



RSA

Cyclist spotlight report: fatalities and serious injuries

2020-2024

Data is current as of 3 March 2025

Prepared by the Research Department of the RSA

Date of issue 16 May 2025

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Background

- This report provides an overview of **fatalities and serious injuries among cyclists** for the years 2020-2024.
- This report was prepared using data from the Irish Road Traffic Collision Database, which is based on collision records transferred from An Garda Síochána to the RSA.
- All information for 2021 onwards is **provisional and subject to change**.
- This means that the fatality and serious injury statistics presented may change at a later date when new information becomes available.
- Note that the information in this report is based on **preliminary findings of the AGS investigation, at an early stage in the process**. It does not contain information on contributory factors from the final completed investigation process.
- Note, incidents that occur in **carparks and other non-public roads are excluded** from the RSA official figures per convention and consistent with all EU member states. However, AGS may include these collisions as they record incidents that have occurred in public places. This means RSA and AGS collision figures may differ.

Definitions

- A **fatality** is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide).
- A **serious injury** is one for which the person is detained in hospital as an in-patient, or any of the following injuries whether or not detained in hospital:
 - Fractures
 - Concussion
 - Internal Injuries
 - Crushing
 - Severe Cuts and Lacerations
 - Severe general shock requiring medical treatment



Report Outline

- Long term-trend in fatalities and serious injuries among cyclists

- Summary statistics on cyclist fatalities 2020-2024

- Analysis of cyclist serious injuries 2020-2024:
 - Age group and gender
 - Time of day, day of week, Month of year
 - Urban/rural, road character, light conditions, junction type, county
 - Collision type and cyclist/driver actions, trip purpose

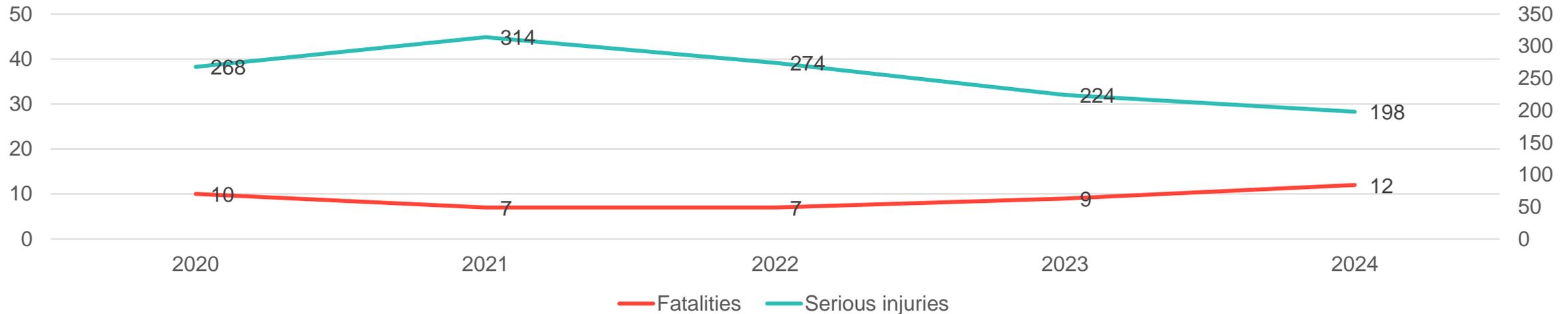


Trend of cyclist fatalities and serious injuries

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2020-2024



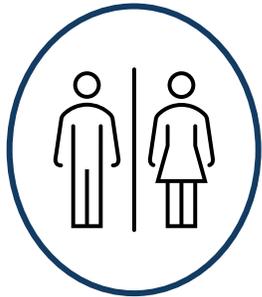
- Between 2020 and 2024, 45 cyclists were killed and 1,278 cyclists were seriously injured.
- An average of 9 cyclists were killed and an average of 256 cyclists were seriously injured each year during this five-year period.
- Cyclists represented 6% of fatalities and 18% of serious injuries during this time period.
- For every cyclist fatality there were approximately 28 cyclists seriously injured.

Note, figures for 2021-2024 are provisional and subject to change. There can be fluctuations in serious injury numbers until such a time as the data is deemed to be final.

Cyclist fatalities, 2020-2024 (n=45)

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Age and gender

The greatