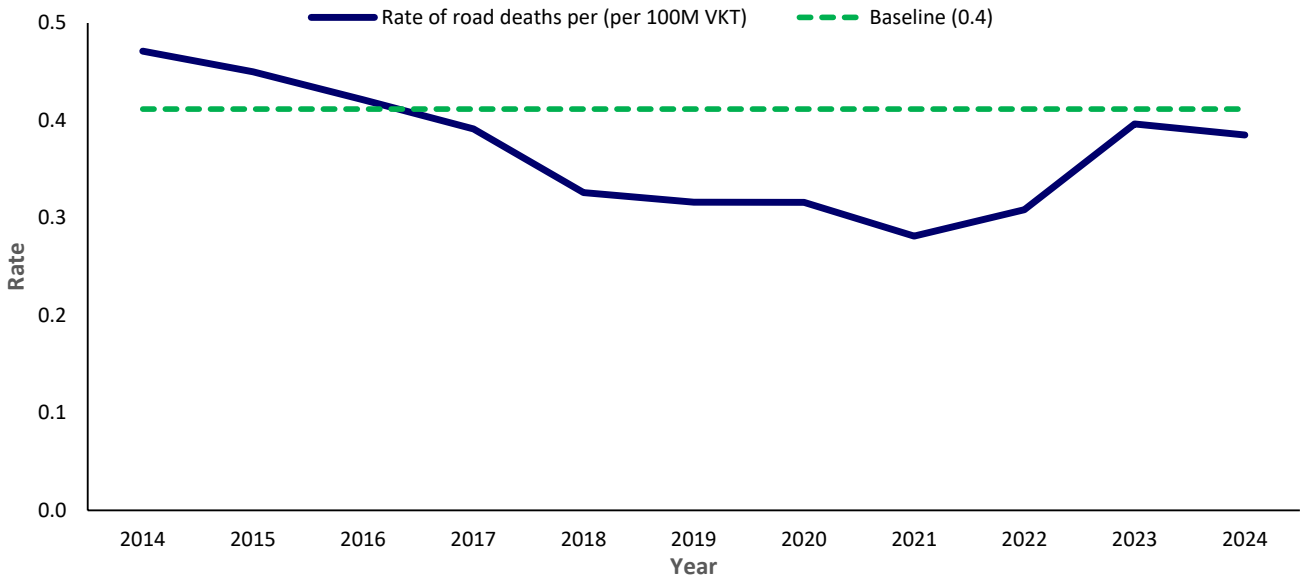
Strategy Target	2013/14 Baseline	2022/23	2023/24	2024/25	% change over the year[1]	2024/25	2024/25 change from baseline[1]
KPI 33: DVA Enforcement: Files referred to Public Prosecution Service	511	211	136	152	12% ↑	152	-70% ↓

[1] Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage. Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

KPI 1 Rate of road deaths per 100 million-vehicle kilometres

As can be seen in Figure 7 below, due to the small variation in miles travelled over the years, the death rate per VKT closely matches the pattern of deaths in Target 1.
The rate of road deaths per 100 million-vehicle kilometres reached a low of 0.28 in 2021 and saw an increase of 10% to 0.31 in 2022. The rate of 0.39 in 2024 is a decrease of 3% over the year and is a decrease of 6% compared to the baseline.

Figure 7**: **Rate of road deaths per 100 million vehicle kilometres, 2014-2024



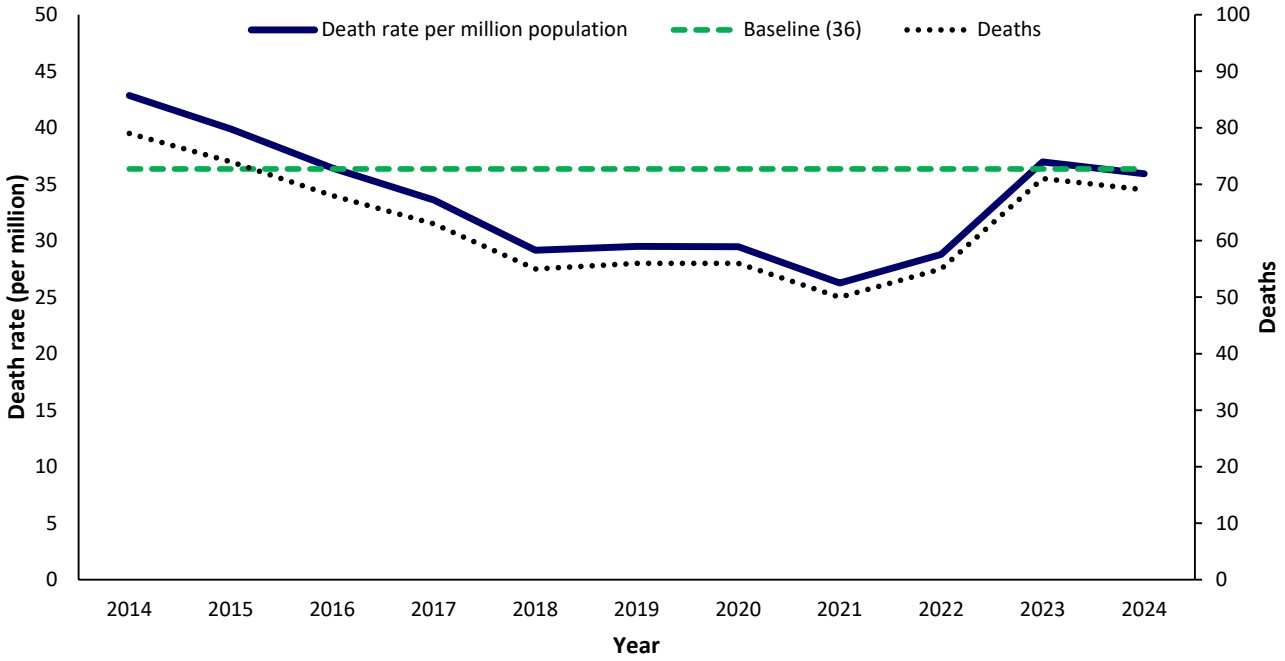
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 5

The number of Vehicle Kilometres Travelled (VKT) is calculated using estimates for the average distance travelled from the Travel Survey for Northern Ireland (TSNI) and mid-year population estimates from NISRA. Please note that the TSNI figures for 2019 have been used for 2020 onwards due to delays in publishing subsequent TSNI reports.

KPI 2 Rate of road deaths per million population

The population of Northern Ireland has risen year on year from 2014 to 2024 by approximately 77,000 people overall. However, due to the relatively small population increases year on year since the baseline, similar to the rate of vehicle kilometres travelled, the rate per million population forms a largely linear relationship with the number of deaths recorded. This means that the pattern of the death rate per million population will closely match that of the deaths themselves as can be seen in Figure 8 below.

Figure 8: Rate of road deaths per million population, 2014-2024



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 6

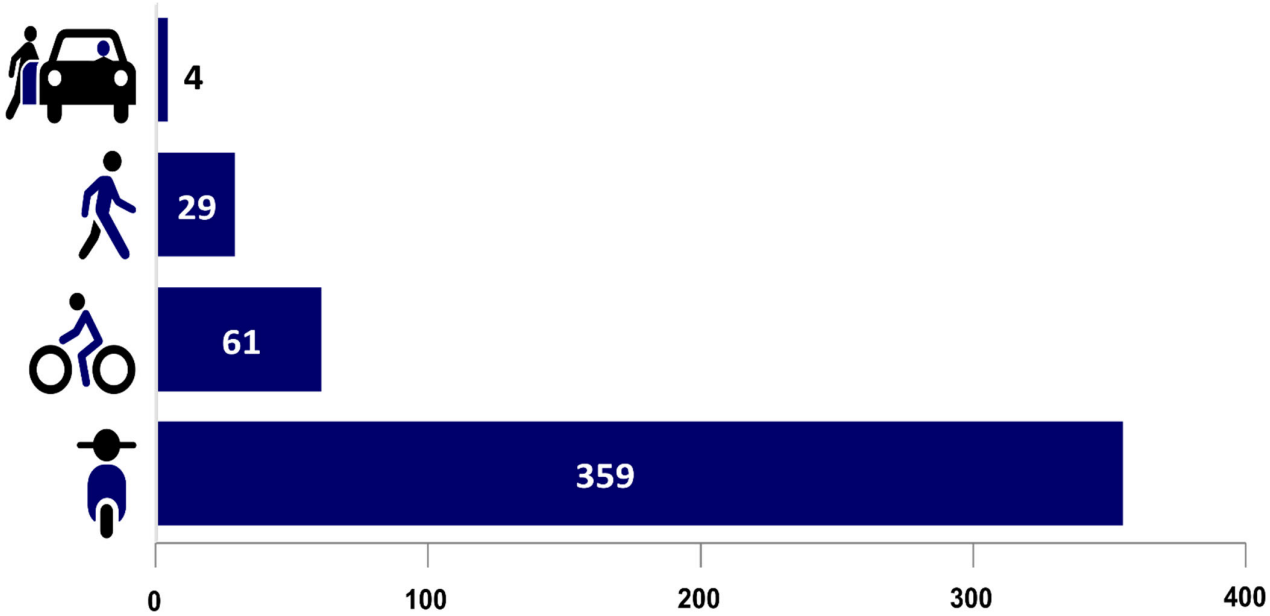
The 2024 rate of 36 is a decrease of 3% over the year and a decrease of 1% compared to the baseline. The series reached a low of 26 in 2021 and the 2024 rate represents an increase of 37% compared to the series low.

KPI 3 – KPI 6: Rate of killed or seriously injured casualties by road user type.

There are two ways to look at casualty numbers. Firstly, absolute counts can be examined and, although these can be informative, they tell us very little about levels of risk between different road user groups or how this risk may be changing over time. For example, on a pure casualty count basis, car occupants appear to be the most vulnerable road user group as they account for the greatest number of casualties each year. In 2024, the number of car user KSIs was 597 – 59% of the total number of KSIs; however, this is a much smaller proportion than the approximate four fifths of overall miles travelled per person per year by car, suggesting a lower than expected risk for this group.

The second approach therefore looks at the level of exposure each road user type experiences, using an appropriate exposure metric such as distance travelled, and hence determines their relative risk. So, rather than absolute numbers, we can instead look at casualty rates in terms of the number of casualties per kilometres travelled.
Figure 9 shows that, in 2024 car users had the lowest rate of KSIs per kilometres travelled, and hence could be considered at less risk than the other road user groups. Pedestrians, cyclists and motorcyclists (typically referred to as vulnerable road users) have a much higher casualty rate per kilometres travelled in comparison to car users. Motorcyclists had the greatest rate and are therefore at most risk while pedal cyclists are at greater risk than pedestrians.

Figure 9: Rate of people killed or seriously injured per 100 million kilometres travelled by road user type, 2024

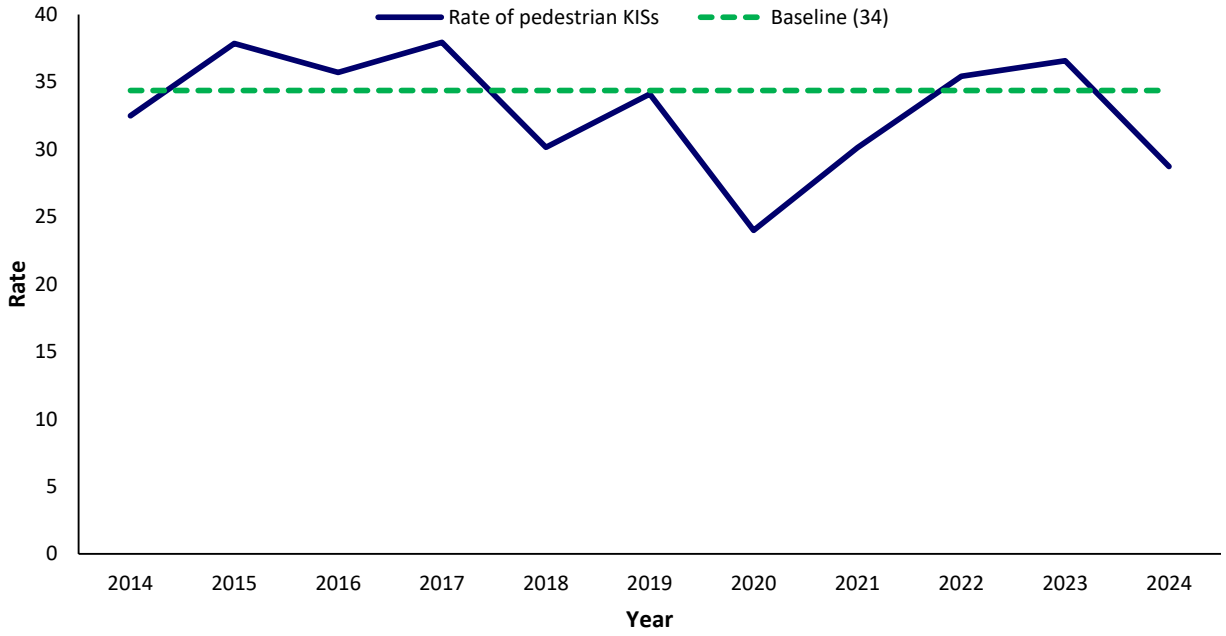


Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland (2017-2019), NISRA Mid-Year Population Estimates
See: Appendix 1, Tables 7-10
Note: Error bars are not presented, but all four rates are significantly different from each other. See Tables 7-10a for the 95% confidence range around the central estimate.

KPI 3: Rate of pedestrian KSIs per 100 million kilometres walked

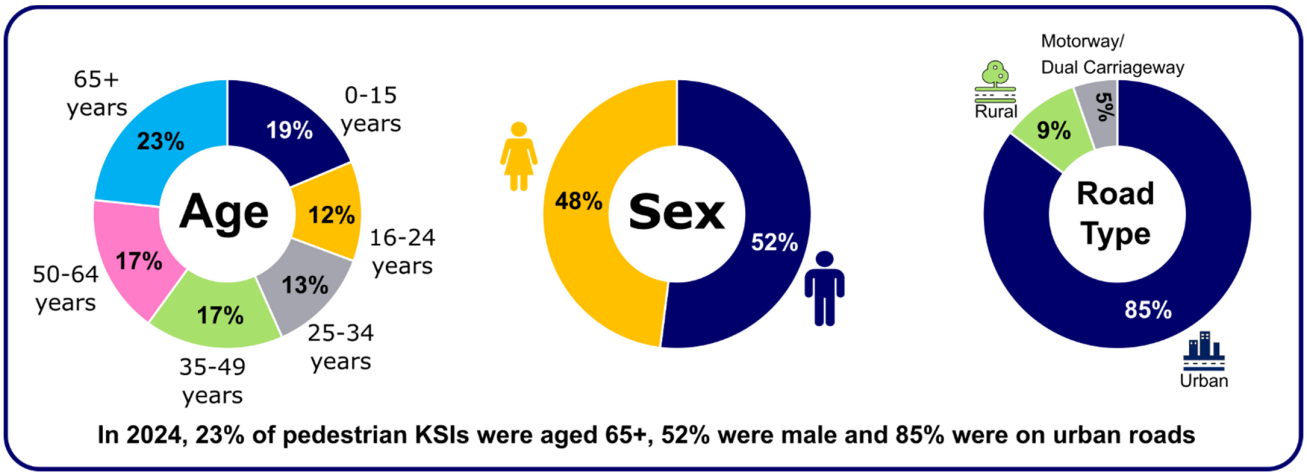
In 2024 there were 150 Pedestrian KSIs, which represents a rate of 28.7 KSIs per 100 million kilometres walked. The rate of 28.7 is below the baseline figure of 34.4 and is 21% lower than the rate of 36.6 recorded in 2023.

Figure 10: Rate of pedestrian KSIs per 100 million kilometres walked, 2014-2024



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 7

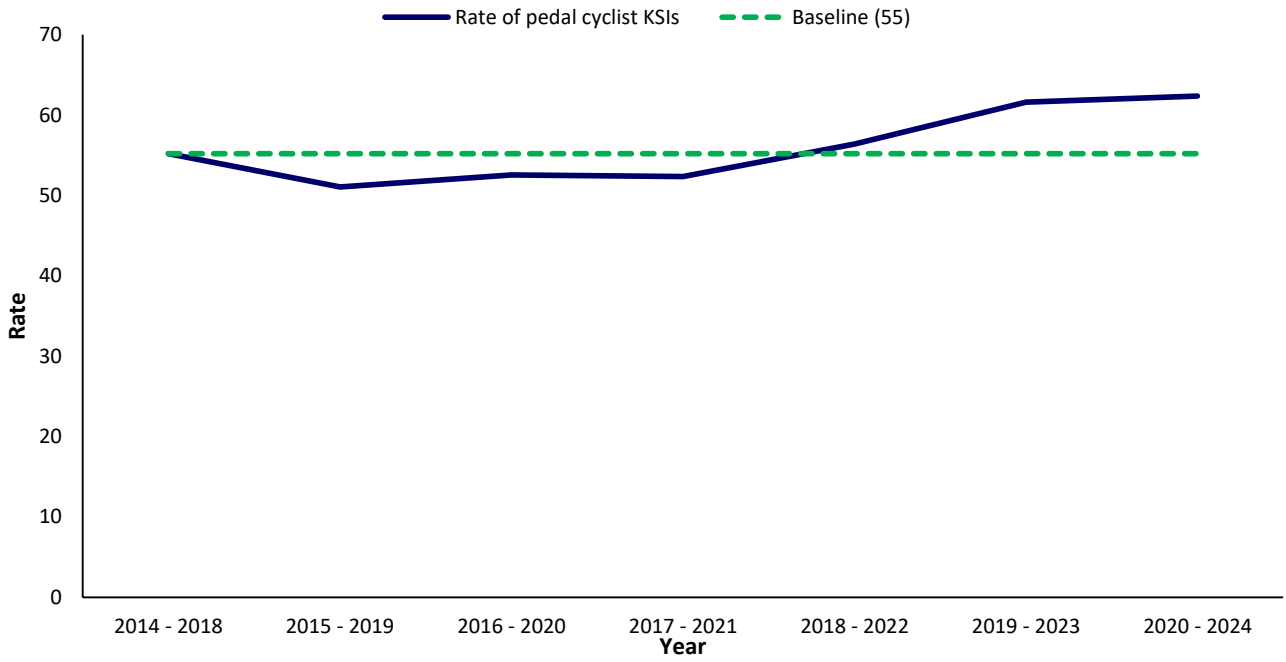
When it comes to assessing the trend for cyclists and motorcyclists, however, the extremely wide confidence intervals around the distance travelled estimates make it difficult to reach any firm conclusions year-on-year. A consultation with users was conducted in 2016 regarding potential alternative ways to assess these two road user groups; however, it was ultimately decided that there were no better alternatives available. See User Guidance section for more detail of the User Consultation.



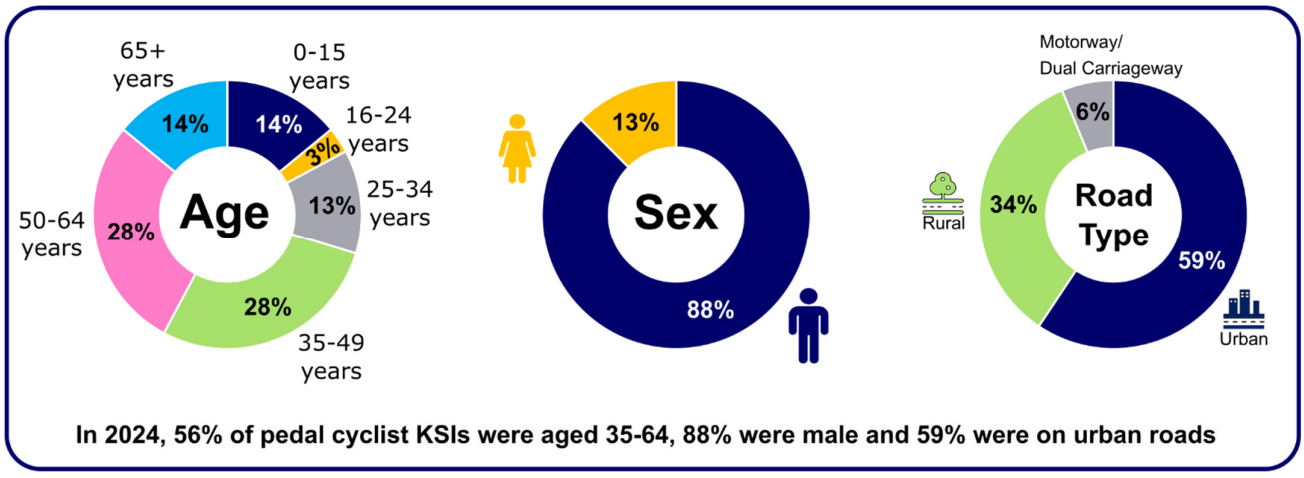
KPI 4: Rate of pedal cyclists KSIs per 100 million kilometres cycled

The rate of pedal cyclist KSIs in the period 2020-2024 was recorded as 62.4, this is 13% above the baseline figure of 55.2. In 2014-2018 the average number of pedal cyclist KSIs was 53, which rose to 65 in 2020-2024. Looking at annual pedal cyclist KSIs, the lowest number in the series (40) was reported in 2015, while the highest (75) was reported in 2023.

Figure 11: Rate of pedal cyclist KSIs per 100 million kilometres cycled (5 year rolling average), 2014-2024



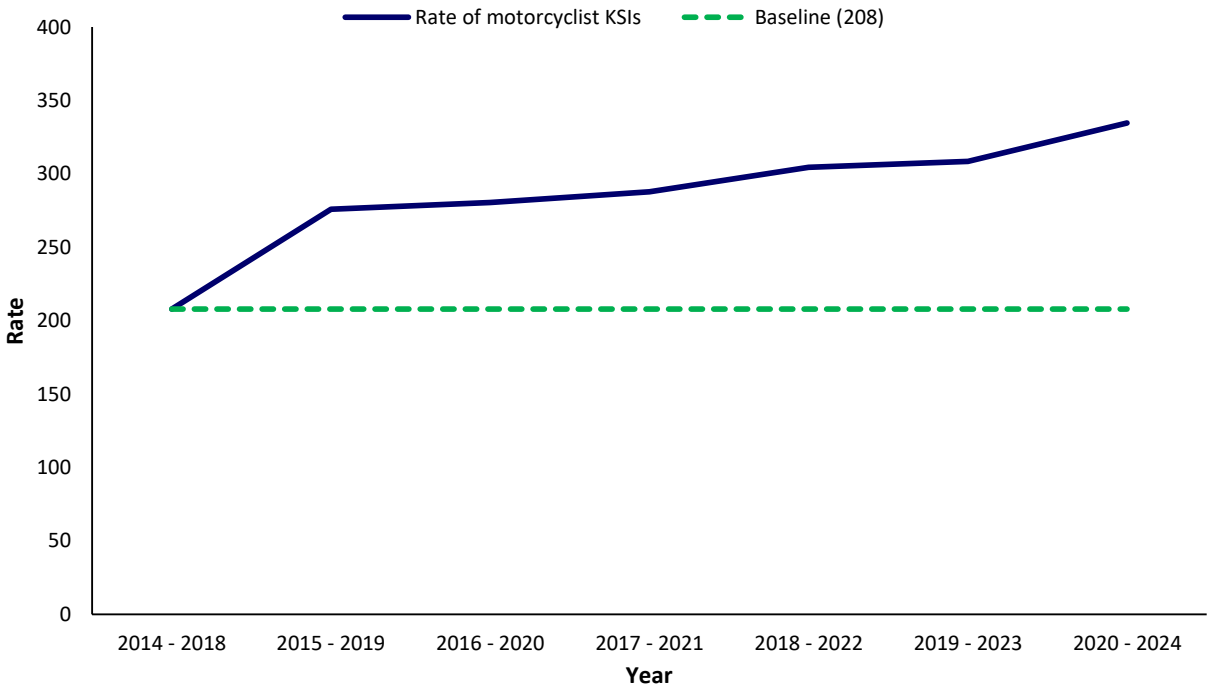
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
Note: No points are significantly different compared to the baseline (based on statistically significant changes in distance travelled compared with the baseline).
See: Appendix 1, Table 8



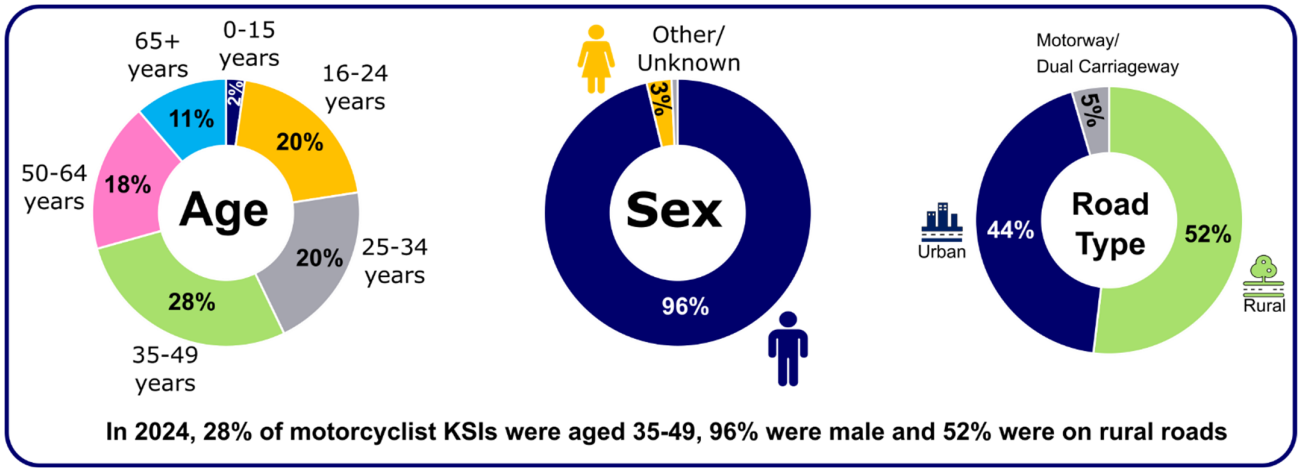
KPI 5: Rate of motorcyclist KSIs per 100 million kilometres

The rate of motorcyclist KSIs in the period 2020-2024 was recorded as 334.6, this is 61% above the baseline figure of 207.9. Looking at annual Motorcyclist KSIs, 2015 saw the lowest number (82) in the series, while 2024 saw the highest (133).

Figure 12: Rate of motorcyclist KSIs per 100 million motorcycle kilometres (5 year rolling average), 2014-2024



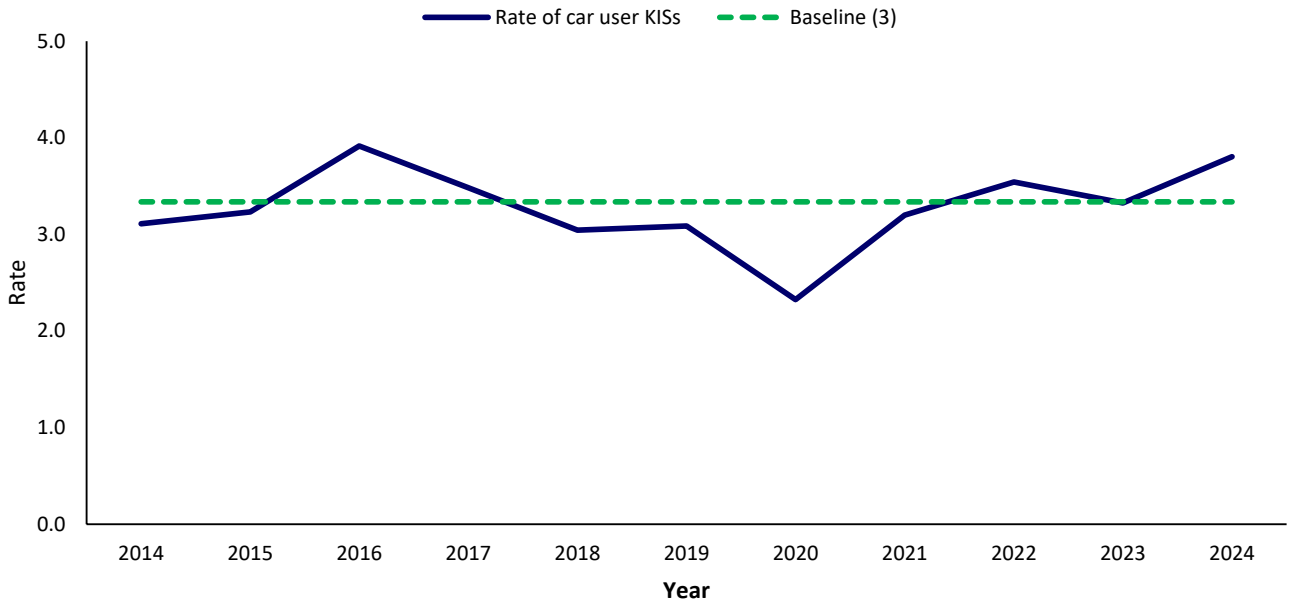
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
Note: No points are significantly different compared to the baseline (based on statistically significant changes in distance travelled compared with the baseline).
See: Appendix 1, Table 9



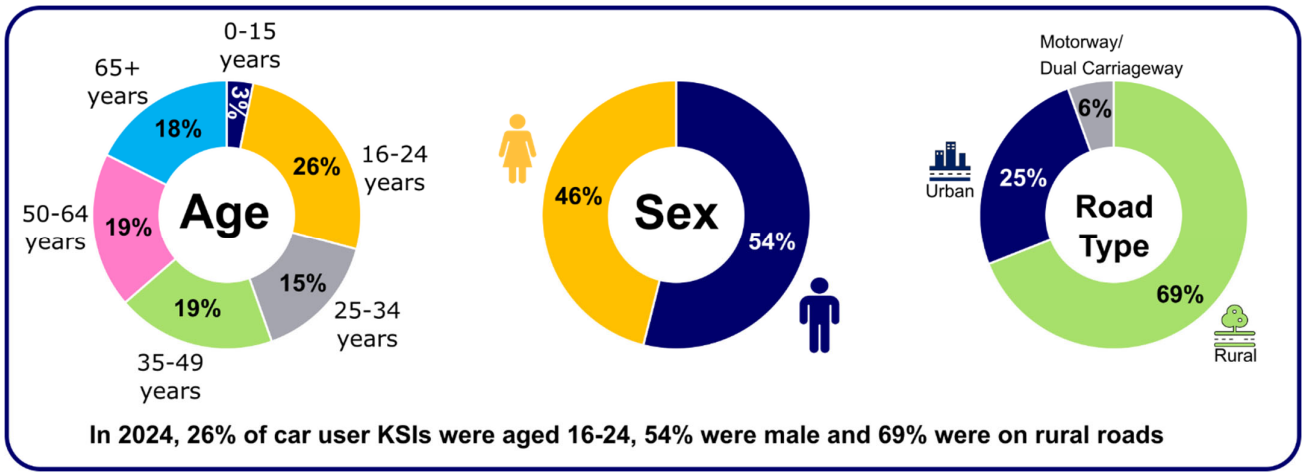
KPI 6: Rate of car user KSIs per 100 million kilometres (cars and vans)

The rate of car user KSIs recorded in 2024 was 3.8, this was 14% above the baseline. In 2014-2018 the average rate of car user KSIs was 3.3, which increased to 3.4 (+1%) for the 2020- 2024 period. The lowest number of car user KSIs in the series (361) occurred in 2020, while the highest number occurred in 2024 (597).

Figure 13: Rate of car user KSIs per 100 million kilometres, 2014-2024



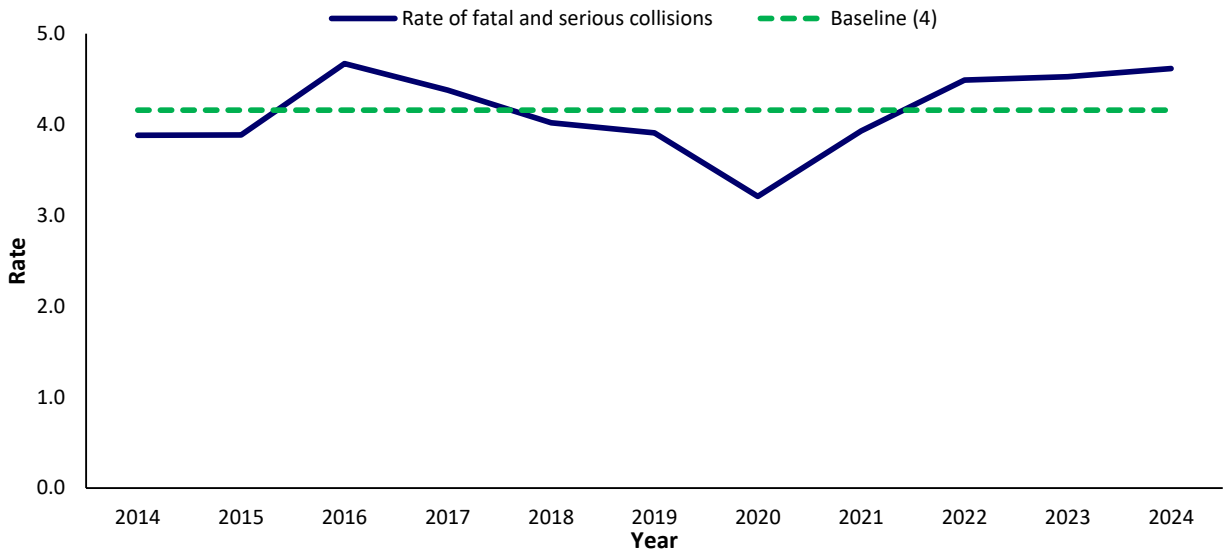
Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
Note: Car user refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV).
See: Appendix 1, Table 10



KPI 7: Rate of fatal and serious collisions per 100 million vehicle kilometres

The rate of fatal and serious collisions per 100 million vehicle kilometres travelled has increased by 2% between 2023-2024, with the rate of fatal and serious collisions increasing from 4.53 to 4.62 respectively. The number of fatal and serious collisions recorded in 2024 (827) is the highest in the series.

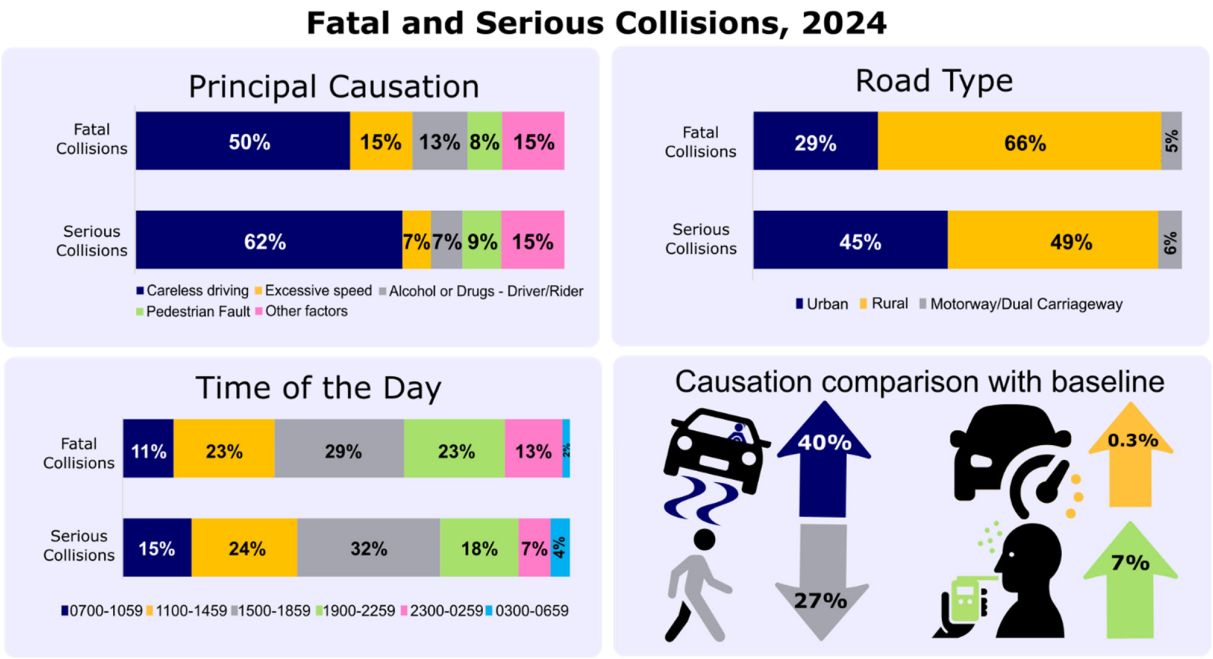
Figure 14: Rate of fatal and serious collisions per 100 million vehicle kilometres, 2014-2024



Source: PSNI Road Traffic Casualty Statistics, Travel Survey for Northern Ireland, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 11

When comparing KSI collisions in 2024 with those recorded in the 2014-2018 baseline year, there has been a 40% increase in careless driving as the principal causation, whilst pedestrian faults as the principal causation has decreased by 27%.

The majority (66%) of fatal collisions occurred on rural roads in 2024. The greatest percentage of both fatal and serious collisions occurred between 3pm and 6.59pm.



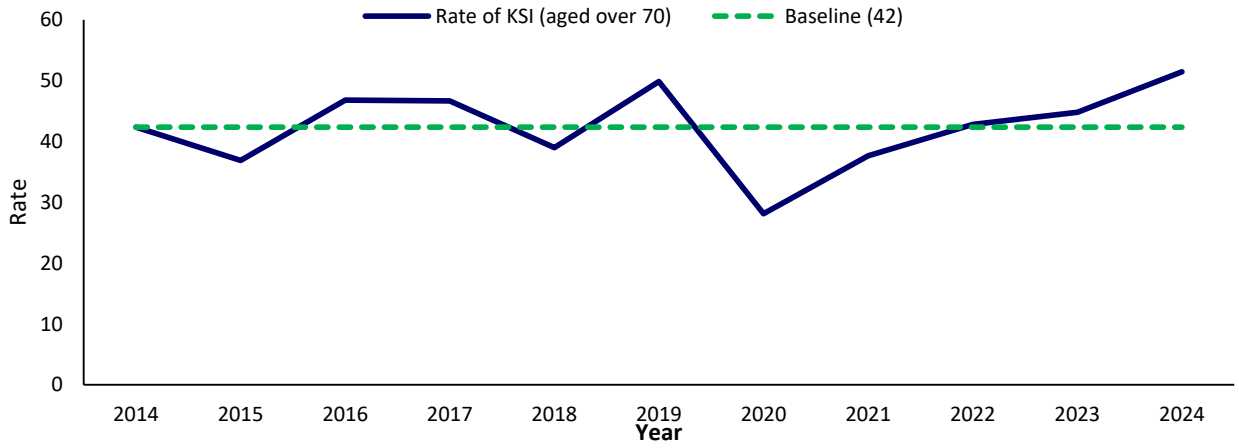
KPI 8: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70

Population data is used to calculate the KSI rate for this indicator, and it shows that, in 2024, there were 51.44 people aged over 70 who were killed or seriously injured in road collisions, per 100,000 population aged over 70 years. This represents a 15% increase since 2023, when a rate of 44.79 was recorded and a 21% increase compared to the baseline figure of 42.35 in 2014-2018.

A report examining the issues relating to the number of older drivers killed or seriously injured on roads in Northern Ireland is available at the following link:
Older driver killed and seriously injured (KSI) casualties in Northern Ireland, 2010-2019

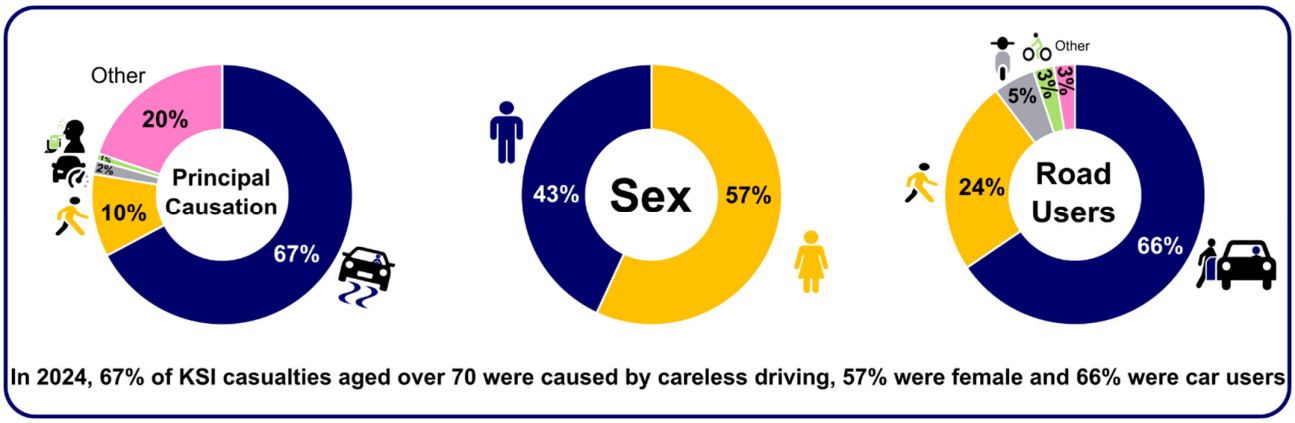
Car users accounted for two-thirds (66%) of the KSI casualties of people aged over 70 in 2024 – this is greater than the proportion for all ages (59%). Pedestrian KSIs were over-represented among the over 70s; just under one quarter (24%) of KSI casualties in this age group in 2024 were pedestrians, compared to only 15% for KSI casualties of all ages.

Figure 15: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, 2014-2024



Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates
See: Appendix 1, Table 12

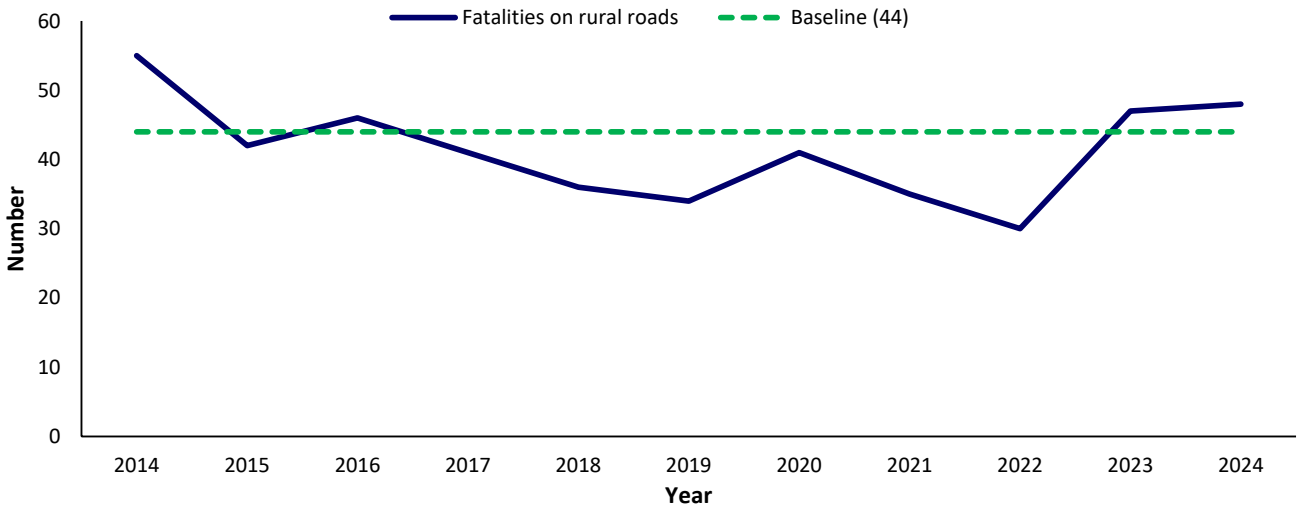
This series has been particularly volatile across the whole reporting period, regularly moving above and below the baseline.



KPI 9: Number of people killed in collisions on rural roads

Figure 16 shows that in 2024 there were 48 people killed in collisions on rural roads; this is an increase of 2% from the previous year (2023) when the figure reported was 47. Fatalities on rural roads are now 9% above the baseline figure of 44.

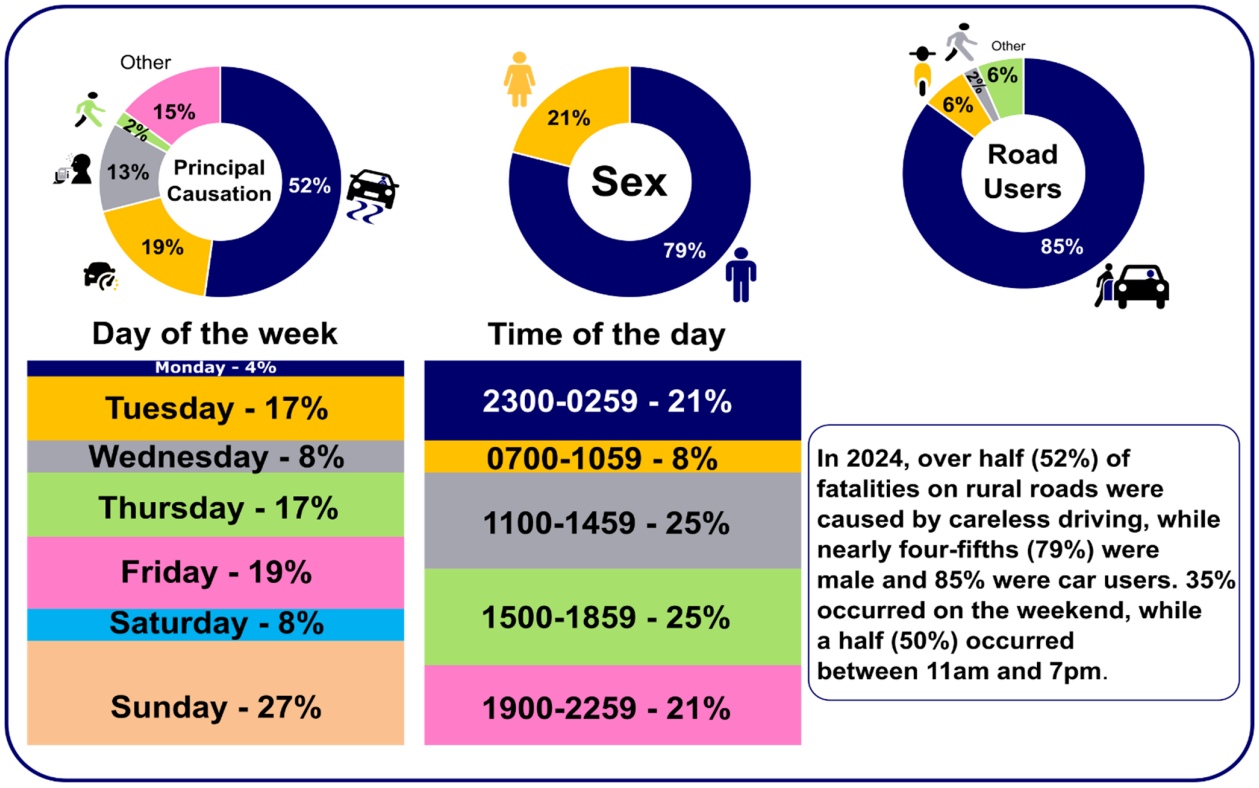
Figure 16: Number of people killed in collisions on rural roads, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 13

The number of fatalities on rural roads in 2024 (48) was the second highest in the series. Only 2014 had a higher number (55) of fatalities on rural roads.

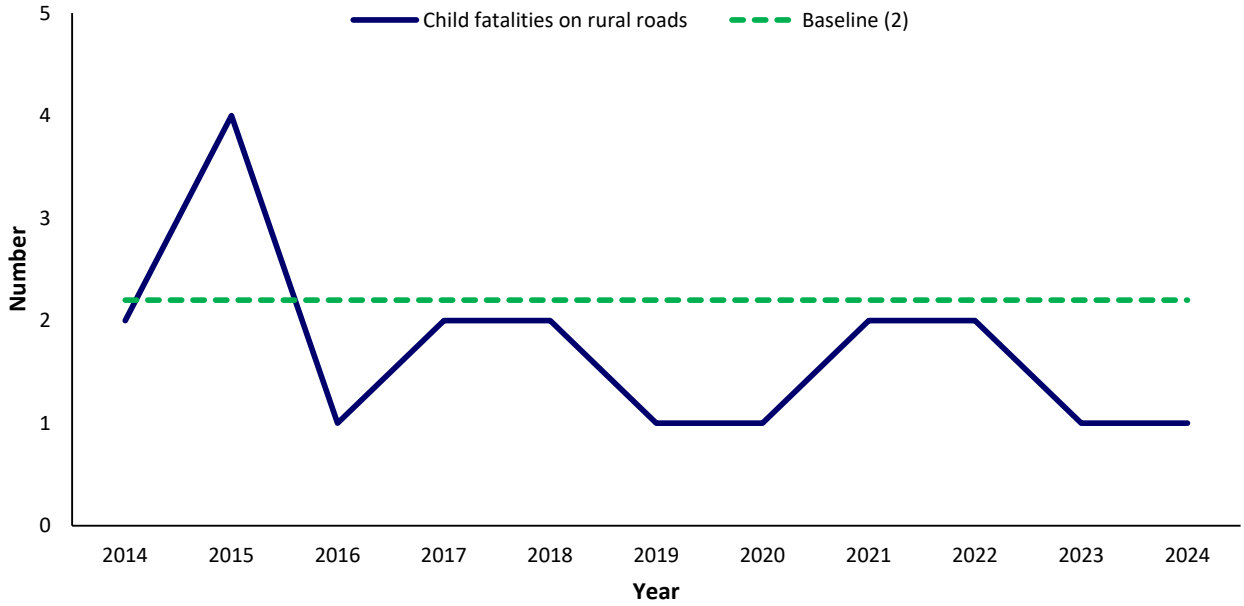
A profile of collisions on rural roads is available on the ASRB website: [Northern Ireland rural road analysis, 2012 – 2016]



KPI 10: Number of children (0-15) killed in collisions on rural roads

There was one child killed on rural roads in 2024, this figure is the same as the number recorded in 2023 and is below the baseline figure of 2.2. The highest number in the series (4) was recorded in 2015.

Figure 17: Number of children (0-15) killed in collisions on rural roads, 2014-2024

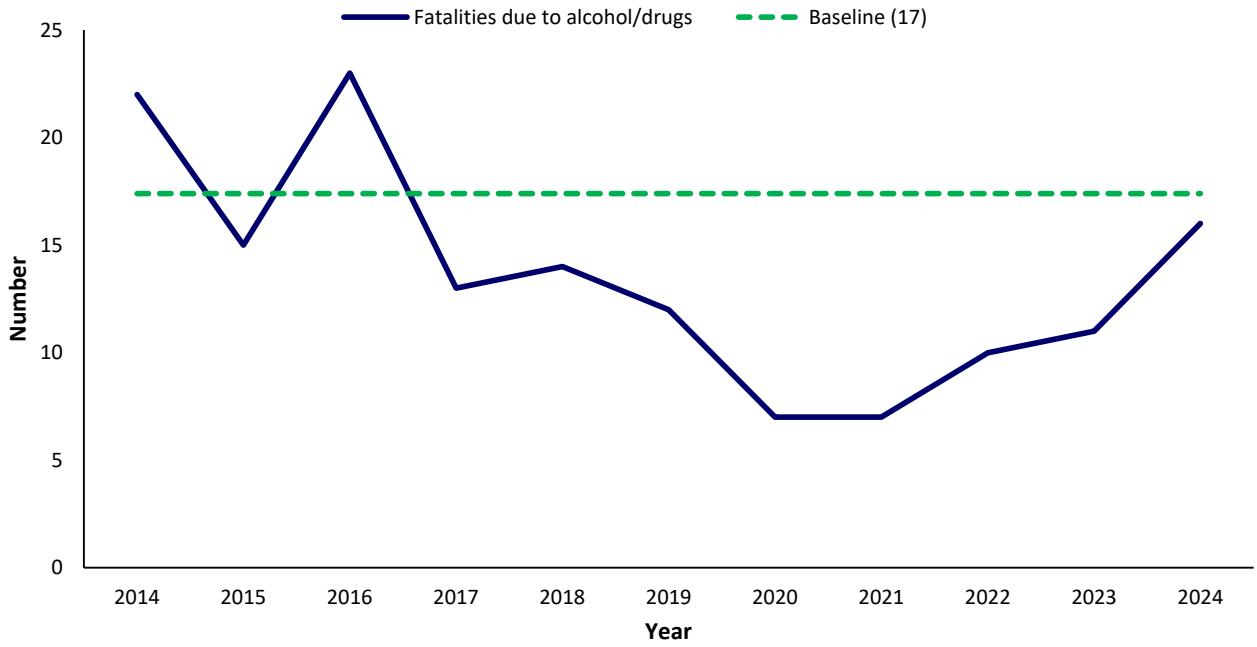


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 14

KPI 11: Number of people killed where alcohol/drugs causation factor was attributed

In 2024, there were 16 people killed in road traffic collisions where alcohol or drugs was attributed (see Figure 18 below). This figure represents a 45% increase from the previous year of 2023 when the number recorded was 11, and an 8% decrease from the baseline figure of 17.

Figure 18: Number of people killed where alcohol/drugs causation factor attributed, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 15

The series has fluctuated year on year with a descending trend to 2020 before rising again to 2024. A 32% decrease between 2014 and 2015 follows immediately with a 53% increase between 2015 and 2016. There follows a 43% decrease between 2016 and 2017 and then an 8% increase between 2017 and 2018.

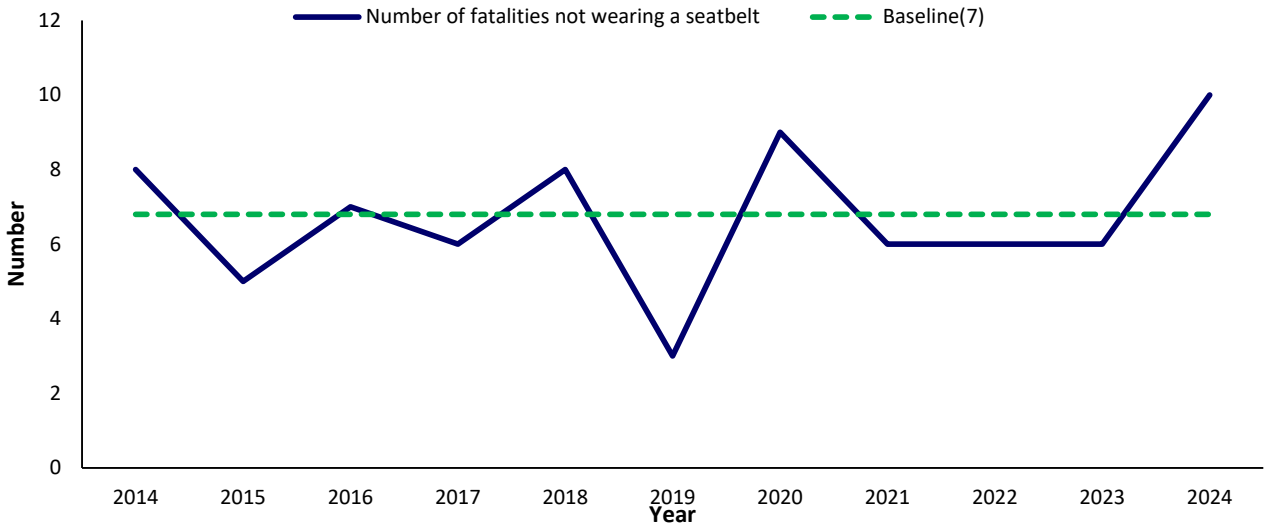
The five-year rolling average does however show a decrease for each period from 2014-2018 to 2019-2023, before a rise in 2020-2024. The 2020-2024 figure of 10 is 41% below the baseline.

Looking at the number of convictions for drink driving over the last few years; there was a large decrease (-11%) between 2019 and 2020. However, 2021 saw the number of drink drive convictions increase by over a fifth (21%) to 2,458. The 2024 figure of 2,404 showed a decrease of 3% over the year from the 2023 figure of 2,478.
Convictions data was provided by Northern Ireland Courts & Tribunals Service (NICTS) Statistics and Research Unit: Integrated Court Operations System (ICOS). These data are generated on the basis of defendants convicted at the Crown and Magistrates Courts of at least one offence relating to drink driving.

KPI 12: Number of car occupants killed who were not wearing a seatbelt

Figure 19 below shows that in 2024 there were ten car occupants killed who were not wearing their seatbelt. This is four more than the figure for last year (2023) and is the highest number recorded in the series. The 2024 figure is three above the baseline (7).

Figure 19: Number of car occupants killed who were not wearing a seatbelt, 2014-2024

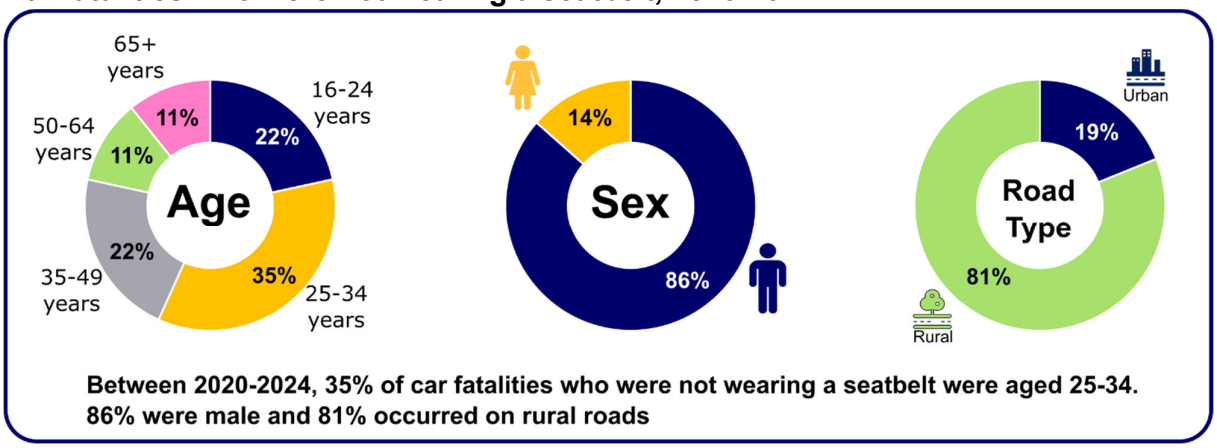


Source: PSNI Road Traffic Casualty Statistics
Note: This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint. This includes those who were exempt from wearing a restraint.
See: Appendix 1, Table 16

Because the numbers presented here are small, it is important to exercise caution when interpreting the trend – small numbers are likely to experience more volatility. Perhaps of greater significance, the data highlights that the likelihood of being killed in a collision is much higher if you are not wearing a seatbelt.

In 2024, 0.8% of car occupants involved in a collision who were wearing a seatbelt sustained fatal injuries, compared with 7.9% of car occupants not wearing a seatbelt.
Therefore, while the overall number of car user fatalities who were not wearing a seatbelt is small, they make up a sizeable proportion of such fatalities: over the period 2020-2024, over one-fifth (22.6%) of car occupant's fatalities were not wearing a seatbelt.

Car fatalities who were not wearing a seatbelt, 2020-2024



KPI 13: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most/least deprived areas (Collision SOA)

Data for the deprivation indicators is reported for both the area where the collision occurred and the home address of the casualty.

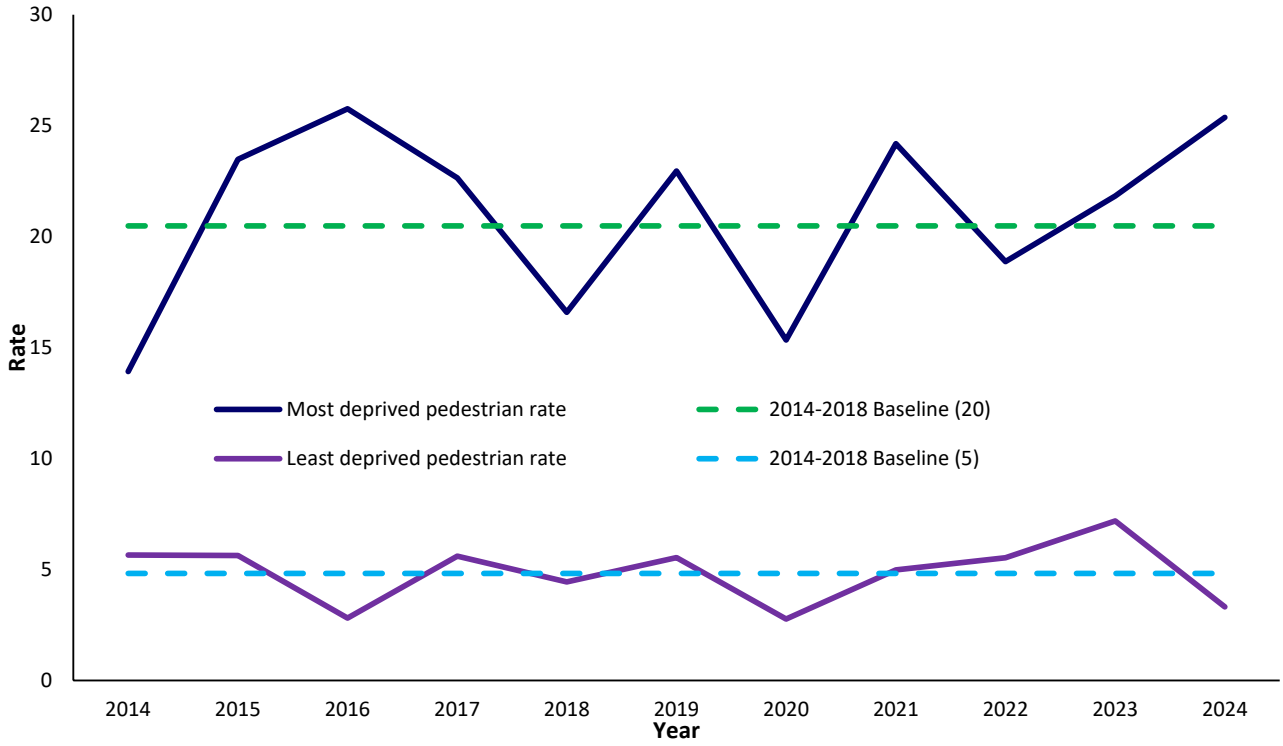
The charts for the deprivation indicators highlight the difference in the rates in the 10% most and 10% least deprived areas, with the Strategy aim being to reduce the most deprived rates to bring them more into line with the least deprived. KPIs 13 to 16 explores this below:

In 2024, the rate of pedestrians killed or seriously injured in road traffic collisions in the most deprived areas was 25.37, which is over seven times greater than the rate of 3.32 observed in the least deprived areas.

This series has been particularly volatile across the reporting period; therefore, it is useful to look at rate based on a five-year rolling average.

The five-year rolling average shows that pedestrian KSIs in the most deprived areas in 2020-2024 is above the baseline at 21.11, whereas pedestrian KSIs in the least deprived areas is below the baseline at 4.76. The five-year rolling average rate (2020-2024) in the most deprived areas is over four times greater than the rate in the least deprived areas.

Figure 20: Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Collision SOA), 2014-2024



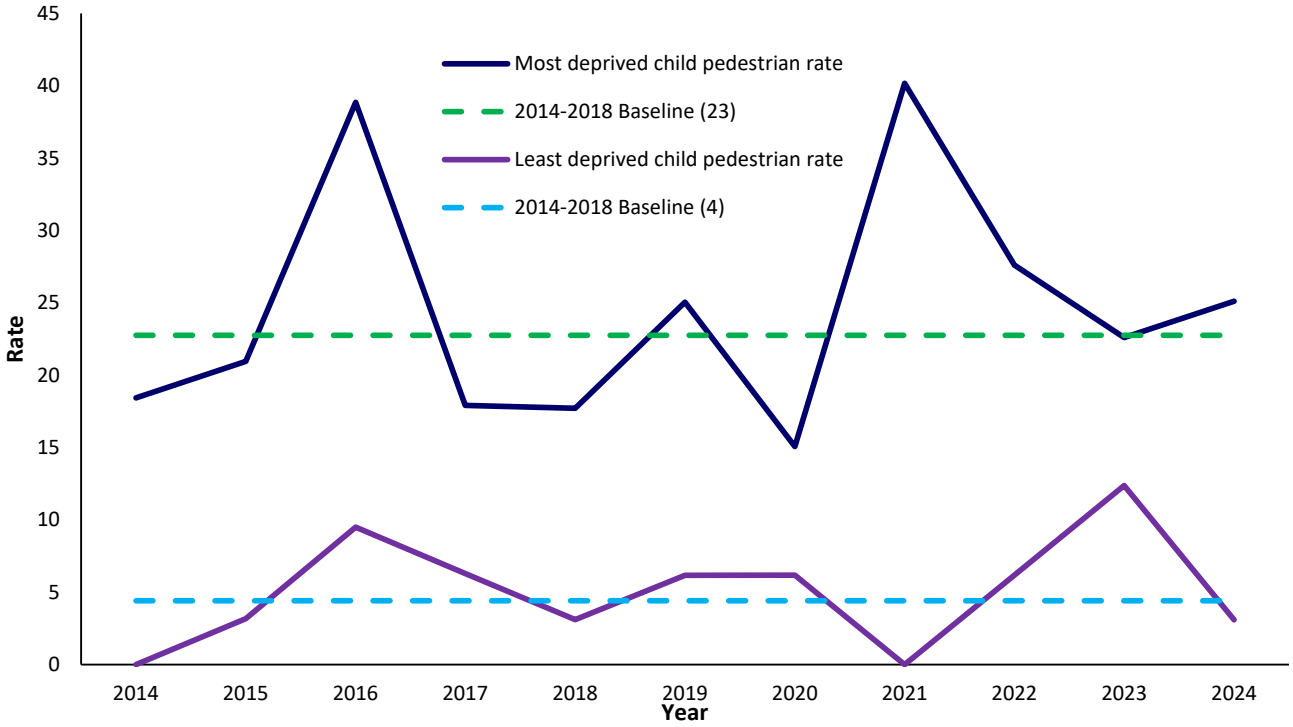
Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates, NISRA Northern Ireland Multiple Deprivation Measure 2017
See: Appendix 1, Table 17i and Table 17ii

KPI 14: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most/least deprived areas (Collision SOA)

In 2024, the rate of child pedestrians killed or seriously injured in road traffic collisions in the most deprived areas was 25.10. This figure represents an increase of 11% from the previous year when the rate was 22.59. The rate of child pedestrians killed or seriously injured in the least deprived areas in 2024 was 3.09; this is a decrease from the rate of 12.37 in 2023.

The 2020-2024 five-year rolling average shows the most deprived child pedestrian KSI rate (26.09) was 15% above the baseline. This figure indicated no change from the previous five-year rolling average (2019-2023) when the rate was 26.09. The least deprived pedestrian KSI rate had remained stable and relatively close to the baseline rate of 4.41 and decreased to 5.56 in 2020-2024.

Figure 21: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Collision SOA), 2014-2024



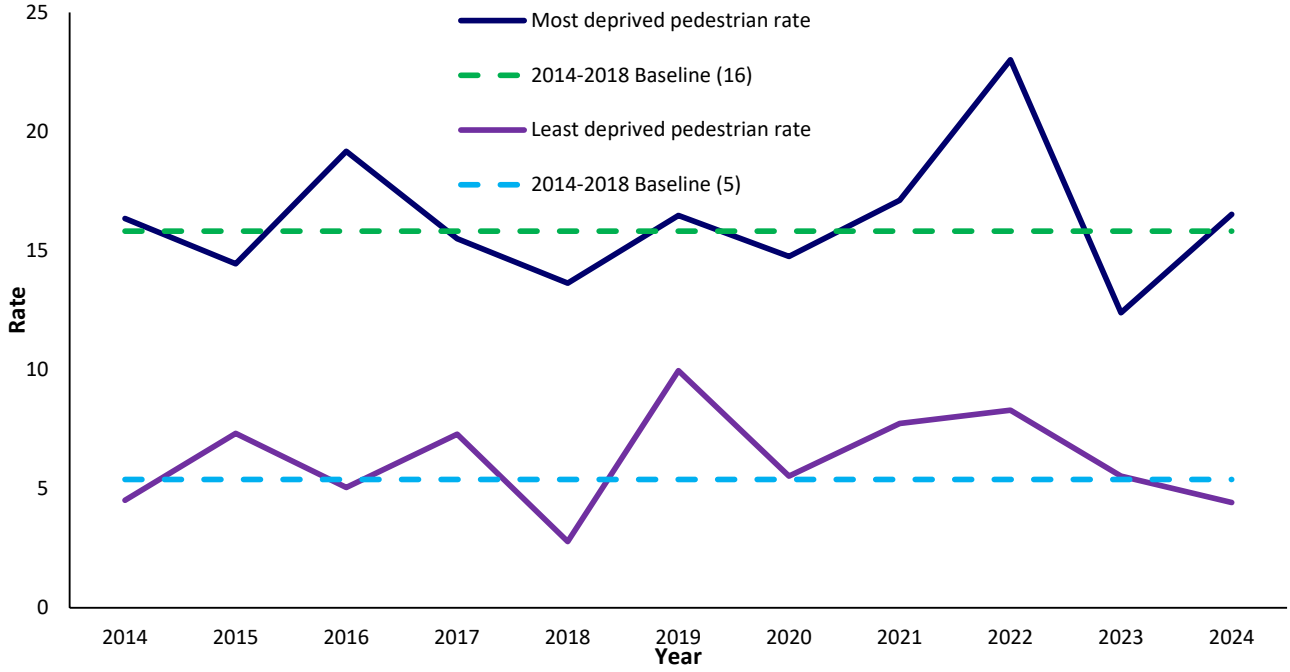
Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates, NISRA Northern Ireland Multiple Deprivation Measure 2017
See: Appendix 1, Table 18i and Table 18ii

KPI 15: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most/least deprived areas (Casualty Address SOA)

In 2024, the rate of pedestrians killed or seriously injured in road traffic collisions that lived in the most deprived areas was 16.52, which is greater than the rate of 4.43 observed in pedestrians that lived in the least deprived areas.

The five-year rolling average shows the most deprived pedestrian KSI rate has remained unchanged between 2019-2023 and 2020-2024; the figure has remained at 16.75. During the same time-period, the least deprived pedestrian KSI rate decreased from 7.41 to 6.31.

Figure 22: Rate of pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Casualty SOA), 2014-2024



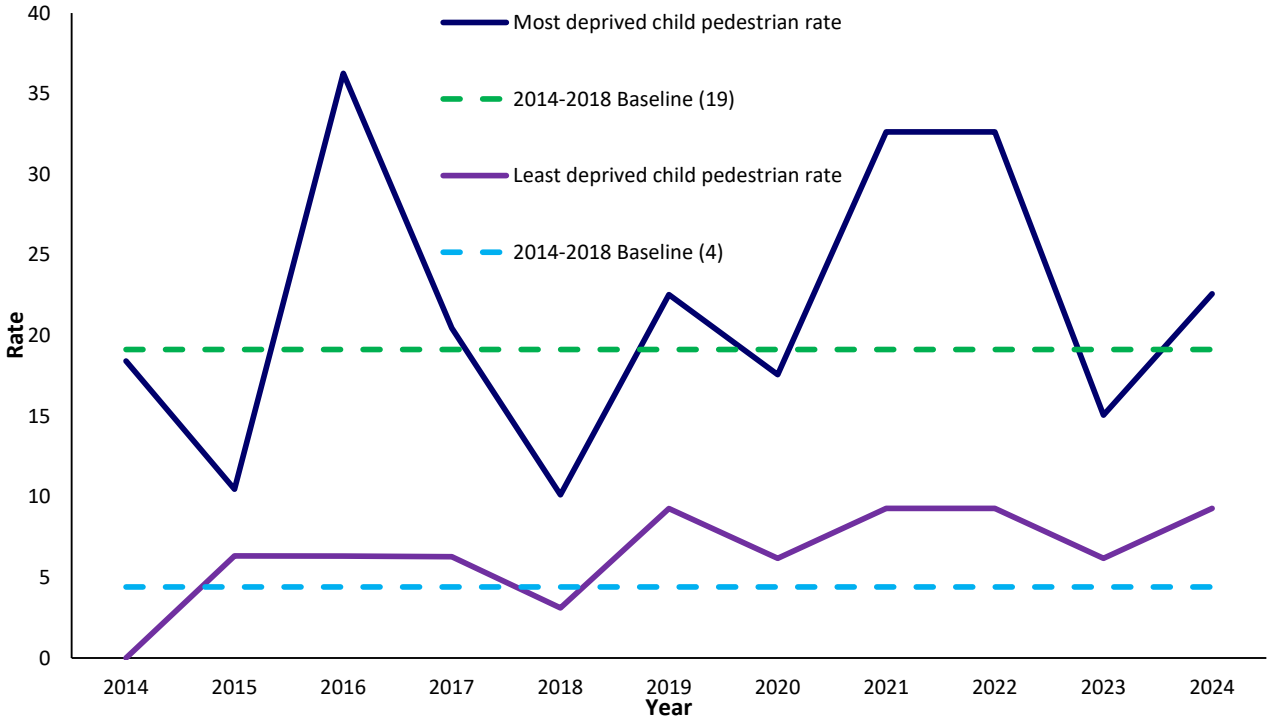
Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates, NISRA Northern Ireland Multiple Deprivation Measure 2017
See: Appendix 1, Table 19i and Table 19ii

KPI 16: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most/least deprived areas (Casualty Address SOA)

In 2024, the rate of child pedestrians killed or seriously injured in road traffic collisions, who lived in the most deprived areas was 22.59, which is greater than the rate of 9.28 observed in child pedestrians that lived in the least deprived areas. Both rates have increased since 2023.

The five-year rolling average shows, the most deprived child pedestrian KSI rate has increased by 26% from the baseline to 24.09 in 2020-2024. The least deprived child pedestrian KSI rate has remained above the baseline since the 2015-2019 period and was 8.04 in 2020-2024.

Figure 23: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 per cent most deprived areas compared with 10 per cent least deprived (Casualty SOA), 2014-2024



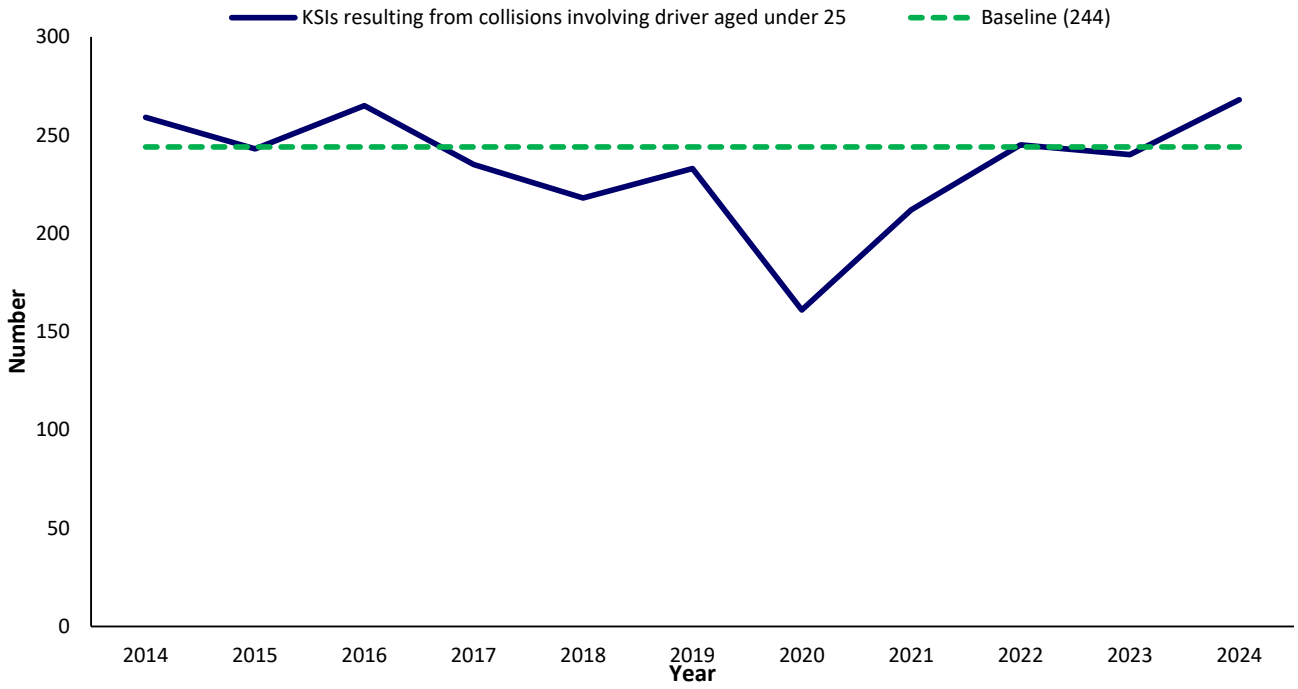
Source: PSNI Road Traffic Casualty Statistics, NISRA Mid-Year Population Estimates, NISRA Northern Ireland Multiple Deprivation Measure 2017
See: Appendix 1, Table 20i and Table 20ii

Please note that population data for KPIs 13-16 for 2022 onwards used the data for 2021, following the 2021 Census of Population and the revised geographies for small areas. Please see indicator guidance booklet for further information.

KPI 17: Number of KSIs resulting from collisions involving drivers under the age of 25

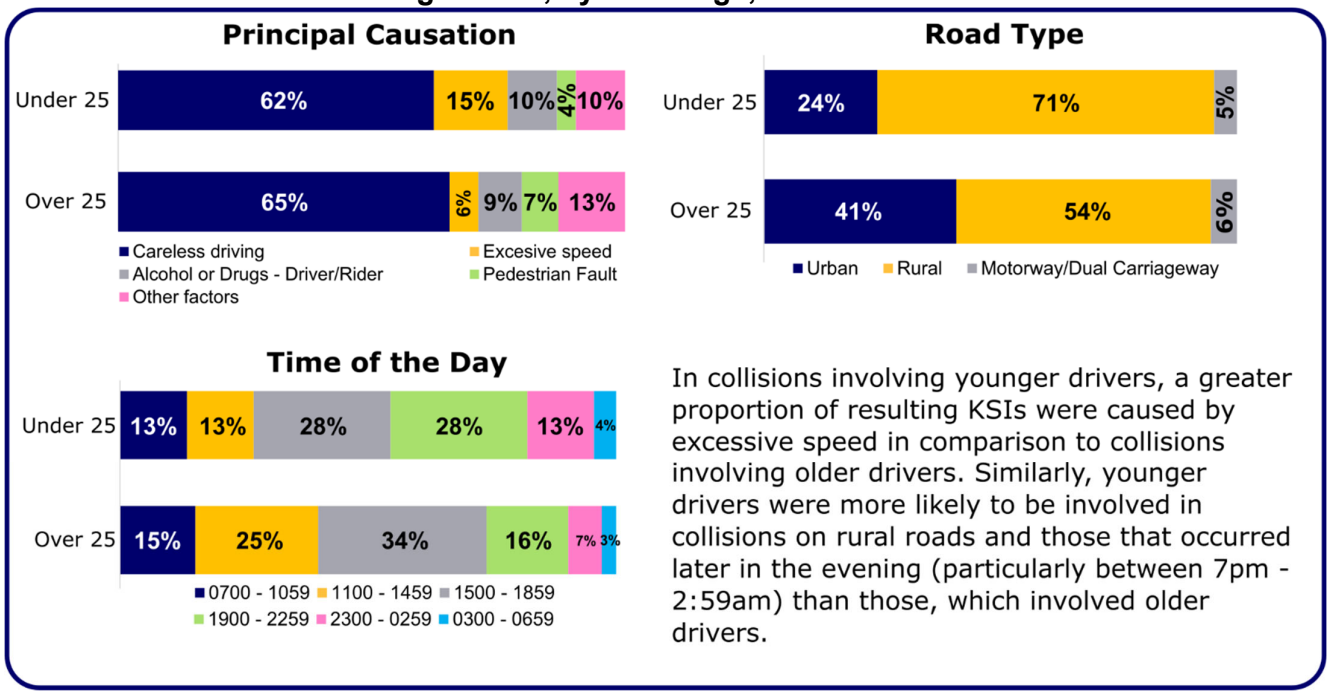
In 2024, there were 268 KSIs resulting from collisions involving drivers under the age of 25. This is a 12% increase from the number recorded in 2023 (240). The numbers in 2024 are 10% above the baseline number (244).

Figure 24: Number of KSIs resulting from collisions involving drivers under the age of 25, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 21

KSIs from collisions involving drivers, by driver age, 2024



In collisions involving younger drivers, a greater proportion of resulting KSIs were caused by excessive speed in comparison to collisions involving older drivers. Similarly, younger drivers were more likely to be involved in collisions on rural roads and those that occurred later in the evening (particularly between 7pm - 2:59am) than those, which involved older drivers.

KPI 18: Number of KSI casualties resulting from collisions involving a novice driver

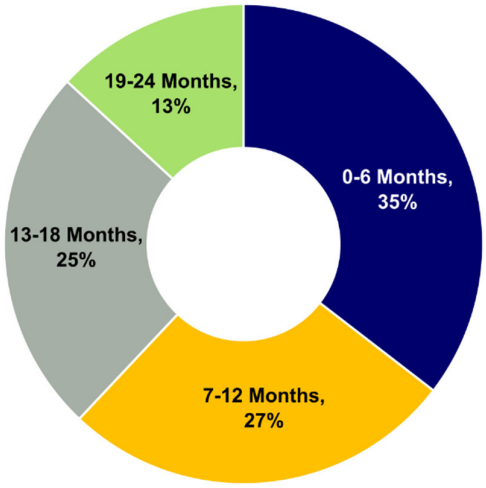
Driver and Vehicle Agency (DVA) driving test data and PSNI collision reports form the basis of this KPI. Annual average estimates (based on 3 years data) for Northern Ireland have been derived from a sample. Confidence intervals around the estimates are provided in table 22(f) in the accompanying tables. Further details on methodology used to construct this indicator can be found on the following link:

Developing the novice driver indicator for NI Road Safety Strategy to 2020

Please note all figures reported for a three-year period are 3-year rolling averages.

Over the three-year period 2022-2024, novice drivers (those drivers within 2 years of passing their 'Category B' driving test) were involved in road traffic collisions on Northern Ireland roads that resulted in the death or serious injury of, on average, 144 people each year. This is greater than the 125 average number of KSIs recorded during the 2021-2023 period and is 28% above the 2014-2016 baseline average of 113 KSIs per annum.

Figure 25: KSI casualties involving a novice driver by length of time licence held, 2022-2024



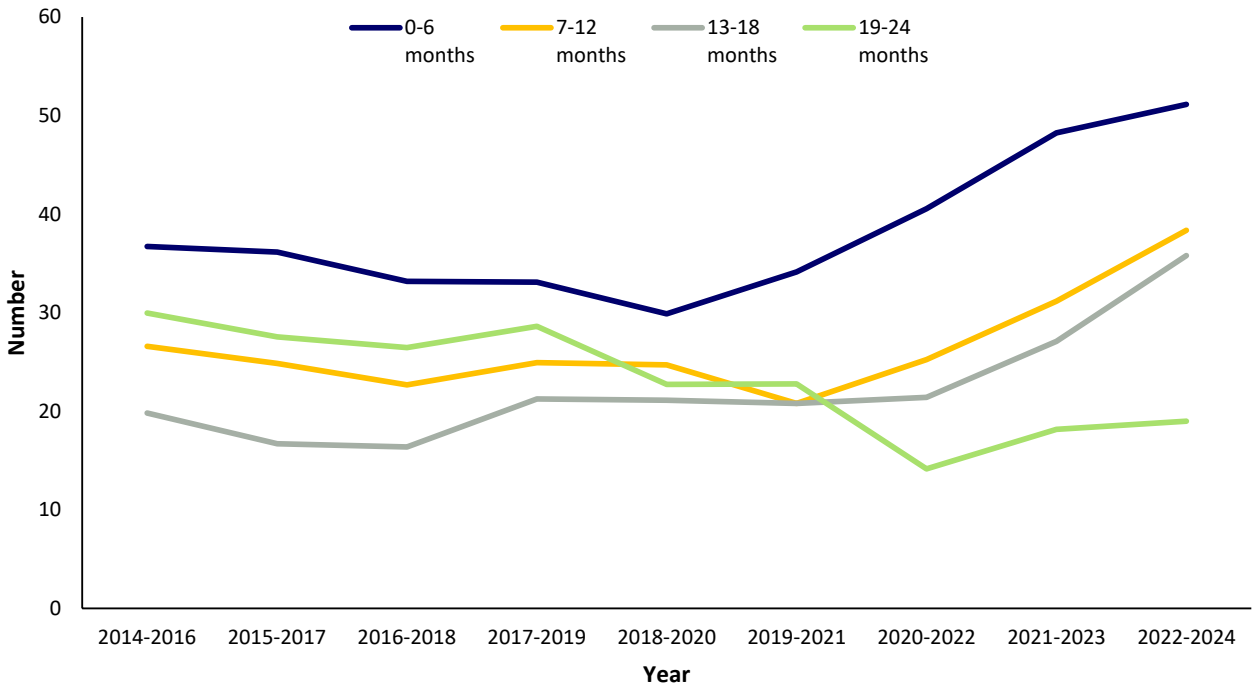
Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency
See: Appendix 1, Table 22

This indicator additionally reports on the length of time (up to 24 months) novice drivers have held their licence at the date of collision. During 2022-2024, as with previous years, the greatest proportion of the KSI casualties (see Figure 25 above) resulted from collisions that involved a driver within six months of passing their test, with 35% attributed to this group.

Novice drivers who were involved in a KSI collision between 19 and 24 months of passing their test accounted for the smallest proportion, making up 13% of the total.

The results highlight the risk associated with new drivers in the first 6 months after passing their driving test and this is further evident in Figure 26 below.

Figure 26**: **Number of KSI casualties resulting from collisions involving a novice driver (3-year rolling average), 2014-2024



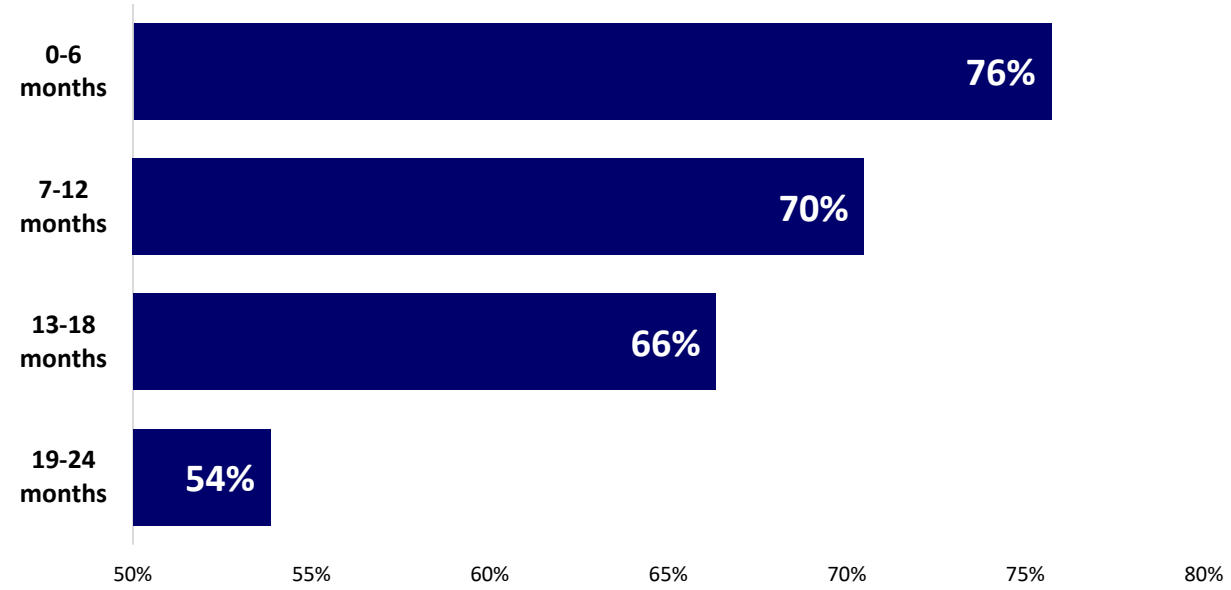
Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency
See: Appendix 1, Table 22

As shown above, the trend line for 0-6 months is consistently higher than for the 7-24 month bandings. The chart also shows that there has been a rise since the 2018-2020 period, with the figure rising from 30 to 34 during 2019-2021 and rising again to 41 during 2020-2022 with a further rise to 48 in 2021-2023. The 2022-2024 figure of 51 for 0-6 months indicates a 39% increase since the baseline and a 6% increase from the previous three-year rolling average.

The figure for 7-12 months also increased from 31 during 2021-2023 to 38 during 2022-2024. Whilst the figure for 13-18 months has remained stable at 21 from 2017-2019 to 2020-2022 the number rose to 27 during 2021-2023 with a further increase to 36 during 2022-2024. The decline in the number of KSIs for the 19-24 month group, falling from 23 in 2019-2021 to 14 during 2020-2022 was followed by a rise to 18 in 2021-2023 and another rise to 19 in 2022-2024.

For the 2022-2024 period, nearly seven-tenths (69%) of the KSI casualties in which a novice driver was involved were attributed to the novice driver. This is similar to the proportions seen in previous years. In terms of the breakdown, those who passed their test within 6 months were responsible for 76% of KSIs from collisions they were involved in compared with 70% for 7-12 month drivers, 66% for 13-18 month drivers, and 54% for 19-24 month drivers (see Figure 27).

Figure 27: Proportion of KSI casualties where a novice driver was involved and deemed responsible, 2022-2024



Source: PSNI Road Traffic Casualty Statistics, Driver Vehicle Agency
See: Appendix 1, Table 22

Collisions where a novice driver was deemed responsible were greater amongst those who were within 6 months of passing their test (39; 39%) and those within 7-12 months (27; 27%) than those who held their licence between 13-18 months (24; 24%) and between 19-24 months (10; 10%).

KPI 19: Proportion of vehicles exceeding the speed limit by road type

As with previous years, only a partial year of data was available for some counters in 2024; however, robust consistency checking was carried out on these to ensure continued quality of the outputs. Speeding data was compiled from 57 counters in 2024, which represents a 63% decrease from the 154 counters used in 2016. Considering though that DFT use less than 100 counters in reporting speed compliance for Great Britain, the 57 counters in Northern Ireland represents good coverage of roads and a fair representation of the types of roads used throughout Northern Ireland. Further details of the speeding measure can be found in the User Guidance at the end of this report and in the Indicator Booklet:

Road Safety Strategy to 2030 Indicator Guidance Booklet.

The indicator reports the proportion of traffic exceeding the speed limit on:

Built-up roads

- all road types up to 40mph

Non Built-up roads

- Single carriageways above 40mp
- Dual carriageways above 40mph
- Motorways

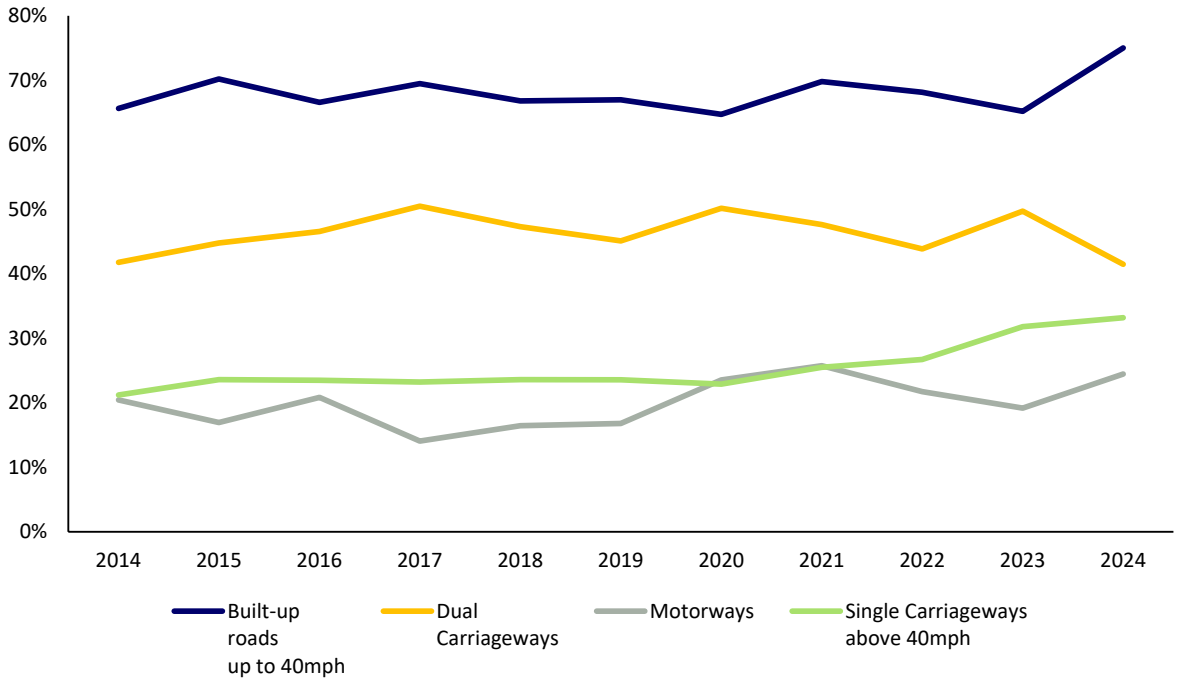
Furthermore, proportions of vehicles exceeding the speed limits are reported for three separate time bands:

- 24 hours
- 7am to 11pm
- 11pm to 7am (free running).

Free running speed is considered the speed at which vehicles will travel when they are unimpeded by other vehicles and for this reason would generally be higher than a 24-hour rate. The proportions reported in this report are based on free running estimates unless otherwise stated.

In 2024, three-quarters (75%) of vehicles exceeded the speed limits on built-up roads, while in non built-up areas in the same year, the proportion of vehicles exceeding the speed limit was greatest on dual carriageways (41%) followed by single carriageways (33%) and motorways (24%). Speeding on built-up roads, motorways and single carriageways have increased since the 2014 baseline with built-up roads increasing by nine percentage points, motorways by four percentage points and single carriageways by 12 percentage points. Speeding on dual carriageways is similar to the baseline figure.

Figure 28: Proportion of vehicles exceeding the speed limit (11pm - 7am), 2014-2024



Source: Transport NI, C2-Cloud Traffic Data
See: Appendix 1, Table 23

Due to the relatively low number of counters available in 2024, it is advisable to use caution when considering these figures; however, looking at Figure 28 above the proportions observed do not look particularly out of place in comparison with previous years. Proportions of speeding on built-up roads and dual carriageways have tended to fluctuate while speeding on single carriageways has risen since 2020. Rates of speeding on motorways have risen from 2023 to 2024. The motorway figure of 24% in 2024 is back above the baseline figure of 20%.

Comparing the free running data (11pm to 7am) with the data for 7am to 11pm, which takes congestion into account, reduces the proportion of vehicles exceeding the speed limit on built-up roads from 75% to 45% in 2024. Dual carriageways reduced from 41% to 23%, single carriageways above 40mph from 33% to 17% and motorways reduced from 24% to 19%.

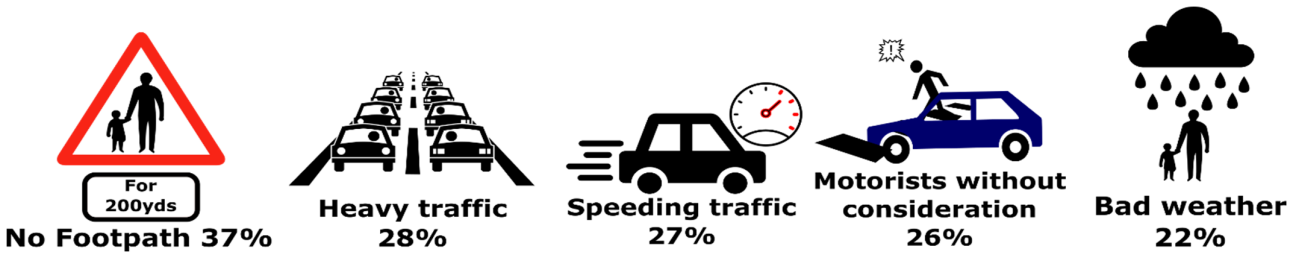
In contrast to the vehicle speeding indicator for free-running, which has not demonstrated any consistent upwards or downwards trend since the 2014 baseline, speeding offences recorded by the PSNI have fallen by 53% from 2014 to 2024 (10,208 to 4,793), and speeding offences detected by the Roads Safety Partnership (RSP) have more than doubled (from 41,761 to 83,816). Note that other factors might influence the PSNI and RSP statistics (e.g. associated PSNI campaigns to target speeding; PSNI resources, RSP deployments.). Links to the PSNI and RSP statistics are available in the user guidance section.

ASRB published an analysis of KSI casualties caused by excess speeding in May 2025 that is available on the following link: KSI Casualties caused by Excessive Speed in Northern Ireland, 2019-2023

KPI 20: Road user's perception of road safety

The Travel Survey in Northern Ireland (TSNI) asks respondents what makes them feel unsafe while walking by and/or cycling on the road. Some respondents said they always felt safe, or they did not walk/cycle on the road. There were several significant changes to the survey methodology in 2020 and 2021 in response to the pandemic to ensure the data could continue to be collected safely. Therefore, 2020 results are not directly comparable to those of previous years and therefore the most recently used figures refer to 2017-2019.

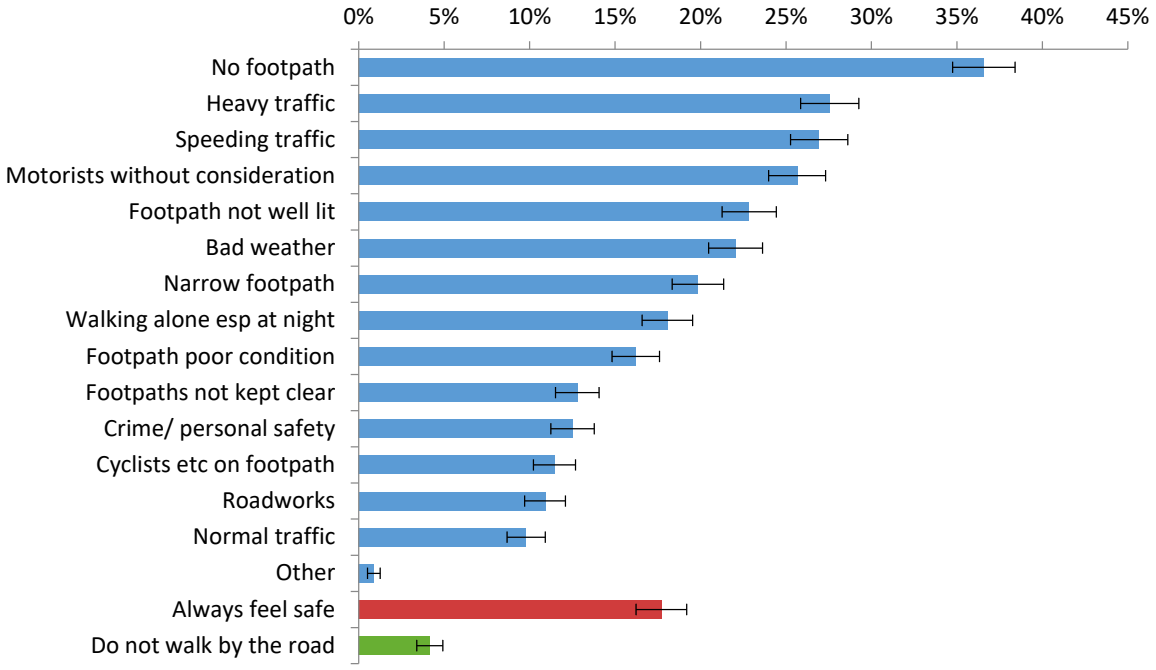
Reasons why respondents feel unsafe while walking the road, 2017-2019



Source: Travel Survey for Northern Ireland
See Appendix 1, Table 24

In 2017-2019, there were 2,666 respondents who said they walked at least once a year, and 18% of them said they always felt safe when walking by the road, while 4% said they do not walk by the road. Once again, the most common reason cited for feeling unsafe was that there was no footpath, with 37% of all respondents giving this answer. Over a quarter of respondents said that heavy traffic, traffic travelling above the speed limit and motorists driving without care for pedestrians made them feel unsafe (all with similar percentages of 28%, 27% and 26%, respectively). A full list of reasons can be found in Figure 29.

Figure 29: Reasons why respondents feel unsafe when walking by the road, 2017-2019



Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 24
Note error bars show the 95% confidence range around the central estimate. See table 24a

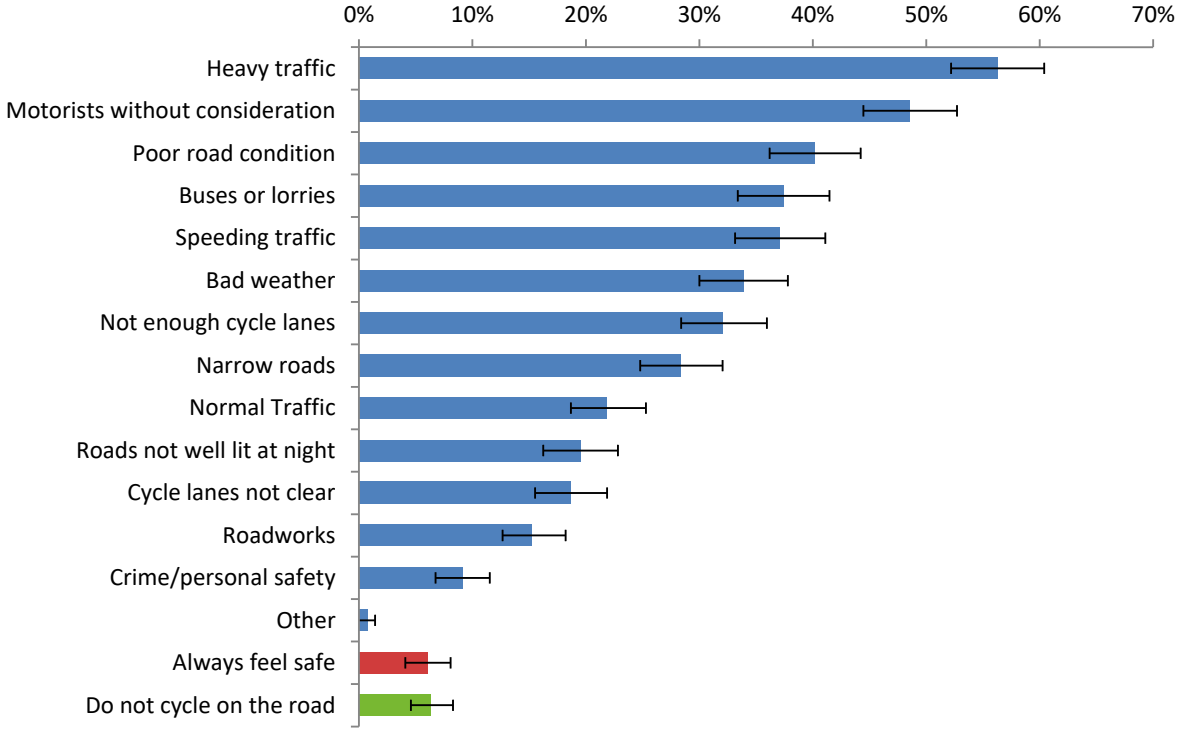
When asked about safety while cycling, 6% of the 558 respondents who had cycled in the last 12 months said they always felt safe when cycling on the road, with a further 6% stating that they do not cycle on the road.

More than half of respondents (56%) felt unsafe due to heavy traffic, while 49% felt unsafe because of motorists driving without consideration of cyclists. Other common reasons included poor road condition (40%), buses or lorries on the road (37%), traffic travelling above the speed limit (37%), and bad weather (34%). A full list of reasons can be found in Figure 30.

Reasons why respondents feel unsafe while cycling on the road, 2017-2019

Source: Travel Survey for Northern Ireland
See Appendix 1, Table 25

Figure 30: Reasons why respondents feel unsafe when cycling on the road, 2017-2019

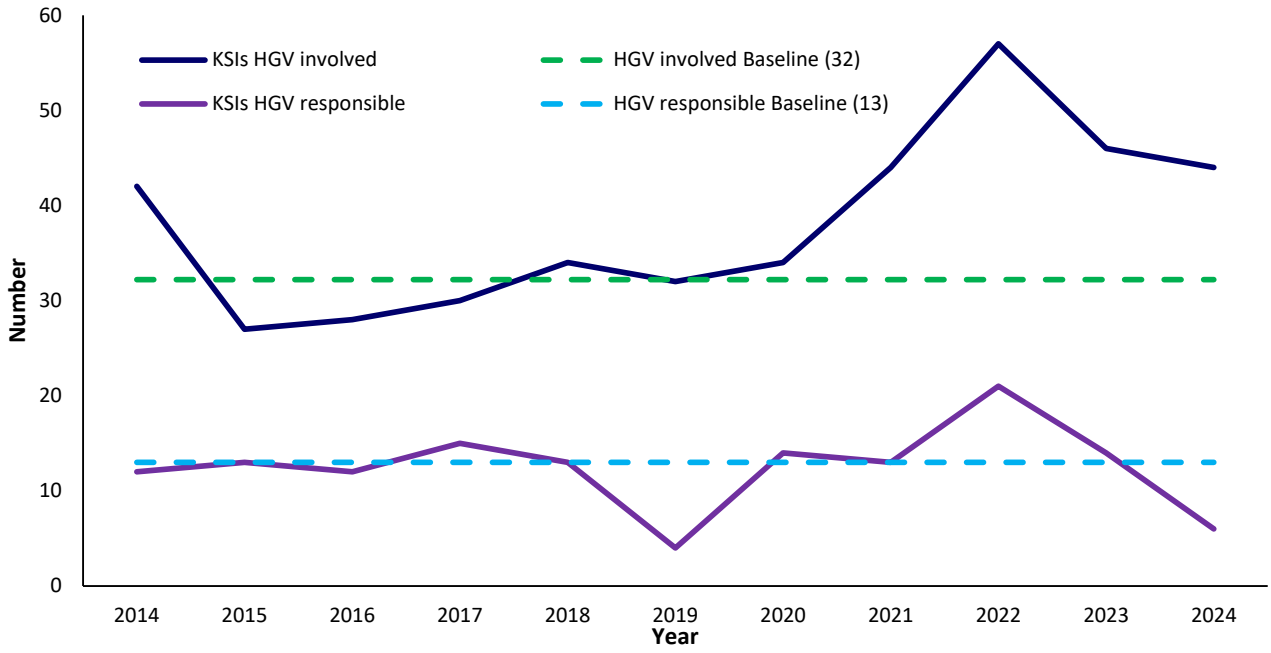


Source: Travel Survey for Northern Ireland
See: Appendix 1, Table 25
Note error bars show the 95% confidence range around the central estimate. See table 25a

KPI 21: Number of KSIs resulting from collisions involving Heavy Goods Vehicles (HGV)

In 2024, the number of KSIs resulting from collisions *involving* Heavy Goods Vehicles (HGV) was 44. The number of KSIs resulting from collisions where an HGV was *responsible* was 6; therefore HGVs were responsible for 14% of the KSIs resulting from collisions in which they were involved.

Figure 31: Number of KSIs resulting from collisions involving Heavy Goods Vehicles, 2014-2024



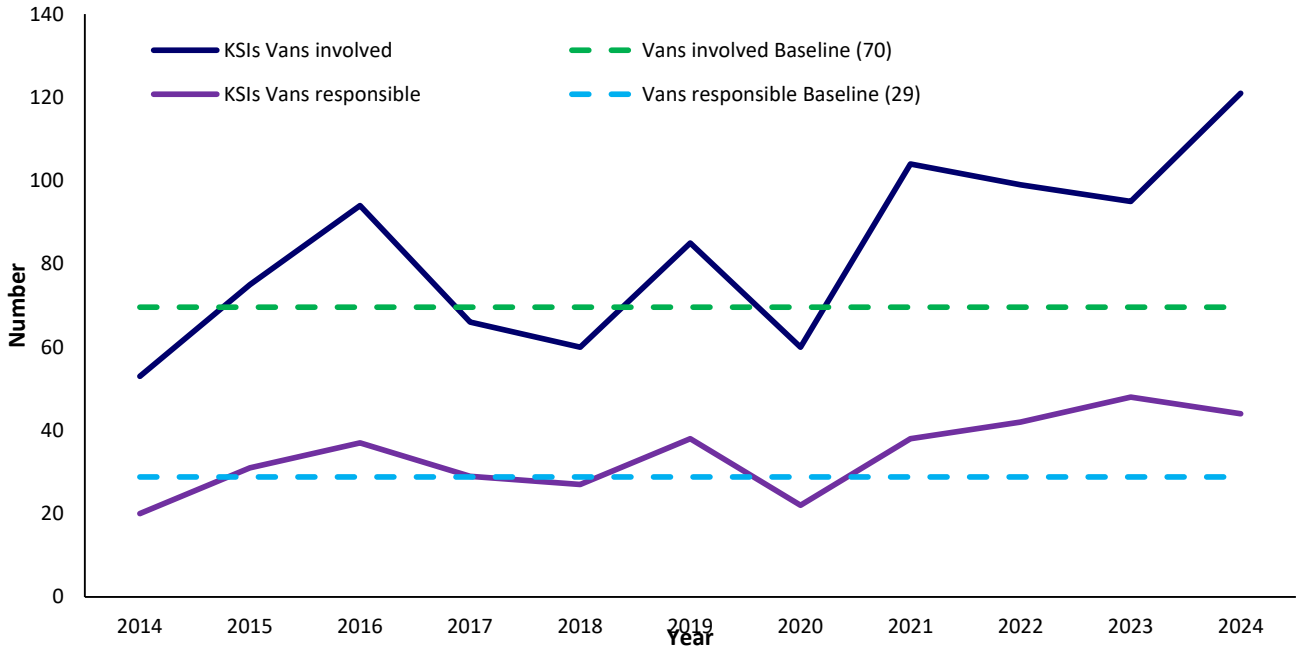
Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 26

In the most recent five-year period (2020-2024), HGVs were responsible for 30% of the KSIs resulting from collisions they were involved in, this is lower than the baseline (2014-2018) percentage of 40%.

KPI 22: Number of KSIs resulting from collisions involving vans

In 2024, the number of KSIs resulting from collisions *involving* vans was 121. The number of KSIs resulting from collisions where a van was *responsible* was 44; therefore, vans were responsible for 36% of the KSIs resulting from collisions in which they were involved.

Figure 32: Number of KSIs resulting from collisions involving Vans, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 27

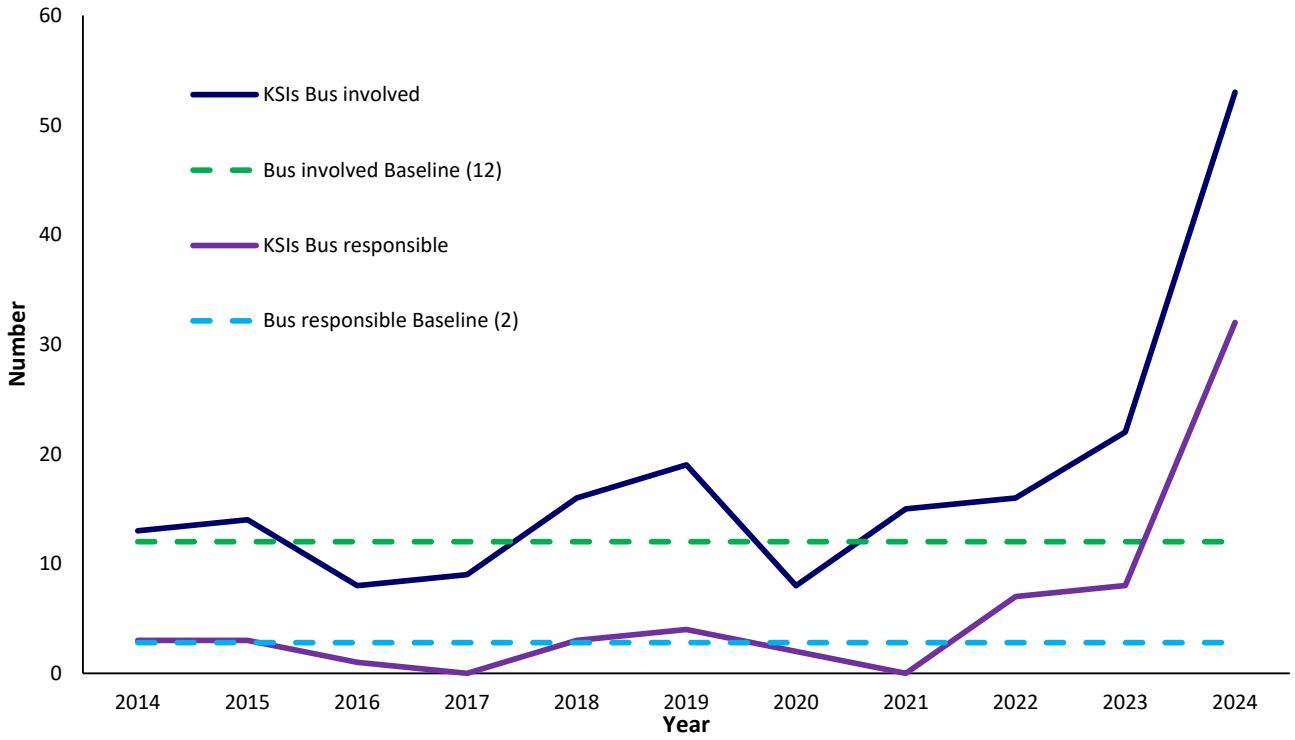
Looking at the five-year annual-average figures, the percentage of KSIs where vans were deemed responsible has remained fairly stable near the baseline figure of 41%.

KPI 23: Number of KSIs resulting from collisions involving buses

In 2024, the number of KSIs resulting from collisions *involving* buses was 53. The number of KSIs resulting from collisions where a bus was *responsible* was 32; therefore buses were responsible for 60% of KSIs resulting from collisions in which they were involved.

This series can be erratic as there can be multiple injuries resulting from a single collision.

Figure 33: Number of KSIs resulting from collisions involving buses, 2014-2024

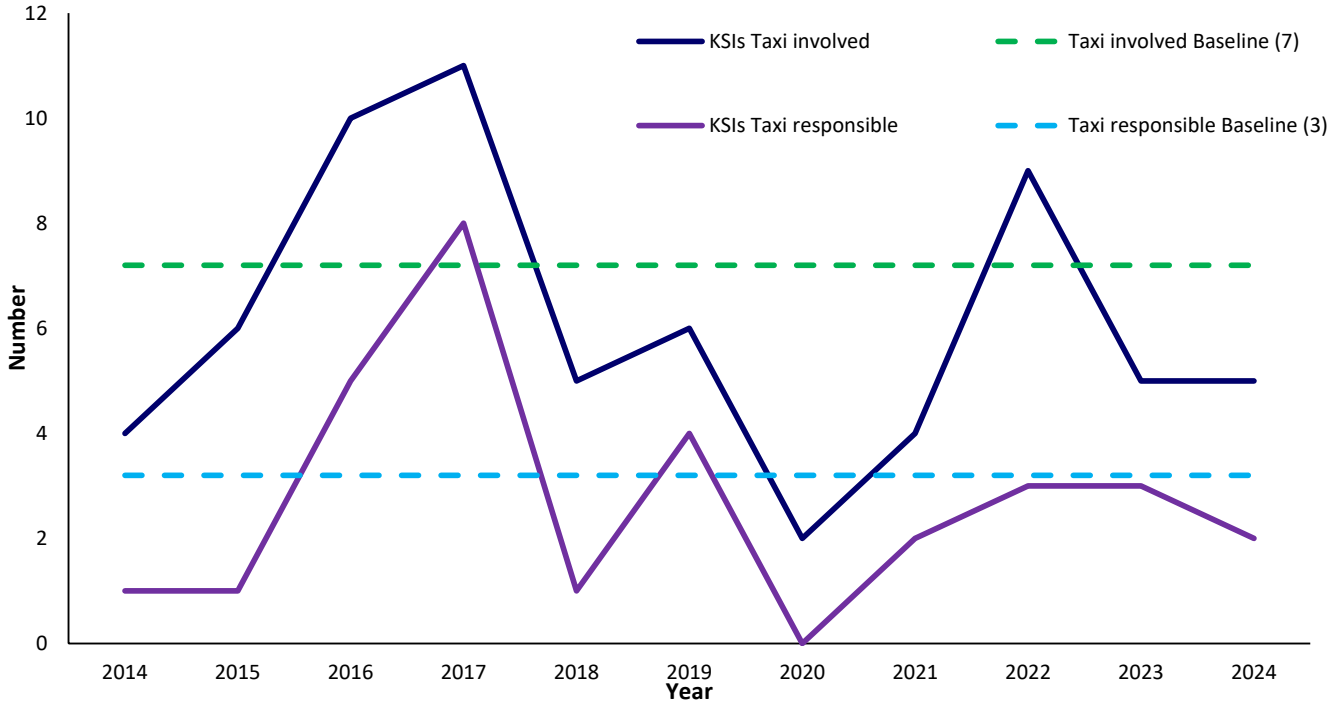


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 28

KPI 24: Number of KSIs resulting from collisions involving taxis

In 2024, the number of KSIs resulting from collisions *involving* taxis was five. The number of KSIs resulting from collisions where a taxi was *responsible* was two; therefore, taxis were responsible for 40% of KSIs resulting from collisions in which they were involved.

Figure 34: Number of KSIs resulting from collisions involving taxis, 2014-2024

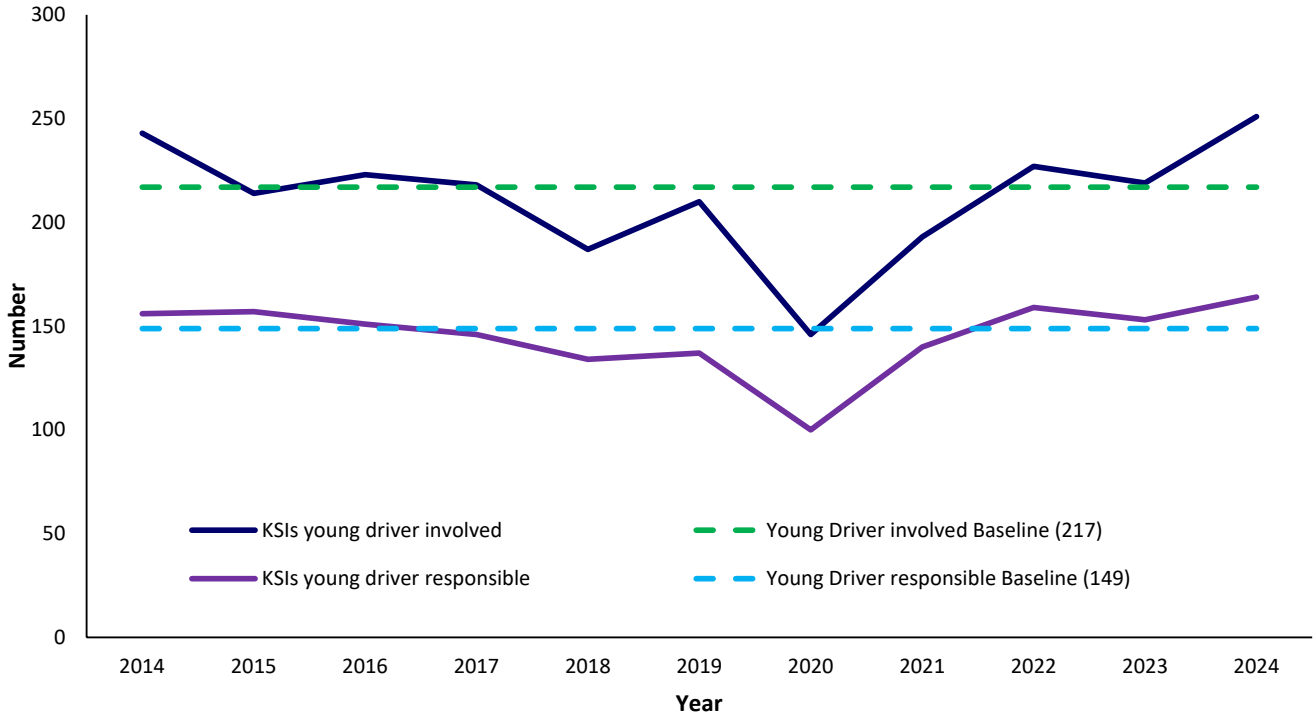


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 29

KPI 25: Number of KSIs resulting from collisions involving car drivers aged 17 to 23

In 2024, the number of KSIs resulting from collisions *involving* car drivers aged 17 to 23 was recorded as 251. The number of KSIs resulting from collisions where car drivers aged 17 to 23 were *responsible* was recorded as 164; therefore car drivers aged 17 to 23 were responsible for 65% of KSIs resulting from collisions in which they were involved.

Figure 35: Number of KSIs resulting from collisions involving car driver aged 17 to 23, 2014-2024

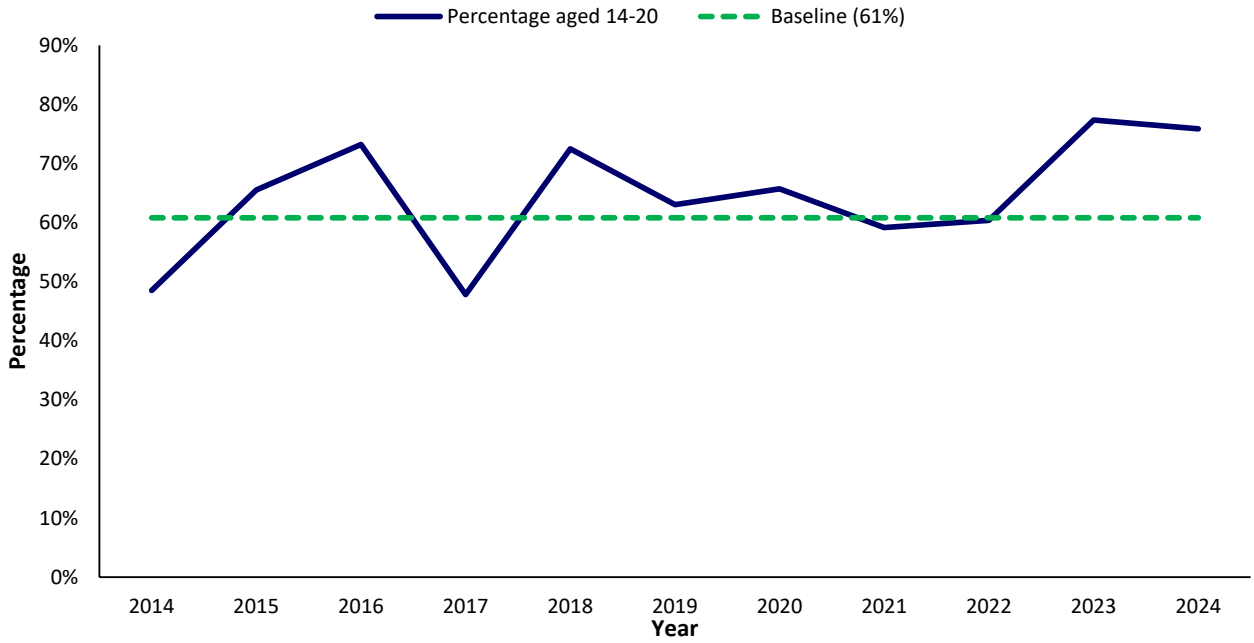


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 30

KPI 26: Age of Passenger KSIs that were travelling in a car with a driver aged 17-23

In 2024, the number of KSIs passengers aged 14-20 who were travelling in a car with a driver aged 17-23 was recorded as 44. This figure represents 76% of the total number (58) of passenger KSIs that were travelling with a driver in this age group. The next largest age-group was those aged 25+, accounting for 9 KSIs representing 16% of the total.

Figure 36: Age of Passenger KSIs that were travelling in a car with a driver aged 17 to 23, 2014-2024

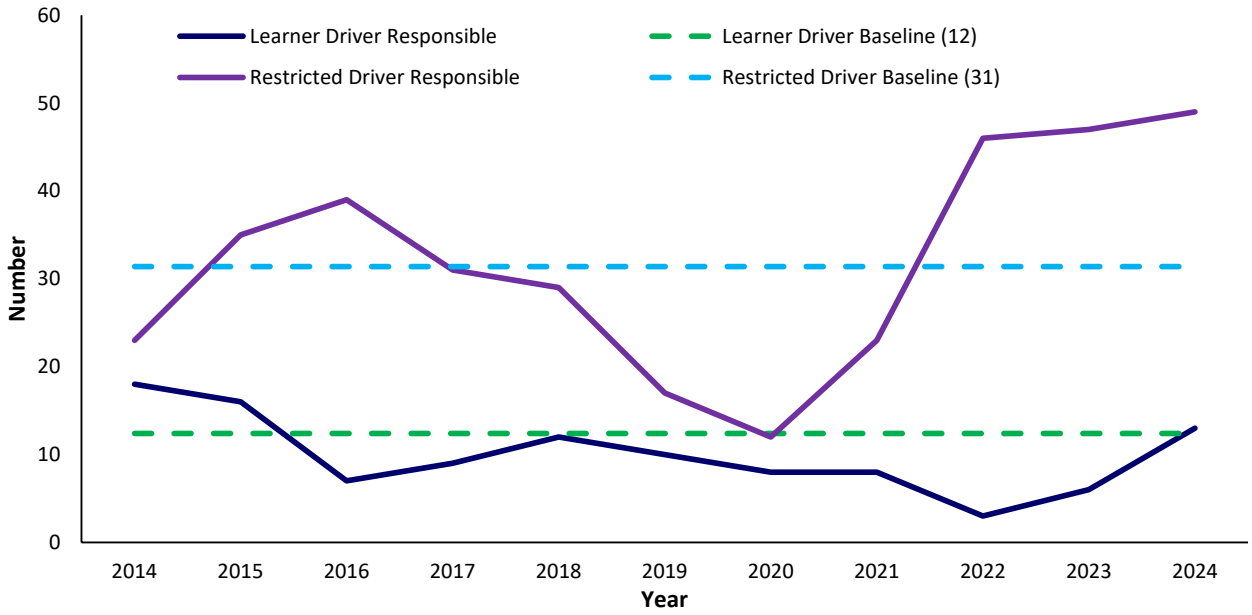


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 31

KPI 27: KSIs resulting from collisions involving both Learner and Restricted drivers and motorcyclists who were responsible for the collision

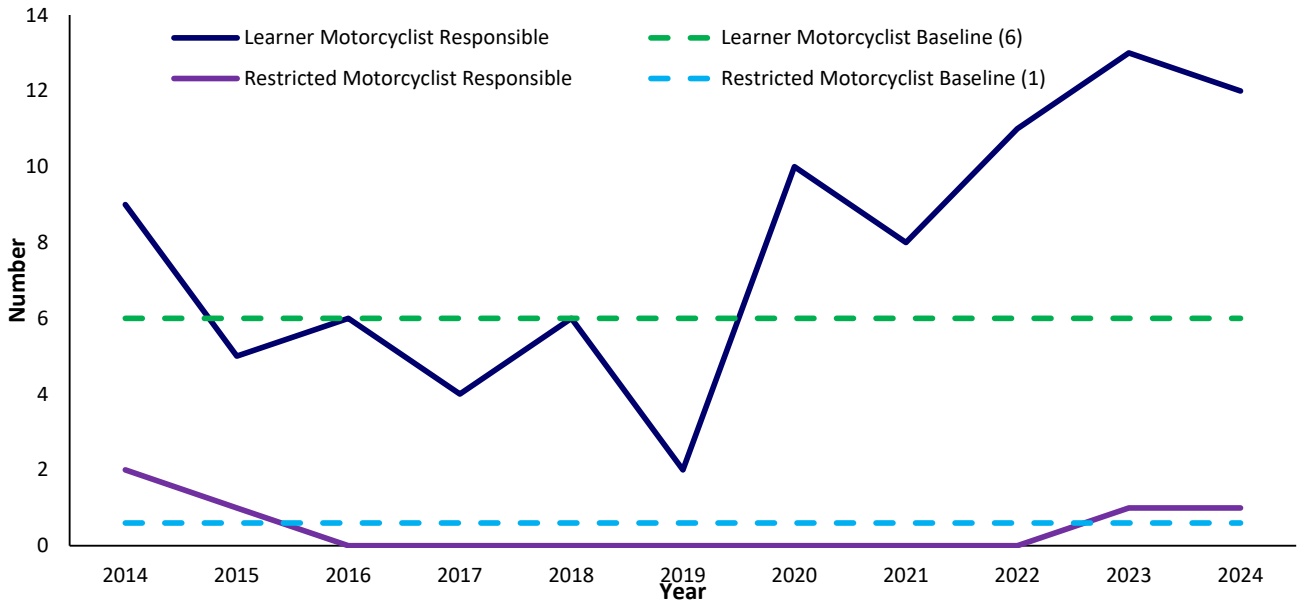
In 2024, there were 49 KSIs where a Restricted driver was responsible for the collision. This is two more than the previous year when the figure was 47. Learner drivers were responsible for 13 KSIs. Learner motorcyclists were responsible for 12 KSIs. There was only one KSI casualty where a Restricted motorcyclist was responsible.

Figure 37: KSIs resulting from collisions involving Learner and Restricted driver responsible for the collision, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 32

Figure 38: KSIs resulting from collisions involving Learner and Restricted motorcyclists responsible for the collision, 2014-2024

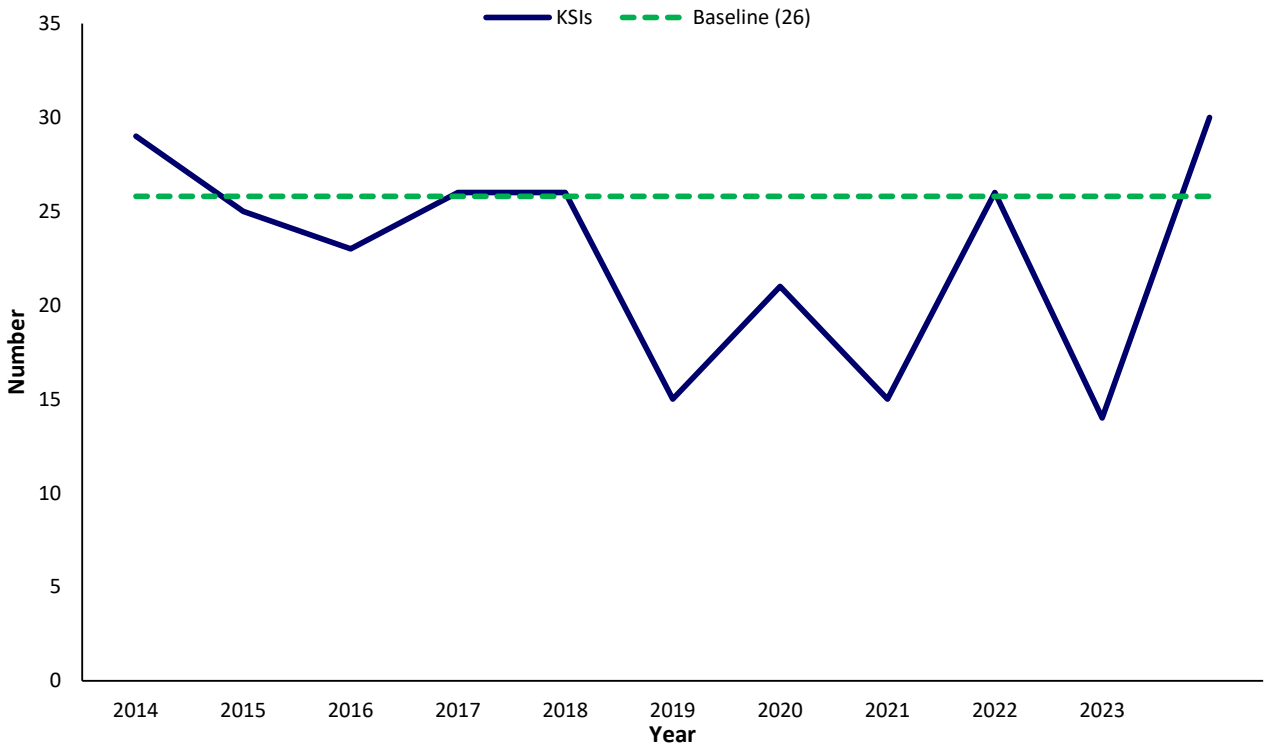


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 32

KPI 28: Number of KSI collisions involving car drivers aged 17 to 23 who were responsible for the collision where the principal causation factor was, 'Excessive speed having regard to conditions'

In 2024, the number of KSIs resulting from collisions involving car drivers aged 17-23 who were responsible for the collision, where the principal causation factor was ‘excessive speed’, was 30. This figure represents a 16% increase from the baseline and a 114% increase from the previous year (14). The number of KSIs resulting from this causation factor have fluctuated since 2018, both increasing and decreasing.

Figure 39: Number of KSI collisions involving car drivers aged 17 to 23 who were responsible for the collision where the principal causation factor was, 'Excessive speed having regard to conditions', 2014-2024

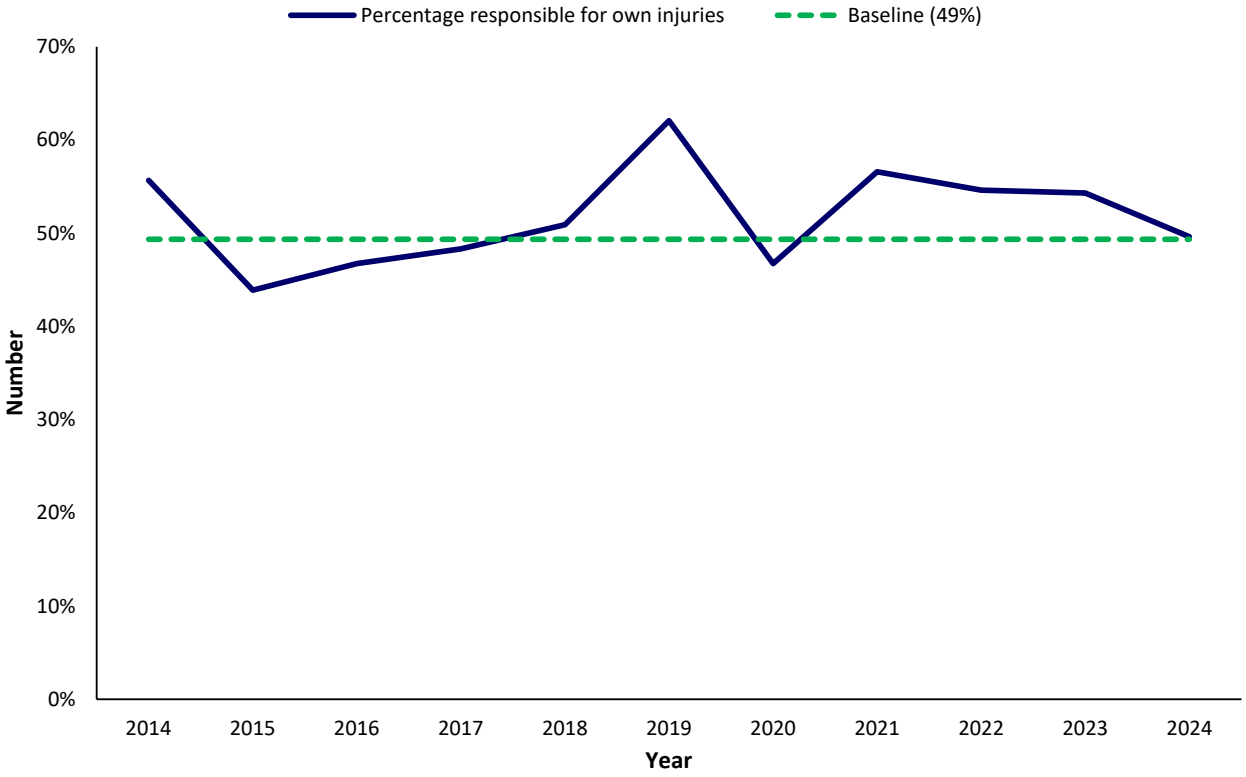


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 33

KPI 29: Number of Motorcyclist KSIs split by responsibility

In 2024, there were 133 motorcyclists killed or seriously injured and 50% percent of these were responsible for their own injuries. This is a decrease from the previous year when the proportion was 54% in 2023. In 2020, the percentage responsible (47%) dropped below the baseline of 49%.

Figure 40: Percentage of motorcyclists KSIs responsible for own injuries, 2014-2024



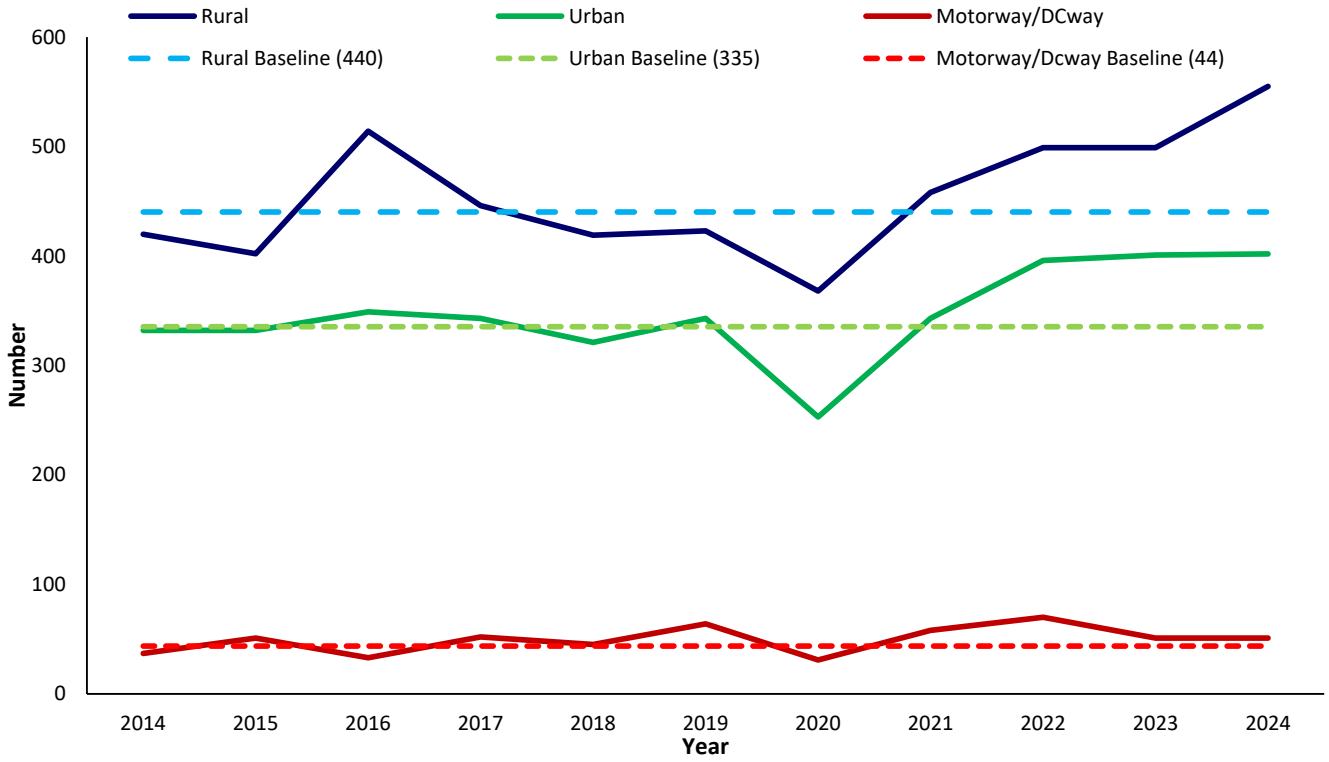
Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 34

KPI 30: Number of KSIs by Road Type

In 2024, the majority (55%) of people were killed or seriously injured on rural roads (555). Forty percent (402) of KSIs were on Urban Roads and 5% were on Motorways or Dual carriageways (51).

With regards to the baseline, all 3 categories of road were above the baseline in 2024. This was the case for the previous three years also. KSIs fell below the baseline for all road types in 2020, this is most likely due to there being less vehicles on the road resulting from covid lockdown restrictions. The 2024 figures for both rural and urban roads are the highest for their respective series.

Figure 41: Number of KSIs by road type, 2014-2024



Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 35

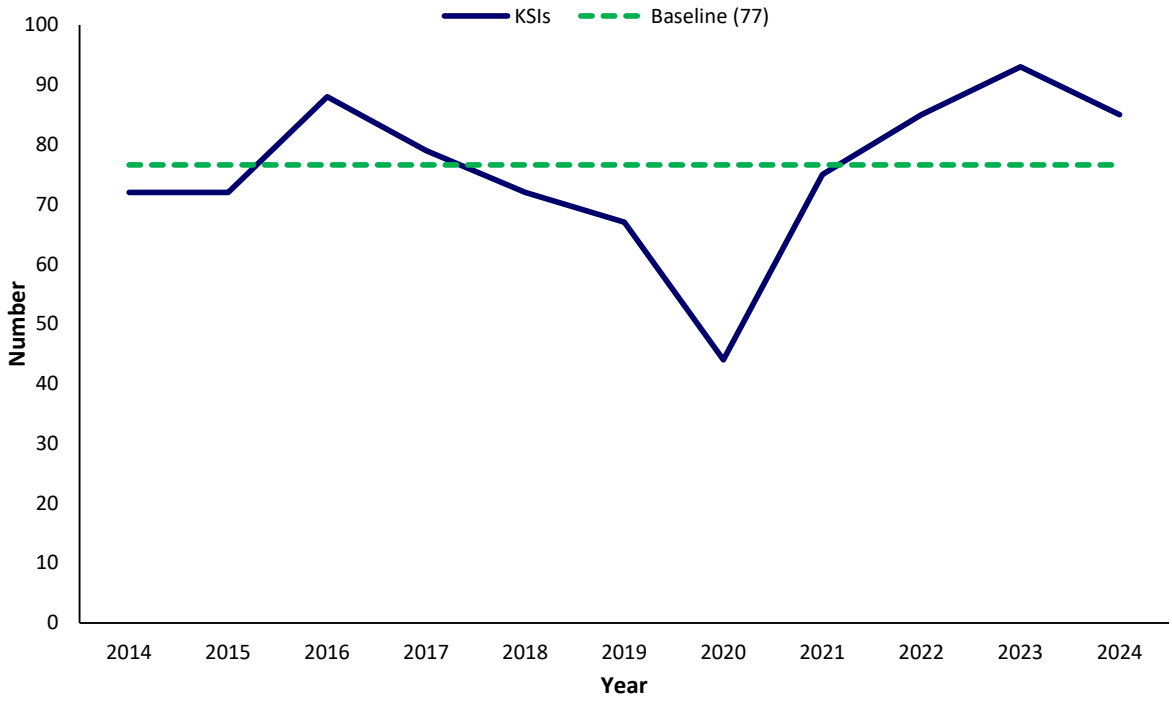
Rural roads are single carriageway with speed limit over 40 miles per hour, Urban Roads are single carriageway with speed limit up to and including 40 miles per hour.

KPI 31: Number of KSI casualties where a car driver was responsible and 'Inattention or attention diverted' was the causation factor

In 2024, there were 85 KSI casualties where a car driver was responsible and 'inattention or attention diverted' was the causation factor. Of these 85, the majority (64; 75%) were car users. Pedestrians accounted for 13 (15%) of KSIs, meaning car users and pedestrians accounted for 91% of KSIs.

The KSI figure for 2024 (85) was above the baseline (76.6) (as shown in Figure 42). The 2021 KSI figure was just below the baseline at 75. In 2020 there was a large decline in KSIs, this is very likely due to covid lockdown restrictions meaning less people were travelling on roads.

Figure 42: Number of KSI casualties where a car driver was responsible and 'Inattention or attention diverted' was the causation factor, 2014-2024

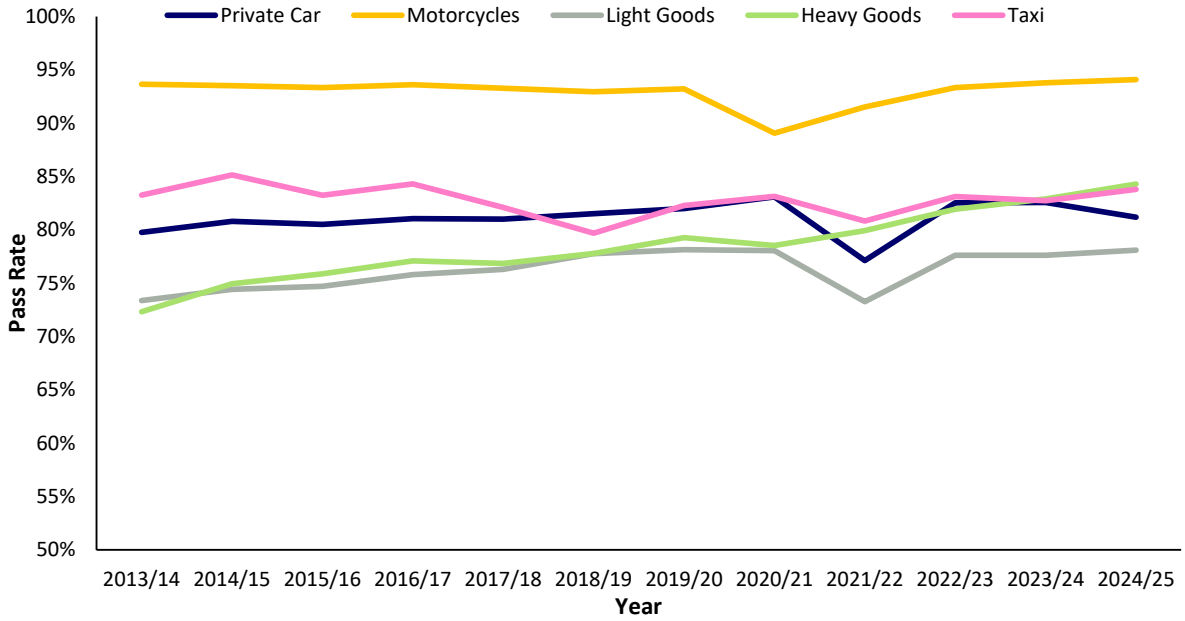


Source: PSNI Road Traffic Casualty Statistics See: Appendix 1, Table 36

KPI 32: Vehicle Test Pass Rates by Test Category - Full Tests

In 2024/25, motorcycles had the highest vehicle pass rate (94%) amongst private cars, motorcycles, light goods, heavy goods and taxis. In the same period light goods vehicles had the lowest vehicle pass rate (78%). Over the series, motorcycles had the highest test pass rate each year.

Figure 43: Vehicle test pass rates, 2013/14-2024/25

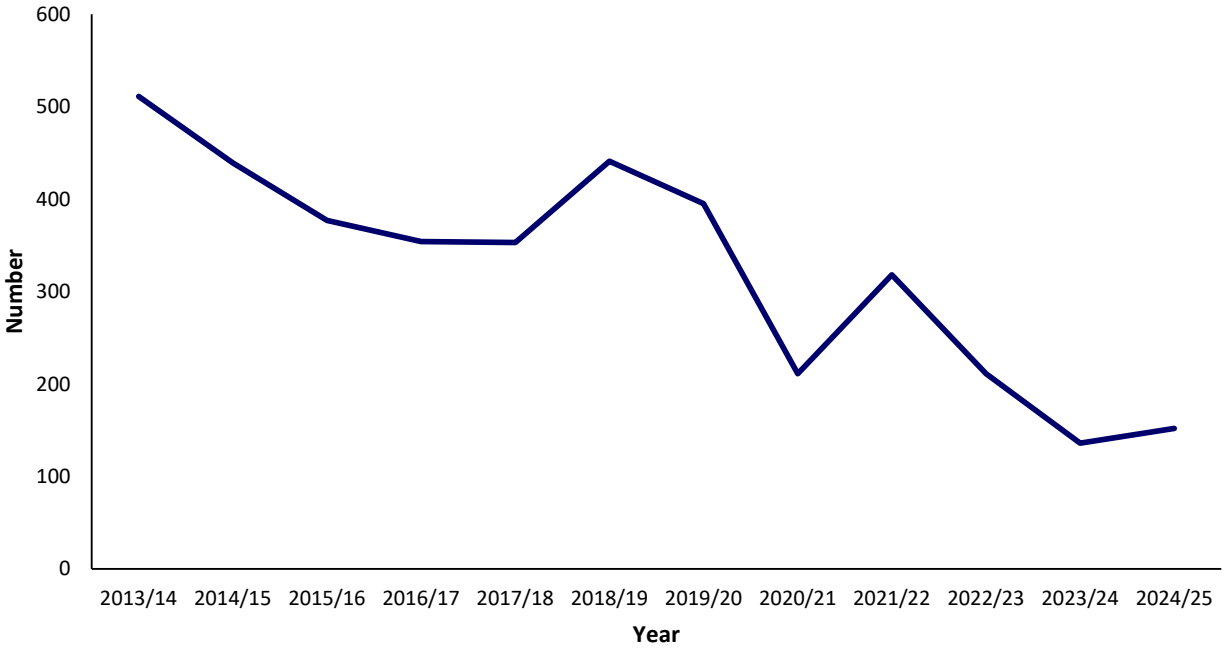


Source: DfI Driver, Vehicle, Operator, and Enforcement Statistics
Note: Figures apply to full tests and exclude failed to arrive.
See: Appendix 1, Table 37

KPI 33: Number of files referred to the Public Prosecution Service by the Driver and Vehicle Agency

In 2024/25, there were 152 files referred to the Public Prosecution service by the Driver and Vehicle Agency. The 2024/25 figure is a rise of 12% over the year and represents a fall of 70% since the start of the series, 2013/14.

Figure 44: Number of files referred to the Public Prosecution Service by the Driver and Vehicle Agency, 2013/14-2024/25



Source: DVA, Roadside Enforcement Database See: Appendix 1, Table 38

Annex of tables

Table 1: Number of road traffic fatalities, Northern Ireland 2014-2024 (2014-2018 baseline=68)

Year	Fatalities	% change (baseline)	% change (last period)	Year	Fatalities	% change (baseline)	% change (last period)
2014	**79**						
2015	**74**		-6%				
2016	**68**		-8%				
2017	**63**		-7%				
2018	**55**		-13%	2014-2018	**68**		
2019	**56**	-17%	2%	2015-2019	**63**	-7%	-7%
2020	**56**	-17%	0%	2016-2020	**60**	-12%	-6%
2021	**50**	-26%	-11%	2017-2021	**56**	-17%	-6%
2022	**55**	-19%	10%	2018-2022	**54**	-20%	-3%
2023	**71**	5%	29%	2019-2023	**58**	-15%	6%
2024	**69**	2%	-3%	2020-2024	**60**	-11%	5%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 2: Number of people seriously injured in road collisions, Northern Ireland 2014-2024 (2014-2018 baseline=751)

Year	Seriously injured	% change (baseline)	% change (last period)	Year	Seriously injured	% change (baseline)	% change (last period)
2014	**710**						
2015	**711**		0%				
2016	**828**		16%				
2017	**778**		-6%				
2018	**730**		-6%	2014-2018	**751**		
2019	**774**	3%	6%	2015-2019	**764**	2%	2%
2020	**596**	-21%	-23%	2016-2020	**741**	-1%	-3%
2021	**809**	8%	36%	2017-2021	**737**	-2%	-1%
2022	**910**	21%	12%	2018-2022	**764**	2%	4%
2023	**880**	17%	-3%	2019-2023	**794**	6%	4%
2024	**939**	25%	7%	2020-2024	**827**	10%	4%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 3: Number of children killed (0-15 years) killed or seriously injured (KSIs) in road collisions, Northern Ireland 2014-2024 (2014-2018 baseline=71)

Year	Child KSIs	% change (baseline)	% change (last period)
2014	**70**		
2015	**72**		3%
2016	**82**		14%
2017	**68**		-17%
2018	**63**		-7%
2019	**71**	0%	13%
2020	**55**	-23%	-23%
2021	**80**	13%	45%
2022	**92**	30%	15%
2023	**83**	17%	-10%
2024	**93**	31%	12%

Year	Child KSIs	% change (baseline)	% change (last period)
2014-2018	**71**		
2015-2019	**71**	0%	0%
2016-2020	**68**	-5%	-5%
2017-2021	**67**	-5%	-1%
2018-2022	**72**	2%	7%
2019-2023	**76**	7%	6%
2020-2024	**81**	14%	6%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 4: Number of young people (16-24 years) killed or seriously injured (KSIs) in road collisions, Northern Ireland 2014-2024 (2014-2018 baseline=196)

Year	Young people KSIs	% change (baseline)	% change (last period)
2014	**208**		
2015	**197**		-5%
2016	**227**		15%
2017	**177**		-22%
2018	**173**		-2%
2019	**173**	-12%	0%
2020	**128**	-35%	-26%
2021	**180**	-8%	41%
2022	**196**	0%	9%
2023	**192**	-2%	-2%
2024	**207**	5%	8%

Year	Young people KSIs	% change (baseline)	% change (last period)
2014-2018	**196**		
2015-2019	**189**	-4%	-4%
2016-2020	**176**	-11%	-7%
2017-2021	**166**	-15%	-5%
2018-2022	**170**	-13%	2%
2019-2023	**174**	-12%	2%
2020-2024	**181**	-8%	4%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 5: Rate of road deaths per 100 million vehicle kilometres, Northern Ireland 2014-2024 (2014-2018 baseline=0.41)

Year	Fatalities/ VKT (100M)	Rate	% change (baseline)	% change (last period)	Year	Fatalities/ VKT (100M)	Rate	% change (baseline)	% change (last period)
2014	79/167.68	**0.47**							
2015	74/164.45	**0.45**		-4%					
2016	68/161.44	**0.42**		-6%					
2017	63/161.03	**0.39**		-7%					
2018	55/168.72	**0.33**		-17%	2014-2018	68/164.81	**0.41**		
2019	56/177.11	**0.32**	-23%	-3%	2015-2019	63/168.84	**0.37**	-9%	-9%
2020	56/177.30	**0.32**	-23%	0%	2016-2020	60/169.66	**0.35**	-15%	-6%
2021	50/177.68	**0.28**	-32%	-11%	2017-2021	56/170.35	**0.33**	-20%	-6%
2022	55/178.23	**0.31**	-25%	10%	2018-2022	54/170.99	**0.32**	-23%	-3%
2023	71/179.15	**0.40**	-4%	28%	2019-2023	58/171.43	**0.34**	-18%	6%
2024	69/179.15	**0.39**	-6%	-3%	2020-2024	60/172.00	**0.35**	-15%	4%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 5a: Rates of road deaths based on 95% confidence intervals of 100 million vehicle kilometres, Northern Ireland 2014-2024 (2014-2018 baseline=0.41)

Year	Upper 95%	Published rate	Lower 95%
2014	0.48	**0.47**	0.46
2015	0.46	**0.45**	0.44
2016	0.43	**0.42**	0.41
2017	0.40	**0.39**	0.38
2018	0.34	**0.33**	0.32
2019	0.33	**0.32**	0.31
2020	0.32	**0.32**	0.31
2021	0.29	**0.28**	0.27
2022	0.32	**0.31**	0.30
2023	0.41	**0.40**	0.39
2024	0.40	**0.39**	0.37
2014-2018 Baseline	0.42	**0.41**	0.40

Table 6: Rate of road deaths per million population, Northern Ireland 2014-2024 (2014-2018 baseline=36.35)

Year	Fatalities/ Population (millions)	Rate	% change (baseline)	% change (last period)	Year	Fatalities/ Population (millions)	Rate	% change (baseline)	% change (last period)
2014	79/1.84	**42.86**							
2015	74/1.85	**39.89**		-7%					
2016	68/1.87	**36.44**		-9%					
2017	63/1.88	**33.60**		-8%					
2018	55/1.89	**29.16**		-13%	2014-2018	68/1.87	**36.35**		
2019	56/1.90	**29.50**	-19%	1%	2015-2019	63/1.88	**33.69**	-7%	-7%
2020	56/1.90	**29.47**	-19%	0%	2016-2020	60/1.89	**31.61**	-13%	-6%
2021	50/1.90	**26.25**	-28%	-11%	2017-2021	56/1.89	**29.58**	-19%	-6%
2022	55/1.91	**28.79**	-21%	10%	2018-2022	54/1.90	**28.63**	-21%	-3%
2023	71/1.92	**36.97**	2%	28%	2019-2023	58/1.90	**30.24**	-17%	6%
2024	69/1.92	**35.93**	-1%	-3%	2020-2024	60/1.91	**31.50**	-13%	4%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates

Table 7: Rate of pedestrian KSIs per 100 million kilometres walked, Northern Ireland 2014-2024 (2014-2018 baseline=34.36)

Year	Pedestrian KSIs/kms walked (100M)	Rate	% change (baseline)	% change (last period)	Year	Pedestrian KSIs/kms walked (100m)	Rate	% change (baseline)	% change (last period)
2014	158/4.86	**32.49**							
2015	183/4.84	**37.85**		17%					
2016	179/5.01	**35.70**		-6%					
2017	190/5.01	**37.94**		6%					
2018	151/5.01	**30.15**		-21%	2014-2018	172/5.01	**34.36**		
2019	176/5.16	**34.09**	-1%	13%	2015-2019	176/5.10	**34.46**	0%	0%
2020	124/5.17	**23.99**	-30%	-30%	2016-2020	164/5.13	**31.99**	-7%	-7%
2021	156/5.18	**30.12**	-12%	26%	2017-2021	159/5.15	**30.97**	-10%	-3%
2022	184/5.20	**35.42**	3%	18%	2018-2022	158/5.17	**30.62**	-11%	-1%
2023	191/5.22	**36.58**	6%	3%	2019-2023	166/5.18	**32.09**	-7%	5%
2024	150/5.22	**28.73**	-16%	-21%	2020-2024	161/5.20	**30.98**	-10%	-3%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 7a: Rate of pedestrian KSIs based on 95% confidence intervals of 100 million kilometres walked, Northern Ireland 2014-2024 (2014-2018 baseline=34.36)

Year	Upper 95%	Published rate	Lower 95%
2014	34.37	**32.49**	30.80
2015	40.07	**37.85**	35.86
2016	37.73	**35.70**	33.87
2017	40.11	**37.94**	35.98
2018	31.89	**30.15**	28.59
2019	36.01	**34.09**	32.37
2020	25.34	**23.99**	22.78
2021	31.82	**30.12**	28.60
2022	37.41	**35.42**	33.63
2023	38.63	**36.58**	34.73
2024	30.34	**28.73**	27.27
2014-2018 Baseline	35.86	**34.36**	32.95

Table 8: Rate of pedal cyclist KSIs per 100 million kilometres cycled, Northern Ireland 2014-2024 (2014-2018 baseline=55.19)

Year	Cyclist KSIs/kms (100m)	Rate	% change (baseline)	% change (last period)	Year	Cyclist KSIs/kms (100m)	Rate	% change (baseline)	% change (last period)
2014	62/0.83	**74.66**							
2015	40/0.81	**49.64**		-34%					
2016	64/0.99	**64.59**		30%					
2017	52/1.03	**50.69**		-22%					
2018	47/0.97	**48.39**		-5%	2014-2018	53/0.96	**55.19**		
2019	59/1.04	**56.81**	3%	17%	2015-2019	52/1.03	**51.05**	-7%	-7%
2020	49/1.04	**47.13**	-15%	-17%	2016-2020	54/1.03	**52.55**	-5%	3%
2021	64/1.04	**61.43**	11%	30%	2017-2021	54/1.04	**52.34**	-5%	0%
2022	74/1.05	**70.80**	28%	15%	2018-2022	59/1.04	**56.38**	2%	8%
2023	75/1.05	**71.39**	29%	1%	2019-2023	64/1.04	**61.61**	12%	9%
2024	64/1.05	**60.92**	10%	-15%	2020-2024	65/1.05	**62.36**	13%	1%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 8a: Rate of pedal cyclist KSIs based on 95% confidence intervals of 100 million kilometres cycled, Northern Ireland 2014-2024 (2014-2018 baseline=55.19)

Year	Upper 95%	Published Rate	Lower 95%
2014	99.55	**74.66**	59.73
2015	70.54	**49.64**	38.29
2016	88.82	**64.59**	50.75
2017	68.94	**50.69**	40.08
2018	64.53	**48.39**	38.72
2019	77.26	**56.81**	44.92
2020	64.10	**47.13**	37.26
2021	83.54	**61.43**	48.57
2022	96.29	**70.80**	55.98
2023	97.09	**71.39**	56.45
2024	82.85	**60.92**	48.17

Year	Upper 95%	Published Rate	Lower 95%
2014-2018	70.64	**55.19**	45.28
2015-2019	64.29	**51.05**	42.34
2016-2020	66.18	**52.55**	43.58
2017-2021	65.91	**52.34**	43.40
2018-2022	70.99	**56.38**	46.75
2019-2023	77.58	**61.61**	51.09
2020-2024	78.52	**62.36**	51.71

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 9: Rate of motorcyclist KSIs per 100 million motorcycle kilometres, Northern Ireland 2014-2024 (2014-2018 baseline=207.93)

Year	Motorcyclist KSIs/ VKT(100m)	Rate	% change (baseline)	% change (last period)	Year	Motorcyclist KSIs/ VKT(100m)	Rate	% change (baseline)	% change (last period)
2014	97/0.33	**297.34**							
2015	82/0.42	**196.25**		-34%					
2016	92/0.42	**218.87**		12%					
2017	89/0.42	**210.70**		-4%					
2018	108/0.33	**323.50**		54%	2014-2018	94/0.45	**207.93**		
2019	87/0.37	**237.34**	14%	-27%	2015-2019	92/0.33	**275.85**	33%	33%
2020	92/0.37	**250.71**	21%	6%	2016-2020	94/0.33	**280.51**	35%	2%
2021	106/0.37	**288.25**	39%	15%	2017-2021	96/0.34	**287.72**	38%	3%
2022	119/0.37	**322.59**	55%	12%	2018-2022	102/0.34	**304.49**	46%	6%
2023	116/0.37	**312.85**	50%	-3%	2019-2023	104/0.34	**308.46**	48%	1%
2024	133/0.37	**358.70**	73%	15%	2020-2024	113/0.34	**334.64**	61%	8%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 9a: Rate of motorcyclist KSIs based on 95% confidence interval of 100 million motorcycle kilometres, Northern Ireland 2014-2024 (2014-2018 baseline=207.93)

Year	Upper 95%	Published Rate	Lower 95%
2014	1090.25	**297.34**	172.14
2015	549.49	**196.25**	119.45
2016	612.83	**218.87**	133.22
2017	589.96	**210.70**	128.25
2018	1186.17	**323.50**	187.29
2019	712.01	**237.34**	142.40
2020	752.14	**250.71**	150.43
2021	864.76	**288.25**	172.95
2022	967.77	**322.59**	193.55
2023	938.54	**312.85**	187.71
2024	1076.09	**358.70**	215.22

Year	Upper 95%	Published Rate	Lower 95%
2014-2018	389.87	**207.93**	141.77
2015-2019	606.87	**275.85**	178.49
2016-2020	617.12	**280.51**	181.51
2017-2021	632.99	**287.72**	186.17
2018-2022	669.89	**304.49**	197.03
2019-2023	678.62	**308.46**	199.59
2020-2024	736.20	**334.64**	216.53

Table 10: Rate of car user KSIs per 100 million kilometres (cars and vans), Northern Ireland 2014-2024 (2014-2018 baseline=3.34)

Year	Car user KSIs/ VKT(100m)	Rate	% change (baseline)	% change (last period)	Year	Car user KSIs/ VKT(100m)	Rate	% change (baseline)	% change (last period)
2014	448/143.98	**3.11**							
2015	458/141.68	**3.23**		4%					
2016	547/139.70	**3.92**		21%					
2017	485/139.21	**3.48**		-11%					
2018	446/146.50	**3.04**		-13%	2014-2018	477/142.88	**3.34**		
2019	479/155.12	**3.09**	-7%	1%	2015-2019	483/147.17	**3.28**	-2%	-2%
2020	361/155.28	**2.32**	-30%	-25%	2016-2020	464/147.88	**3.13**	-6%	-4%
2021	498/155.61	**3.20**	-4%	38%	2017-2021	454/148.49	**3.06**	-8%	-3%
2022	553/156.10	**3.54**	6%	11%	2018-2022	467/149.04	**3.14**	-6%	3%
2023	522/156.90	**3.33**	0%	-6%	2019-2023	483/149.42	**3.23**	-3%	3%
2024	597/156.90	**3.80**	14%	14%	2020-2024	506/149.92	**3.38**	1%	5%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates
**Car user refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV)

Table 10a: Rate of car user KSIs based on 95% confidence interval of 100 million kilometres (cars and vans), Northern Ireland 2014-2024 (2014-2018 baseline=3.34)

Year	Upper 95%	Published rate	Lower 95%
2014	3.20	**3.11**	3.02
2015	3.33	**3.23**	3.14
2016	4.04	**3.92**	3.80
2017	3.59	**3.48**	3.38
2018	3.14	**3.04**	2.95
2019	3.18	**3.09**	3.00
2020	2.40	**2.32**	2.26
2021	3.30	**3.20**	3.11
2022	3.65	**3.54**	3.44
2023	3.43	**3.33**	3.23
2024	3.92	**3.80**	3.70
2014-2018 Baseline	3.42	**3.34**	3.26

Table 11: Rate of fatal and serious collisions per 100 million vehicle kilometres, Northern Ireland 2014-2024 (2014-2018 baseline=4.16)

Year	Fatal & serious collisions/ VKT(100m)	Rate	% change (baseline)	% change (last period)	Year	Fatal & serious collisions/ VKT(100m)	Rate	% change (baseline)	% change (last period)
2014	651/167.68	**3.88**							
2015	639/164.45	**3.89**		0%					
2016	754/161.44	**4.67**		20%					
2017	705/161.03	**4.38**		-6%					
2018	678/168.72	**4.02**		-8%	2014-2018	685/164.81	**4.16**		
2019	692/177.11	**3.91**	-6%	-3%	2015-2019	694/168.84	**4.11**	-1%	-1%
2020	569/177.30	**3.21**	-23%	-18%	2016-2020	680/169.66	**4.01**	-4%	-2%
2021	698/177.68	**3.93**	-6%	22%	2017-2021	668/170.35	**3.92**	-6%	-2%
2022	800/178.23	**4.49**	8%	14%	2018-2022	687/170.99	**4.02**	-3%	2%
2023	811/179.15	**4.53**	9%	1%	2019-2023	714/171.43	**4.17**	0%	4%
2024	827/179.15	**4.62**	11%	2%	2020-2024	741/172.00	**4.31**	4%	3%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: Travel Survey for Northern Ireland, Department for Infrastructure, NISRA mid-year population estimates

Table 11a: Rate of fatal and serious collisions based on 95% confidence intervals of 100 million vehicle kilometres, Northern Ireland (2014-2024) (2014-2018 baseline=4.16)

Year	Upper 95%	Published rate	Lower 95%
2014	3.99	**3.88**	3.78
2015	3.99	**3.89**	3.78
2016	4.80	**4.67**	4.55
2017	4.50	**4.38**	4.26
2018	4.14	**4.02**	3.91
2019	4.02	**3.91**	3.80
2020	3.30	**3.21**	3.12
2021	4.04	**3.93**	3.82
2022	4.62	**4.49**	4.37
2023	4.65	**4.53**	4.41
2024	4.75	**4.62**	4.49
2014-2018 Baseline	4.25	**4.16**	4.07

Table 12: Rate of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70, Northern Ireland (2014-2024)
(2014-2018 baseline=42.35)

Year	Persons aged over 70 KSIs /Population over 70	Rate	% change (baseline)	% change (last period)	Year	Persons aged over 70 KSIs /Population over 70	Rate	% change (baseline)	% change (last period)
2014	77/1.82	**42.36**							
2015	69/1.87	**36.89**		-13%					
2016	90/1.92	**46.79**		27%					
2017	92/1.97	**46.67**		0%					
2018	79/2.03	**38.98**		-16%	2014-2018	81/1.92	**42.35**		
2019	104/2.09	**49.82**	18%	28%	2015-2019	87/1.98	**43.93**	4%	4%
2020	60/2.13	**28.11**	-34%	-44%	2016-2020	85/2.03	**41.90**	-1%	-5%
2021	82/2.18	**37.63**	-11%	34%	2017-2021	83/2.08	**40.10**	-5%	-4%
2022	95/2.22	**42.80**	1%	14%	2018-2022	84/2.13	**39.45**	-7%	-2%
2023	101/2.25	**44.79**	6%	5%	2019-2023	88/2.17	**40.77**	-4%	3%
2024	116/2.25	**51.44**	21%	15%	2020-2024	91/2.21	**41.11**	-3%	1%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates

Table 13: Number of people killed in collisions on rural roads, Northern Ireland 2014-2024 (2014-2018 baseline=44)

Year	Fatalities (Rural)	% change (baseline)	% change (last period)	Year	Fatalities (Rural)	% change (baseline)	% change (last period)
2014	**55**						
2015	**42**		-24%				
2016	**46**		10%				
2017	**41**		-11%				
2018	**36**		-12%	2014-2018	**44**		
2019	**34**	-23%	-6%	2015-2019	**40**	-10%	-10%
2020	**41**	-7%	21%	2016-2020	**40**	-10%	-1%
2021	**35**	-20%	-15%	2017-2021	**37**	-15%	-6%
2022	**30**	-32%	-14%	2018-2022	**35**	-20%	-6%
2023	**47**	7%	57%	2019-2023	**37**	-15%	6%
2024	**48**	9%	2%	2020-2024	**40**	-9%	7%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 14: Number of children (0-15) killed in collisions on rural roads, Northern Ireland 2014-2024 (2014-2018 baseline=2)

Year	Fatalities (Rural)	% change (baseline)	% change (last period)	Year	Fatalities (Rural)	% change (baseline)	% change (last period)
2014	**2**						
2015	**4**		-				
2016	**1**		-				
2017	**2**		-				
2018	**2**		-	2014-2018	**2**		
2019	**1**	-	-	2015-2019	**2**	-	-
2020	**1**	-	-	2016-2020	**1**	-	-
2021	**2**	-	-	2017-2021	**2**	-	-
2022	**2**	-	-	2018-2022	**2**	-	-
2023	**1**	-	-	2019-2023	**1**	-	-
2024	**1**	-	-	2020-2024	**1**	-	-

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15: Number of people killed where alcohol/drugs causation factor was attributed, Northern Ireland 2014-2024 (2014-2018 baseline=17)

Year	Fatalities (Alcohol)	% change (baseline)	% change (last period)	Year	Fatalities (Alcohol)	% change (baseline)	% change (last period)
2014	**22**						
2015	**15**		-32%				
2016	**23**		53%				
2017	**13**		-43%				
2018	**14**		8%	2014-2018	**17**		
2019	**12**	-31%	-14%	2015-2019	**15**	-11%	-11%
2020	**7**	-60%	-42%	2016-2020	**14**	-21%	-10%
2021	**7**	-60%	-	2017-2021	**11**	-39%	-23%
2022	**10**	-43%	-	2018-2022	**10**	-43%	-6%
2023	**11**	-37%	10%	2019-2023	**9**	-46%	-6%
2024	**16**	-8%	45%	2020-2024	**10**	-41%	-

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Please note: The KPI initially set for the strategy sought to report on the number of KSIs where a person involved in a collision was over the legal blood alcohol limit. Due to the way data is gathered it is not possible to report on the KPI at this level. It was therefore agreed to report on all KSIs where an alcohol or drug related causation factor was recorded by police as a primary causation factor or an attributing factor.

Table 16: Number of car occupants killed who were not wearing a seatbelt, Northern Ireland 2014-2024 (2014-2018 baseline=7)

Year	Fatalities** (No seatbelt)	% change (baseline)	% change (last period)	Year	Fatalities** (No seatbelt)	% change (baseline)	% change (last period)
2014	**8**						
2015	**5**		-				
2016	**7**		-				
2017	**6**		-				
2018	**8**		-	2014-2018	**7**		
2019	**3**	-	-	2015-2019	**6**	-	-
2020	**9**	-	-	2016-2020	**7**	-	-
2021	**6**	-	-	2017-2021	**6**	-	-
2022	**6**	-	-	2018-2022	**6**	-	-
2023	**6**	-	-	2019-2023	**6**	-	-
2024	**10**	-	-	2020-2024	**7**	-	-

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

**This table refers to occupants of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who were killed whilst not using a restraint. Note: This includes those who were exempt from wearing a restraint

Table 17i: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent most deprived areas (Collision SOA), Northern Ireland 2014-2024 (2014-2018 baseline=20.49)

Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)
2014	23/165,177	**13.92**							
2015	39/166,098	**23.48**		69%					
2016	43/166,949	**25.76**		10%					
2017	38/167,787	**22.65**		-12%					
2018	28/168,744	**16.59**		-27%	2014-2018	34/166,951	**20.49**		
2019	39/169,933	**22.95**	12%	38%	2015-2019	37/167,902	**22.27**	9%	9%
2020	26/169,495	**15.34**	-25%	-33%	2016-2020	35/168,582	**20.64**	1%	-7%
2021	41/169,495	**24.19**	18%	58%	2017-2021	34/169,091	**20.34**	-1%	-1%
2022	32/169,495	**18.88**	-8%	-22%	2018-2022	33/169,432	**19.59**	-4%	-4%
2023	37/169,495	**21.83**	7%	16%	2019-2023	35/169,583	**20.64**	1%	5%
2024	43/169,495	**25.37**	24%	16%	2020-2024	36/169,583	**21.11**	3%	2%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 17ii: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent least deprived areas (Collision SOA), Northern Ireland 2014-2024 (2014-2018 baseline=4.83)

Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)
2014	10/177,020	**5.65**							
2015	10/177,550	**5.63**		-					
2016	5/178,091	**2.81**		-					
2017	10/178,492	**5.60**		-					
2018	8/179,977	**4.45**		-	2014-2018	9/178,226	**4.83**		
2019	10/180,739	**5.53**	-	-	2015-2019	9/178,970	**4.81**	-	-
2020	5/180,785	**2.77**	-	-	2016-2020	8/179,617	**4.23**	-	-
2021	9/180,785	**4.98**	-	-	2017-2021	8/180,156	**4.66**	-	-
2022	10/180,785	**5.53**	-	-	2018-2022	8/180,614	**4.65**	-	-
2023	13/180,785	**7.19**	-	-	2019-2023	9/180,776	**5.20**	-	-
2024	6/180,785	**3.32**	-	-	2020-2024	9/180,776	**4.76**	-	-

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 18i: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 percent most deprived areas (Collision SOA), Northern Ireland 2014-2024 (2014-2018 baseline=22.75)

Year	Child (KSIs/ Population 10% most deprived)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% most deprived)	Rate	% change (baseline)	% change (last period)
2014	7/37,990	**18.43**							
2015	8/38,190	**20.95**		14%					
2016	15/38,608	**38.85**		85%					
2017	7/39,092	**17.91**		-54%					
2018	7/39,523	**17.71**		-1%	2014-2018	9/38,681	**22.75**		
2019	10/39,931	**25.04**	10%	41%	2015-2019	9/39,069	**24.06**	6%	6%
2020	6/39,838	**15.06**	-34%	-40%	2016-2020	9/39,398	**22.84**	0%	-5%
2021	16/39,838	**40.16**	77%	167%	2017-2021	9/39,644	**23.21**	2%	2%
2022	11/39,838	**27.61**	21%	-31%	2018-2022	10/39,794	**25.13**	10%	8%
2023	9/39,838	**22.59**	-1%	-18%	2019-2023	10/39,857	**26.09**	15%	4%
2024	10/39,838	**25.10**	10%	11%	2020-2024	10/39,857	**26.09**	15%	0%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 18ii: Rate of child pedestrians killed or seriously injured per 100,000 population in 10 percent least deprived areas (Collision SOA), Northern Ireland 2014-2024 (2014-2018 baseline=4.41)

Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)
2014	0/31,497	**0.00**	-	-					
2015	1/31,574	**3.17**	-	-					
2016	3/31,625	**9.49**	-	-					
2017	2/31,808	**6.29**	-	-					
2018	1/32,224	**3.10**	-	-	2014-2018	1/31,746	**4.41**		
2019	2/32,391	**6.17**	-	-	2015-2019	2/31,924	**5.64**	-	-
2020	2/32,339	**6.18**	-	-	2016-2020	2/32,077	**6.23**	-	-
2021	0/32,339	**0.00**	-	-	2017-2021	1/32,220	**4.35**	-	-
2022	2/32,339	**6.18**	-	-	2018-2022	1/32,326	**4.33**	-	-
2023	4/32,339	**12.37**	-	-	2019-2023	2/32,349	**6.18**	-	-
2024	1/32,339	**3.09**	-	-	2020-2024	2/32,349	**5.56**	-	-

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 19i: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent most deprived areas (Casualty Address SOA), Northern Ireland 2014-2024

(2014-2018 baseline=15.81)

Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% most deprived SOA	Rate	% change (baseline)	% change (last period)
2014	27/165,177	**16.35**							
2015	24/166,098	**14.45**		-12%					
2016	32/166,949	**19.17**		33%					
2017	26/167,787	**15.50**		-19%					
2018	23/168,744	**13.63**		-12%	2014-2018	26/166,951	**15.81**		
2019	28/169,933	**16.48**	4%	21%	2015-2019	27/167,902	**15.84**	0%	0%
2020	25/169,495	**14.75**	-7%	-10%	2016-2020	27/168,582	**15.90**	1%	0%
2021	29/169,495	**17.11**	8%	16%	2017-2021	26/169,091	**15.49**	-2%	-3%
2022	39/169,495	**23.01**	46%	34%	2018-2022	29/169,432	**17.00**	7%	10%
2023	21/169,495	**12.39**	-22%	-46%	2019-2023	28/169,583	**16.75**	6%	-1%
2024	28/169,495	**16.52**	4%	33%	2020-2024	28/169,583	**16.75**	6%	0%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 19ii: Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent least deprived areas (Casualty Address SOA), Northern Ireland 2014-2024 (2014-2018 baseline=5.39)

Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)	Year	KSIs/ Population 10% least deprived SOA	Rate	% change (baseline)	% change (last period)
2014	8/177,020	**4.52**							
2015	13/177,550	**7.32**							
2016	9/178,091	**5.05**		-					
2017	13/178,492	**7.28**		-					
2018	5/179,977	**2.78**		-	2014-2018	10/178,226	**5.39**		
2019	18/180,739	**9.96**	-	-	2015-2019	12/178,970	**6.48**	-	-
2020	10/180,785	**5.53**	-	-	2016-2020	11/179,617	**6.12**	-	-
2021	14/180,785	**7.74**	-	-	2017-2021	12/180,156	**6.66**	-	-
2022	15/180,785	**8.30**	-	-	2018-2022	12/180,614	**6.87**	-	-
2023	10/180,785	**5.53**	-	-	2019-2023	13/180,776	**7.41**	-	-
2024	8/180,785	**4.43**	-	-	2020-2024	11/180,776	**6.31**	-	-

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 20i: Rate of child pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent most deprived areas (Casualty Address SOA), Northern Ireland 2014-2024

(2014-2018 baseline=19.13)

Year	Child (KSIs/ Population 10% most deprived SOA)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% most deprived SOA)	Rate	% change (baseline)	% change (last period)
2014	7/37,990	**18.43**							
2015	4/38,190	**10.47**		-43%					
2016	14/38,608	**36.26**		246%					
2017	8/39,092	**20.46**		-44%					
2018	4/39,523	**10.12**		-51%	2014-2018	7/38,681	**19.13**		
2019	9/39,931	**22.54**	18%	123%	2015-2019	8/39,069	**19.96**	4%	4%
2020	7/39,838	**17.57**	-8%	-22%	2016-2020	8/39,398	**21.32**	11%	7%
2021	13/39,838	**32.63**	71%	86%	2017-2021	8/39,644	**20.68**	8%	-3%
2022	13/39,838	**32.63**	71%	0%	2018-2022	9/39,794	**23.12**	21%	12%
2023	6/39,838	**15.06**	-21%	-54%	2019-2023	10/39,857	**24.09**	26%	4%
2024	9/39,838	**22.59**	18%	50%	2020-2024	10/39,857	**24.09**	26%	0%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 20ii: Rate of child pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 percent least deprived areas (Casualty Address SOA), Northern Ireland 2014-2024

(2014-2018 baseline=4.41)

Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)	Year	Child (KSIs/ Population 10% least deprived SOA)	Rate	% change (baseline)	% change (last period)
2014	0/31,497	**0.00**							
2015	2/31,574	**6.33**		-					
2016	2/31,625	**6.32**		-					
2017	2/31,808	**6.29**		-					
2018	1/32,224	**3.10**		-	2014-2018	1/31,746	**4.41**		
2019	3/32,391	**9.26**	-	-	2015-2019	2/31,924	**6.26**	-	-
2020	2/32,339	**6.18**	-	-	2016-2020	2/32,077	**6.23**	-	-
2021	3/32,339	**9.28**	-	-	2017-2021	2/32,220	**6.83**	-	-
2022	3/32,339	**9.28**	-	-	2018-2022	2/32,326	**7.42**	-	-
2023	2/32,339	**6.18**	-	-	2019-2023	3/32,349	**8.04**	-	-
2024	3/32,339	**9.28**	-	-	2020-2024	3/32,349	**8.04**	-	-

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
Source: NISRA mid-year population estimates and NISRA Northern Ireland Multiple Deprivation Measure 2017

Table 21: Number of KSIs resulting from collisions involving drivers under the age of 25, Northern Ireland 2014-2024

(2014-2018 baseline=244)

Year	KSIs*	% change (baseline)	% change (last period)
2014	**259**		
2015	**243**		-6%
2016	**265**		9%
2017	**235**		-11%
2018	**218**		-7%
2019	**233**	-5%	7%
2020	**161**	-34%	-31%
2021	**212**	-13%	32%
2022	**245**	0%	16%
2023	**240**	-2%	-2%
2024	**268**	10%	12%

Year	KSIs*	% change (baseline)	% change (last period)
2014-2018	**244**		
2015-2019	**239**	-2%	-2%
2016-2020	**222**	-9%	-7%
2017-2021	**212**	-13%	-5%
2018-2022	**214**	-12%	1%
2019-2023	**218**	-11%	2%
2020-2024	**225**	-8%	3%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Refers to KSI casualties involving a driver aged under 25 of either a car, car used as a taxi, hackney cab or light goods vehicle (LGV).

Table 22: Number of KSI casualties resulting from collisions involving a novice driver, Northern Ireland 3-year rolling average 2014-2024

	Novice Drivers – time held licence[1,2]					
	Year	**0-6 months**	**7-12 months**	**13-18 months**	**19-24 months**	**0-24 months**
Novice driver responsible	2014-2016	30	17	14	19	81
	2015-2017	29	19	13	19	80
	2016-2018	27	17	12	19	76
	2017-2019	25	17	13	23	78
	2018-2020	23	16	13	20	71
	2019-2021	23	12	13	18	66
	2020-2022	28	17	16	11	73
	2021-2023	36	22	19	12	88
	2022-2024	39	27	24	10	100
2014-2016 Baseline		30	17	14	19	81

	Novice Drivers – time held licence[1,2]					
	Year	**0-6 months**	**7-12 months**	**13-18 months**	**19-24 months**	**0-24 months**
Novice driver not responsible	2014-2016	6	9	6	11	32
	2015-2017	7	6	4	8	25
	2016-2018	6	5	4	8	23
	2017-2019	8	8	8	6	29
	2018-2020	7	9	8	3	27
	2019-2021	11	9	8	4	33
	2020-2022	12	8	5	3	28
	2021-2023	13	9	9	7	37
	2022-2024	12	11	12	9	45
2014-2016 Baseline		6	9	6	11	32

	Novice Drivers – time held licence[1,2]					
	Year	**0-6 months**	**7-12 months**	**13-18 months**	**19-24 months**	**0-24 months**
Novice driver involved	2014-2016	37	27	20	30	113
	2015-2017	36	25	17	28	105
	2016-2018	33	23	16	26	99
	2017-2019	33	25	21	29	108
	2018-2020	30	25	21	23	98
	2019-2021	34	21	21	23	99
	2020-2022	41	25	21	14	101
	2021-2023	48	31	27	18	125
	2022-2024	51	38	36	19	144
2014-2016 Baseline		37	27	20	30	113

[1] Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

[2] Source: Driver Vehicle Agency, Department for Infrastructure

**This table refers to KSI casualties resulting from a collision which involved a driver of a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV) who had held their licence for 24 months or less at the time of the collision.

Table 23: Proportion of vehicles exceeding the speed limit by road type, Northern Ireland 2014-2024

	Year	Built-up roads up to 40mph	Dual Carriageways	Motorways	Single Carriageways above 40mph
24 hour	2014	44%	28%	19%	10%
	2015	49%	28%	17%	11%
	2016	44%	27%	17%	10%
	2017	41%	32%	13%	10%
	2018	39%	31%	17%	12%
	2019	37%	29%	17%	12%
	2020	38%	35%	21%	10%
	2021	38%	30%	22%	11%
	2022	37%	30%	18%	14%
	2023	48%	23%	14%	17%
	2024*	46%	24%	20%	19%
2014 Baseline		44%	28%	19%	10%
11pm - 7am (free running)	2014	66%	42%	20%	21%
	2015	70%	45%	17%	24%
	2016	67%	47%	21%	23%
	2017	69%	50%	14%	23%
	2018	67%	47%	16%	24%
	2019	67%	45%	17%	24%
	2020	65%	50%	24%	23%
	2021	70%	48%	26%	25%
	2022	68%	44%	22%	27%
	2023	65%	50%	19%	32%
	2024*	75%	41%	24%	33%
2014 Baseline		66%	42%	20%	21%
7am - 11pm	2014	43%	26%	19%	9%
	2015	48%	27%	17%	10%
	2016	43%	26%	17%	9%
	2017	39%	30%	12%	9%
	2018	37%	30%	17%	11%
	2019	35%	27%	17%	11%
	2020	37%	34%	21%	10%
	2021	36%	28%	22%	10%
	2022	35%	29%	17%	13%
	2023	47%	21%	13%	16%
	2024*	45%	23%	19%	17%
2014 Baseline		43%	26%	19%	9%

[1] Source: Transport NI, C2-Cloud Traffic Data

[2] Source: Traffic and Travel Information Report, Department for Infrastructure

* As with the years 2015 & 2017 to 2023 some counters in 2024 only had partial year's data. See User Guidance for further information.

Table 24: Reasons why respondents feel unsafe when walking by the road, Northern Ireland 2014-2019

	Percentage of respondents*					
	2012-2014	**2013-2015**	**2014-2016**	**2015-2017**	**2016-2018**	**2017-2019**
No footpath	37%	37%	36%	35%	34%	37%
Heavy traffic	27%	28%	28%	29%	28%	28%
Traffic travelling above the speed limit	28%	27%	26%	25%	25%	27%
Motorists driving without consideration of pedestrians	29%	29%	28%	27%	25%	26%
If footpath is not well lit at night	23%	22%	22%	21%	22%	23%
Bad weather	20%	20%	21%	21%	22%	22%
Narrow footpath	21%	20%	20%	20%	19%	20%
Walking on my own especially at night	22%	22%	22%	20%	19%	18%
If condition of footpath is poor	13%	14%	15%	15%	15%	16%
If footpaths are not kept clear	11%	12%	12%	12%	13%	13%
Worry about crime/personal safety	15%	15%	15%	14%	13%	13%
Cyclists, Scooters, Skateboarders on the footpath	11%	12%	13%	13%	12%	11%
Roadworks	11%	11%	11%	12%	11%	11%
Normal traffic even if travelling within the speed limit	7%	7%	7%	8%	9%	10%
Other	2%	2%	1%	1%	1%	1%
Always feel safe	*13%*	*14%*	*16%*	*17%*	*19%*	*18%*
Do not walk by the road	*4%*	*4%*	*4%*	*4%*	*4%*	*4%*
Base	**2,698**	**2,620**	**2,686**	**2,605**	**2,622**	**2,666**

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

* Users should note that percentages will not add to 100 as respondents could give multiple answers.

Table 24a: 95% confidence interval around reasons why people feel unsafe when walking by the road, Northern Ireland 2012-2019

	95% Confidence Range +/-					
	2012-2014	**2013-2015**	**2014-2016**	**2015-2017**	**2016-2018**	**2017-2019**
No footpath	2%	2%	2%	2%	2%	2%
Heavy traffic	2%	2%	2%	2%	2%	2%
Traffic travelling above the speed limit	2%	2%	2%	2%	2%	2%
Motorists driving without consideration of pedestrians	2%	2%	2%	2%	2%	2%
If footpath is not well lit at night	2%	2%	2%	2%	2%	2%
Bad weather	2%	2%	2%	2%	2%	2%
Narrow footpath	2%	2%	2%	2%	2%	2%
Walking on my own especially at night	2%	2%	2%	2%	2%	1%
If condition of footpath is poor	1%	1%	1%	1%	1%	1%
If footpaths are not kept clear	1%	1%	1%	1%	1%	1%
Worry about crime/personal safety	1%	1%	1%	1%	1%	1%
Cyclists, Scooters, Skateboarders on the footpath	1%	1%	1%	1%	1%	1%
Roadworks	1%	1%	1%	1%	1%	1%
Normal traffic even if travelling within the speed limit	1%	1%	1%	1%	1%	1%
Other	1%	1%	0%	0%	0%	0%
Always feel safe	*1%*	*1%*	*1%*	*1%*	*2%*	*1%*
Do not walk by the road	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

Table 25: Reasons why respondents feel unsafe when cycling on the road, Northern Ireland 2012-2019

	Percentage of respondents*					
	2012-2014	**2013-2015**	**2014-2016**	**2015-2017**	**2016-2018**	**2017-2019**
Heavy traffic	55%	55%	54%	55%	55%	56%
Motorists driving without consideration of cyclists	50%	51%	51%	49%	48%	49%
If road condition is poor	35%	36%	39%	36%	38%	40%
Buses or lorries	44%	42%	44%	42%	39%	37%
Traffic travelling above the speed limit	38%	39%	38%	36%	35%	37%
Bad weather	36%	37%	38%	33%	32%	34%
Not enough cycle lanes	28%	30%	30%	28%	29%	32%
Narrow roads	22%	25%	26%	24%	25%	28%
Normal traffic even if travelling within speed limit	17%	18%	20%	18%	21%	22%
If the roads are not well lit at night	20%	20%	21%	20%	20%	20%
Cycle lanes not kept clear	16%	18%	20%	17%	18%	19%
Roadworks	13%	11%	12%	11%	14%	15%
Worry about crime/personal safety	6%	7%	8%	9%	10%	9%
Other	1%	1%	1%	1%	0%	1%
Always feel safe	*5%*	*6%*	*5%*	*6%*	*7%*	*6%*
Do not cycle on the road	*3%*	*4%*	*4%*	*4%*	*6%*	*6%*
Base	**623**	**564**	**568**	**516**	**529**	**558**

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

* Users should note that percentages will not add to 100 as respondents could give multiple answers.

Table 25a: 95% confidence interval around reasons why people feel unsafe when cycling on the road, Northern Ireland 2012-2019

	95% Confidence Range +/-					
	2012-2014	**2013-2015**	**2014-2016**	**2015-2017**	**2016-2018**	**2017-2019**
Heavy traffic	4%	4%	4%	4%	4%	4%
Motorists driving without consideration of cyclists	4%	4%	4%	4%	4%	4%
If road condition is poor	4%	4%	4%	4%	4%	4%
Buses or lorries	4%	4%	4%	4%	4%	4%
Traffic travelling above the speed limit	4%	4%	4%	4%	4%	4%
Bad weather	4%	4%	4%	4%	4%	4%
Not enough cycle lanes	4%	4%	4%	4%	4%	4%
Narrow roads	3%	4%	4%	4%	4%	4%
Normal traffic even if travelling within speed limit	3%	3%	3%	3%	3%	3%
If the roads are not well lit at night	3%	3%	3%	3%	3%	3%
Cycle lanes not kept clear	3%	3%	3%	3%	3%	3%
Roadworks	3%	3%	3%	3%	3%	3%
Worry about crime/personal safety	2%	2%	2%	2%	2%	2%
Other	1%	1%	1%	1%	1%	1%
Always feel safe	*2%*	*2%*	*2%*	*2%*	*2%*	*2%*
Do not cycle on the road	*1%*	*2%*	*2%*	*2%*	*2%*	*2%*

[1] Source: Travel Survey for Northern Ireland, Department for Infrastructure

Table 26: Number of KSIs resulting from collisions involving Heavy Goods Vehicles (HGVs), Northern Ireland 2014-2024

Year	Involved	Responsible	Percentage responsible
2014	42	12	29%
2015	27	13	48%
2016	28	12	43%
2017	30	15	50%
2018	34	13	38%
2019	32	4	13%
2020	34	14	41%
2021	44	13	30%
2022	57	21	37%
2023	46	14	30%
2024	44	6	14%

Year	Involved	Responsible	Percentage responsible
2014-2018	32	13	40%
2015-2019	30	11	38%
2016-2020	32	12	37%
2017-2021	35	12	34%
2018-2022	40	13	32%
2019-2023	43	13	31%
2020-2024	45	14	30%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
*This table refers to KSI casualties in collisions involving a goods vehicle exceeding 3.5 tonnes

Table 27: Number of KSIs resulting from collisions involving vans, Northern Ireland 2014-2024

Year	Involved	Responsible	Percentage responsible
2014	53	20	38%
2015	75	31	41%
2016	94	37	39%
2017	66	29	44%
2018	60	27	45%
2019	85	38	45%
2020	60	22	37%
2021	104	38	37%
2022	99	42	42%
2023	95	48	51%
2024	121	44	36%

Year	Involved	Responsible	Percentage responsible
2014-2018	70	29	41%
2015-2019	76	32	43%
2016-2020	73	31	42%
2017-2021	75	31	41%
2018-2022	82	33	41%
2019-2023	89	38	42%
2020-2024	96	39	41%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
*This table refers to KSI casualties in collisions involving a goods vehicle 3.5 tonnes or less

Table 28: Number of KSIs resulting from collisions involving buses, Northern Ireland 2014-2024

Year	Involved	Responsible	Percentage responsible
2014	13	3	23%
2015	14	3	21%
2016	8	1	13%
2017	9	0	0%
2018	16	3	19%
2019	19	4	21%
2020	8	2	25%
2021	15	0	0%
2022	16	7	44%
2023	22	8	36%
2024	53	32	60%

Year	Involved	Responsible	Percentage responsible
2014-2018	12	2	17%
2015-2019	13	2	17%
2016-2020	12	2	17%
2017-2021	13	2	13%
2018-2022	15	3	22%
2019-2023	16	4	26%
2020-2024	23	10	43%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
*Refers to KSI casualties in collisions involving a bus or coach with capacity for 17+ passengers.

Table 29: Number of KSIs resulting from collisions involving taxis, Northern Ireland 2014-2024

Year	Involved	Responsible	Percentage responsible
2014	4	1	25%
2015	6	1	17%
2016	10	5	50%
2017	11	8	73%
2018	5	1	20%
2019	6	4	67%
2020	2	0	0%
2021	4	2	50%
2022	9	3	33%
2023	5	3	60%
2024	5	2	40%

Year	Involved	Responsible	Percentage responsible
2014-2018	7	3	44%
2015-2019	8	4	50%
2016-2020	7	4	53%
2017-2021	6	3	54%
2018-2022	5	2	38%
2019-2023	5	2	46%
2020-2024	5	2	40%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
*Refers to KSI casualties in collisions involving a Taxi (Hackney) and car being used as a taxi.

Table 30: Number of KSIs involving car drivers aged 17 to 23, Northern 2014-2024

Year	Involved	Responsible	Percentage responsible
2014	243	156	64%
2015	214	157	73%
2016	223	151	68%
2017	218	146	67%
2018	187	134	72%
2019	210	137	65%
2020	146	100	68%
2021	193	140	73%
2022	227	159	70%
2023	219	153	70%
2024	251	164	65%

Year	Involved	Responsible	Percentage responsible
2014-2018	217	149	69%
2015-2019	210	145	69%
2016-2020	197	134	68%
2017-2021	191	131	69%
2018-2022	193	134	70%
2019-2023	199	138	69%
2020-2024	207	143	69%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 31: Age of Passenger KSIs that were travelling in a car with a driver aged 17-23, Northern Ireland 2014-2024

Year	<14	14-20	21-24	25+	Total	Percentage aged 14-20
2014	3	33	16	16	68	49%
2015	4	38	14	2	58	66%
2016	1	41	6	8	56	73%
2017	0	22	7	17	46	48%
2018	0	29	4	7	40	73%
2019	3	29	10	4	46	63%
2020	1	23	4	7	35	66%
2021	0	29	16	4	49	59%
2022	1	32	9	11	53	60%
2023	0	41	8	4	53	77%
2024	1	44	4	9	58	76%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 32: Number of KSIs resulting from collisions involving Learner and Restricted drivers and motorcyclists responsible for the collision, Northern Ireland 2014-2024

Year	Driver		Motorcyclist	
	Learner	Restricted	Learner	Restricted
2014	18	23	9	2
2015	16	35	5	1
2016	7	39	6	0
2017	9	31	4	0
2018	12	29	6	0
2019	10	17	2	0
2020	8	12	10	0
2021	8	23	8	0
2022	3	46	11	0
2023	6	47	13	1
2024	13	49	12	1

Year	Driver		Motorcyclist	
	Learner	Restricted	Learner	Restricted
14-18	12	31	6	1
15-19	11	30	5	0
16-20	9	26	6	0
17-21	9	22	6	0
18-22	8	25	7	0
19-23	7	29	9	0
20-24	8	35	11	0

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 33: Number of KSIs collisions involving car drivers aged 17 to 23 who were responsible for the collision where the principal causation factor was, 'Excessive speed having regard to conditions', Northern Ireland 2014-2024
(2014-2018 baseline=26)

Year	KSIs	% change (baseline)	% change (last period)
2014	**29**		
2015	**25**		-14%
2016	**23**		-8%
2017	**26**		13%
2018	**26**		0%
2019	**15**	-42%	-42%
2020	**21**	-19%	40%
2021	**15**	-42%	-29%
2022	**26**	1%	73%
2023	**14**	-46%	-46%
2024	**30**	16%	114%

Year	KSIs	% change (baseline)	% change (last period)
2014-2018	**26**		
2015-2019	**23**	-11%	-11%
2016-2020	**22**	-14%	-3%
2017-2021	**21**	-20%	-7%
2018-2022	**21**	-20%	0%
2019-2023	**18**	-29%	-12%
2020-2024	**21**	-18%	16%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 34: Number of Motorcyclist KSIs split by responsibility, Northern Ireland 2014-2024

(2014-2018 baseline=49%)

Year	Motorcyclist not responsible	Motorcyclist responsible	Percentage Responsible for own injuries
2014	43	54	56%
2015	46	36	44%
2016	49	43	47%
2017	46	43	48%
2018	53	55	51%
2019	33	54	62%
2020	49	43	47%
2021	46	60	57%
2022	54	65	55%
2023	53	63	54%
2024	67	66	50%

Year	Motorcyclist not responsible	Motorcyclist responsible	Percentage Responsible for own injuries
14-18	47	46	49%
15-19	45	46	50%
16-20	46	48	51%
17-21	45	51	53%
18-22	47	55	54%
19-23	47	57	55%
20-24	54	59	52%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 35: Number of KSIs by road type, Northern Ireland 2014-2024

Year	Rural	Urban	Motorway/ DCway
2014	420	332	37
2015	402	332	51
2016	514	349	33
2017	446	343	52
2018	419	321	45
2019	423	343	64
2020	368	253	31
2021	458	343	58
2022	499	396	70
2023	499	401	51
2024	555	402	51

Year	Rural	Urban	Motorway/ DCway
2014-2018	440	335	44
2015-2019	441	338	49
2016-2020	434	322	45
2017-2021	423	321	50
2018-2022	433	331	54
2019-2023	449	347	55
2020-2024	476	359	52

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

*Rural roads are single carriageway with speed limit over 40 miles per hour, Urban Roads are single carriageway with speed limit up to and including 40 miles per hour

Table 36: Number of KSI casualties where a car driver was responsible and 'Inattention or attention diverted' was the causation factor, Northern Ireland 2014-2024 (2014-2018 baseline=77)

Year	KSIs	% change (baseline)	% change (last period)
2014	72		
2015	72		0%
2016	88		22%
2017	79		-10%
2018	72		-9%
2019	67	-13%	-7%
2020	44	-43%	-34%
2021	75	-2%	70%
2022	85	11%	13%
2023	93	21%	9%
2024	85	11%	-9%

Year	KSIs	% change (baseline)	% change (last period)
2014-2018	77		
2015-2019	76	-1%	-1%
2016-2020	70	-9%	-7%
2017-2021	67	-12%	-4%
2018-2022	69	-10%	2%
2019-2023	73	-5%	6%
2020-2024	76	0%	5%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
*Refers to driver of either a car, car used as taxi, hackney cab, or Light Goods Vehicle (LGV)

Table 37: Vehicle Test Pass Rates by Test Category - Full Tests

Financial Year	Private Car	Motorcycles	Light Goods	Heavy Goods	Taxi
2013/14	80%	94%	73%	72%	83%
2014/15	81%	94%	74%	75%	85%
2015/16	81%	93%	75%	76%	83%
2016/17	81%	94%	76%	77%	84%
2017/18	81%	93%	76%	77%	82%
2018/19	82%	93%	78%	78%	80%
2019/20	82%	93%	78%	79%	82%
2020/21	83%	89%	78%	79%	83%
2021/22	77%	92%	73%	80%	81%
2022/23	83%	93%	78%	82%	83%
2023/24	83%	94%	78%	83%	83%
2024/25	81%	94%	78%	84%	84%

Source: Driver and Vehicle Agency

Table 38: DVA Enforcement Prosecutions and Penalties

Financial Year	Files referred to the PPS	Convictions: Cases	Convictions: Offences	Value of court fines and costs	Fixed penalties: Number	Fixed penalties: Value	Total value of fines & penalties
2013/14	511	389	755	£106,655	1460	£147,520	£254,175
2014/15	439	425	822	£129,009	1697	£201,260	£330,269
2015/16	377	327	756	£106,924	2120	£316,650	£423,574
2016/17	354	265	644	£89,019	1601	£233,060	£322,079
2017/18	353	299	694	£95,300	1760	£270,050	£365,350
2018/19	441	337	827	£115,415	1219	£185,450	£300,865
2019/20	395	173	502	£88,261	1041	£149,460	£237,721
2020/21	211	160	487	£79,460	211	£22,670	£102,130
2021/22	318	429	1229	£219,460	337	£35,280	£254,740
2022/23	211	73	216	£41,700	283	£29,080	£70,780
2023/24	136	73	307	£32,927	579	£81,230	£114,157
2024/25	152	122	309	£42,885	793	£123,410	£166,295

Source: Driver & Vehicle Agency Roadside Enforcement Database

Appendix 2: User Guide

Introduction

This statistics release is the third of an annual series which will continue to be produced each September over the lifetime of the Northern Ireland Road Safety Strategy to 2030.

All the differences which have been highlighted in the commentary within this report have been tested for statistical significance ($p < 0.05$). This means that there is at least a 95% probability that there is a genuine difference between results and the difference is not simply explained by random chance or sample error. Where the term 'similar', 'no real difference', 'no real change' or 'around the same' has been used when comparing results, it means that there is no significant difference between the results being compared.

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 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 at ASRB@NISRA.gov.uk.

Alternatively, you can contact OSR by emailing regulation@statistics.gov.uk or via the OSR website https://osr.statisticsauthority.gov.uk/

Main uses of the data

Data contained in this release provides the main source of information to assess the progress of the Road Safety Strategy to 2030 against agreed targets and KPIs.

The Northern Ireland Road Safety Strategy to 2030 is available by following the link below:
NI Road Safety Strategy to 2030

These data also provide policy makers with the necessary information to formulate and evaluate road safety services and are helpful in assessing the effectiveness of resource allocation in providing services that are fully responsive to public need.

Additionally, Road Safety Strategy to 2030 information is used to inform the media, special interest groups and academics, and by the DfI to respond to parliamentary/assembly questions and ad hoc queries from the public.

While it is recognised that the main customers for this report are internal policy colleagues, the report is also used externally by a wide variety of different groups, each of which has varying degrees of use for the data. Examples include, advertisers using the data to target campaigns, and community groups using the data to lobby Government to effect Road Safety improvements. Evidence has been gathered regarding external user requirements and a Statement of User Needs has been produced – See:
Road safety strategy to 2020 statement of user needs
An updated statement will be published following release of this report.

General interest research briefs are available on the DfI website. Please see the link below:
Department for Infrastructure Statistics and Research Topics

Strategy Governance, Statistical Independence and Reporting

A Strategy Delivery Board has the lead responsibility for monitoring and reporting on progress towards delivery of the Strategy. Its membership is made up of representatives from the various road safety partners listed above. ASRB publish the progress of the targets and KPIs as National Statistics and additionally provides a general analytical/research support function to the Delivery Board in order to help it perform its role. ASRB staff are independent government statisticians, on secondment from the Northern Ireland Statistics and Research Agency (NISRA), and are governed by the Code of Practice for Official Statistics [Code of Practice]

ASRB brings proposals for the format of the monitoring report, and its constituent indicator definitions and methodologies, to the Delivery Board in order to avail of their operational and policy expertise. Such collaborative working between independent statisticians and policy makers is in keeping with the UK Statistics Authorities recommended approach to performance measurement as set out in their Monitoring Review 3/15 Official Statistics, Performance Measurement and Targets
[Official statistics, performance measurement and targets].

Whilst the Board, as part of its delivery role, is responsible for formally signing off on proposed indicators, methodological changes, and the future statistical research work programme, the Senior Statistician has final say on all statistical issues and has sole responsibility for the orderly production, management and dissemination of the Annual Statistical Report.

The Annual Statistical Report provides the main source of information for the Delivery Board to assess progress being made against the Strategy. However, any comment on Strategy effectiveness is always issued separately from the Statistical Report itself. Up until 2014, this was done via the publication of an Annual Strategy Report
[Northern Ireland's Road Safety Strategy to 2020 - Annual Report 2013]. There are no plans, however, for any further updates to this annual policy report. Future assessment of Strategy effectiveness will therefore be confined to Ministerial press releases commenting, if appropriate, on the official figures.

Data Sources

A variety of statistical sources have been utilised to enable robust monitoring of targets and indicators over the lifetime of the strategy. All sources have been fully referenced in the accompanying tables and Excel spreadsheet

Generally all sources of data used in this publication are National Statistics (NS) or Official Statistics (OS), produced by statisticians from the Northern Ireland Statistics and Research Agency (NISRA). A brief description of each source is included below; however, for full details please see the published Indicator Guidance Booklet:

PSNI Road Traffic Data (NS)

Where PSNI data are contained in this report, these have been validated and quality assured by NISRA Statisticians working in PSNI, before being passed to DfI Statisticians.

The definitions used in this report compare directly with those used by PSNI – see User Guide to Police Recorded Injury Road Traffic Collision Statistics in Northern Ireland.

Details of the main definitions used can be found in the Glossary on page 4.

The PSNI road traffic collision statistics are not based on a sample survey and are not, therefore, subject to sampling error. However, their main limitation is the extent to which they represent the true level of collisions and casualties, resulting in injury, that occur in Northern Ireland. More background on this can be found in the PSNI user guide (link above).

Whilst not perfect, police data on road traffic collisions remains the most detailed, complete and reliable single source of information on road traffic casualties, particularly for monitoring trends over time. Users, however, should still exercise caution when interpreting changes in trends based on small numbers of casualties.

PSNI data required to report on the novice driver indicator is reliant on the accurate recording and inputting the driving licence number on the collisions vehicle file. To the extent that this is not done, we effectively end up with a sample of vehicle records (around 79 per cent in the current analysis period of 2014-2023) although this is tested to ensure that there is no systematic bias with respect to excluded cases.

Great Britain Stats19 System Review

In Great Britain, road accident data is collected from relevant police forces through the Stats19 collection system. As with any collection system, Stats19 needs to be periodically reviewed to keep up with changes in technology, to make improvements to completeness and accuracy, and to reduce the reporting burden.

Stats19 is currently under review, having previously been reviewed in 2008. This process is overseen by the Standing Committee on Road Accident Statistics (SCRAS) (Guidance: Committees and user groups on transport statistics). The review will continue to run, having been delayed due to Covid-19, before making recommendations on modifications to the data collection which will then be consulted on.

The Collision Report Form (CRF) used by PSNI is based upon the Stats19 so we are liaising closely with PSNI colleagues to ensure we are aware of the progress of this review, any potential impact of this review on the data used in this report and to ensure users are aware of any such impacts.

Travel Survey for Northern Ireland (TSNI) (NS)

The TSNI is conducted and the data validated by NISRA Central Survey Unit (CSU), the leading social research organisation in Northern Ireland. The data is then passed to NISRA Statisticians working in DfI, who analyse it and produce the TSNI publications.

The sample size in the Travel Survey for Northern Ireland is relatively small; therefore three years of data need to be combined to ensure data are sufficiently robust.
However, there were a number of significant changes to the survey methodology in 2020 in response to the pandemic to ensure the data could continue to be collected safely and because of this, 2020 and 2021 results are not directly comparable to those of previous years. 2017-2019 is therefore the latest TSNI data used in this publication.

Please see link below to the most recent data from the TSNI and related user guidance.
Travel Survey for Northern Ireland.

The Travel Survey estimates are derived from a random sample survey and are dependent upon the particular sample chosen. Each estimate from the survey will have an associated sampling error.

Where Travel Survey data have been used in this report, the sampling errors are presented in table C below. The impact of sampling error on published rates can be found in Appendix 1: Detailed Tables (tables 5b, 7b, 8b, 9b, 10b and 11b).

Table C: Average miles travelled per person per year by mode, 2002-2019

	Pedestrians		Pedal cyclists		Motorcyclists		Car Users		Motorised Vehicle Users	
Year	Fig	95% CI	Fig	95% CI	Fig	95% CI	Fig	95% CI	Fig	95% CI
2002-2004	137	7	17	6	31	13	4817	131	5646	139
2003-2005	139	7	20	7	31	12	4871	136	5735	145
2004-2006	138	7	18	7	30	13	4944	141	5866	153
2005-2007	144	7	19	6	20	10	4864	139	5763	149
2006-2008	143	7	16	5	11	6	4916	137	5798	147
2007-2009	144	7	20	6	14	7	4839	131	5768	142
2008-2010	136	7	19	5	14	7	4859	132	5750	146
2009-2011	137	8	22	6	13	7	4762	133	5643	148
2010-2012	149	9	28	6	8	5	4791	137	5599	149
2011-2013	157	9	26	7	6	4	4828	139	5648	151
2012-2014	164	9	28	7	11	8	4855	141	5654	152
2013-2015	162	9	27	8	14	9	4747	139	5510	148
2014-2016	167	9	33	9	14	9	4653	138	5377	146
2015-2017	166	9	34	9	14	9	4614	137	5337	144
2016-2018	165	9	32	8	11	8	4827	147	5559	157
2017-2019	169	9	34	9	12	8	5078	150	5798	159

Source: Travel Survey for Northern Ireland, Department of Infrastructure
1 "Car user" includes "Car driver", "Car passenger" and "Car undefined"
2 "All motorised road vehicles" includes all travel modes apart from "Walk", "Bicycle" and "NI Railways"
r Some minor revisions were made to 2015-2017 figures after detailed quality assurance procedures were carried out. Data have been updated to reflect these revisions.
* Note that 2017-2019 miles travelled was used to approximate rates for 2020, 2016-2020, 2021 and 2017-2021 for Tables 5 to 11 due methodological changes made to the TSNI in 2020 due to covid.

The following conversion factors have been applied in this report:
1 Mile = 1.609 Kilometres
1 Kilometre = 0.6214 Miles

Further information can be found in the TSNI Technical Report:

NISRA Population Data (NS)
This report draws on population data produced by NISRA's Demography and Methodology Branch. These data are contained in the following publications:

NISRA: Mid-Year Population Estimates.

Northern Ireland Multiple deprivation Measure 2017.

The updated deprivation measures were released on 23rd November 2017 replacing the NIMDM 2010 as the official measure of deprivation in Northern Ireland.

The main limitation to the population estimates is the collection of migration data as it is the most difficult component of population change to measure. Although migration estimates are deficient in recording certain groups of the population, the methodology in place to adjust and scale up the data is deemed sufficiently robust.

Northern Ireland Multiple Deprivation Measures (NIMDM) were used in relation to KPIs to identify the 10 per cent most deprived areas and the 10 per cent least deprived areas in Northern Ireland. The relevant road traffic collision statistics were then attached using both the SOA where the collision occurred and the SOA where the casualty lived. In the final step, Mid-Year Estimates were used to produce rates of all pedestrians and child pedestrians killed or seriously injured per 100,000 population in these areas. In publications prior to 2018, NIMDM 2010 was used; from 2018 onwards, NIMDM 2017 is used.

Transport NI – Speed Data

Data used to report compliance with road speed is captured from road traffic counters placed throughout the Northern Ireland road network. Prior to 2016, Transport NI Cloud Traffic Data were extracted from around 130 permanent 24 hour counters where speed data were available. There were approximately 110 of these counters which had valid data and were used to produce the indicator results. In 2016, speed data were available from a greater number of counters (228), however in many cases, only a partial year existed. Results were generated using the 154 counters which provided valid data.

Following this, a large number of traffic counters were deactivated, while a small number of new counters were activated mid-year, meaning there were a much smaller number of counters available for analysis both in 2017 (76), 2018 (70), 2019(62), 2020(68), 2021(60), 2022(69), 2023(57) and 2024(57). As with previous years some counters in 2024 only contained data for part of the year but following guidance from Transport NI, and wide ranging consistency checking by ASRB to ensure this did not affect indicator quality, partial year's data were deemed fit for purpose.

Data are excluded from a small number of roads - see NIRSS to 2020 - Developing a speeding indicator or Indicator Guidance Booklet for information on why. Furthermore, users should note that not all counters are available every year.

Because data are not available for all roads, the available data are therefore a sample, with associated sampling errors. However, the very large sample of vehicles on which the speeding estimates are based means the confidence intervals calculated are very narrow - less than one percentage point either side of the central estimate for the free-running (11pm-7am) estimates and less than half a percentage point for the 24 hour estimates and 7am-11pm estimates. Of chief concern would be whether the sample is representative of the road network as a whole, and for that reason, consistency checks are put in place to compare counters on similar road types, with any outliers being fully investigated. The traffic counts for each site are deemed to be of a high enough volume to ensure population level speeding estimates are robust. Moreover, all differences are tested for statistical significance before being highlighted in the main Statistical Report.

Transport NI advise that speed reports are not something that they have a direct business need for and, as such, no quality checks have been carried out on the data to validate the speed measurements. ASRB, however, have removed any counters from their dataset where the readings appear to be rogue or inconsistent.

Due to the uncertainty associated with the speed data, an updated methodology was implemented to improve the quality of the output. This involved weighting the data using the 24 hour Annual Average Daily Traffic (AADT) flows, which are sourced from the same traffic

counters, but are quality assured and published in the Traffic and Travel Information Report 2021.

DVA Driving Test Data

A dataset containing all drivers who passed their Category B driving test data from 2006 was provided by the Driver and Vehicle Agency from the NI Driver Licensing System (NIDLS) to enable novice drivers to be identified in the PSNI road traffic collision records.

This dataset is limited to tests carried out in Northern Ireland only. This could result in novice driver casualties being slightly underestimated. The issue would arise if any drivers who had taken their test outside NI were subsequently involved in a collision in their first two years of driving within the jurisdiction. Any such cases would inevitably be missed in the data matching process although this is only regarded as a minor issue.

Due to the accuracy and completeness issues with regards to the licence numbers in the PSNI collisions file, only those vehicles in collisions where all drivers have a valid licence number are included in the sample used for analysis. Checks have been carried out on key characteristics of the sample to ensure that it is representative of the overall pool of records. The number of casualties from the sample has been weighted up to reflect the true totals. Furthermore, three years of data have been combined to ensure survey estimates are sufficiently robust.

Table 22f in the accompanying spreadsheet provides detailed tables giving the 95% confidence intervals for the estimated number of KSIs involving a novice driver by responsibility of the driver. There were a number of other minor methodological issues which could have impacted on the robustness of this indicator. These were tested and were not deemed to be significant sources of error.

More information is available in NIRSS to 2020 - Developing a novice driver indicator.

Statistical Geography

This report makes reference to Super Output Areas (SOAs). This is a measure of statistical geography which divides Northern Ireland into 890 areas, of similar population size and which are socially similar. These have been used by NISRA to produce population statistics and deprivation statistics at a low level of geography. For more information please refer to Northern Ireland Super Output Areas.

User Consultation: Key Performance Indicators

A User Consultation was conducted in April/May 2023 regarding existing Key Performance Indicators (KPIs) and suggested new KPIs. See:
Draft Northern Ireland Road Safety Strategy to 2030 Key Performance Indicator (KPI) consultation | Department for Infrastructure (infrastructure-ni.gov.uk)

A previous consultation for the 2020 strategy dealt with potential changes to KPI 4 and KPI 5 (Rate of killed or seriously injured pedal cyclists/motorcyclists per KMs travelled). ASRB were concerned that the high level of uncertainty around the Travel Survey for Northern Ireland (TSNI) estimates with regards to miles travelled by motorcyclists and pedal cyclists meant no robust findings could be derived. Alternative measures were suggested, basing these indicators instead on numbers of cyclists and motorcycle licences in force, rather than distance travelled. However, these alternatives assumed that the distance travelled per cyclist or motorcyclist has remained reasonably constant over time.

Evidence from the Travel Survey in England, where small sub-group sample sizes are not such an issue, shows that the kilometres travelled by pedal cycle per person per year has been increasing over time: the 2012-2016 average represented a 29% increase on the 2004-2008 figure. The trend for motorcycle miles is the opposite, where average miles per person per year fell by 13% in the same time period. It is reasonable to assume that similar directional trends would be present in Northern Ireland.

For this reason, and despite no objections to the new indicators being raised in the consultation, it was felt that it could be misleading to present alternative casualty risk indicators that did not make some attempt to capture distance travelled. Work was also taken forward to attempt to reduce the uncertainty around the indicators by pooling more years of Travel Survey data and hence increasing the effective sample size. Whilst this did not prove to be a very successful strategy in terms of markedly reducing the confidence intervals associated with individual KSI rates, it did reveal that more recent large changes that were reported in distance travelled for both cyclists and motorcyclists since the baseline period were, in fact, statistically significant. These significant results were obtained by pooling five years of travel survey data which is the same time period for construction of the baseline indicators.

This is an important finding as it means that we can then be confident that any change in a KSI rate which is based on a statistically significant change in distance travelled (from the baseline period), **is a real change**. This is true, even if the resultant KSI rate itself has not itself experienced much movement. For example, a proportionally large reduction in KSI numbers could be offset by a similarly large (but real) reduction in distance travelled resulting in only a small change in the overall KSI rate.

The net result of the consultation, and parallel data pooling work, was a decision to retain the existing indicators but to base them on five rather than three years of travel survey data. Further work has also been recommended to try and further improve these indicators, and their interpretation, in future reports.

The previous consultation also looked at changes to KPI1, KPI6 and KPI7 (indicators which had previously used Vehicle Kilometres Travelled (VKT) data in their calculations). The last

available year of data for the VKT is 2014; due to budget constraints the survey is no longer being carried out. Therefore, an alternative source of data was required to enable continued reporting – the Travel Survey for Northern Ireland (TSNI) was proposed. ASRB carried out extensive analysis before concluding that the TSNI would be sufficient for reporting needs in these three indicators. There were no objections to this in the consultation responses, and data presented in this report are therefore based on the new data source. Further information, and historic comparisons of the indicators using the two different sources, can be found in the Indicator Guidance Booklet:

Revisions Policy

None of the data used to construct the various indicators in this report are subject to a scheduled programme of revisions; therefore any revisions to the figures in this report will typically be as a result of one-off definitional/methodological changes or corrections to errors, and the impact will be quantified where possible. In circumstances where figures in this report have been revised, an [r] is presented in the relevant tables.
Further details on DfI's revision policy and supporting statements relating to Official Statistics can be found at Code of Practice for Statistics - statements of compliance.

Five Year Rolling Average

A number of the indicators are based on small numbers of events so, when reported by single year, can show a lot of volatility. Despite this issue, it is necessary to report the single year figure to ensure consistency with how the key road safety targets have been defined. However, in these cases an additional figure reporting on a five year rolling average has been included to give a clearer indication of which direction the trend is moving.

Rounding and Summing

It should be noted that, in some instances, individual table cells may not perfectly sum to the total due to rounding. When calculating baseline figures and rates for use in monitoring the strategy's KPIs, these figures have been rounded to 2 decimal places in the detailed tables; however they are rounded to 1 decimal place in this report and the associated summary tables. Percentage changes and percentage point differences have been calculated on unrounded figures and rates.

Notation and Terminology

Where a cell is left blank, no calculation has been carried out. Percentage changes have been calculated using unrounded data. Where a '-' appears in a column relating to percentages the calculated percentage has been removed. This is due to the percentage being calculated where the denominator is less than or equal to ten. The percentage in these instances may skew the interpretation of the results and as such the user may wish to acknowledge the small numbers rather than view the percentage. Where a rate has been calculated from base data greater than ten, the percentages have been reported regardless of the value of the rate.

Useful Road Safety Sources

While it is our intention to direct users to road safety information elsewhere in the UK, ROI and internationally, users should be aware that statistics in other administrations are not always measured in a comparable manner to those in Northern Ireland. Details of road safety data published elsewhere are listed below.

Road Safety Information in Northern Ireland

Department for Infrastructure Northern Ireland Road safety research.

The Northern Ireland Road Safety Monitor statistics covers behaviour, attitudes and awareness of road safety issues among the general public in Northern Ireland. It was last carried out in 2014.

The Northern Ireland Survey of Seat Belt Wearing 2014 publication reports on the level of seat belt wearing by occupants travelling in cars, vans and taxis throughout Northern Ireland. It was last carried out in 2014.

The Police Service of Northern Ireland statistics on injury road traffic collisions can be viewed at: Road Traffic Collision Statistics.

Key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NIRSP)
NI Road Safety Partnership.

Road Safety Information in the United Kingdom

The UK government launched a Strategic Framework for Road Safety in 2011, which can be viewed at: Strategic framework for road safety.

Statistics on road casualties in Great Britain can be accessed by following the link below:
Road accidents and safety statistics.

Free flow speeds statistics for GB are available at:
Vehicle speed compliance statistics.

Information on road safety in Scotland can be found by clicking on the link below:
Scotland's Road Safety Framework to 2030: Framework Summary.

The latest National Statistics produced by the Welsh Government were released on 6 June 2024 and can be accessed via the following link:
Wales: Police Recorded Road Accidents 2023.

Road Safety Information in Ireland and International

The Road Safety Authority produces Road Safety statistics for Ireland:
Road safety statistics.

The Garda National Traffic Bureau (GNTB) produces Traffic Statistics for the Republic of Ireland. These can be found at:
Garda Statistics.

Free speed study statistics for Ireland are available at:
Free speed study statistics.

Eurostat published road safety statistics at national and regional level, which looks at long-term trends in the number of lives lost in road traffic accidents in the European Union (EU):
Road safety statistics - characteristics at national and regional level.

Road safety statistics produced using data collected and processed in the Community Road Accident Database (CARE) and supplied by the European Commission is available at:
European Road Safety Observatory.

The IRTAD Road Safety Annual Report provides an overview for road safety performance in 40 countries, as well as detailed reports for each country.
Road Safety Annual Report 2024.

The Global Road Safety Facility Report on Road Safety, 2024:
Global Road Safety Facility Report 2024

The European Transport Safety Council (ETSC) published a report Ranking EU Progress on Road Safety in June 2024. It can be accessed via:
19th Annual Road Safety Performance Index (PIN) Report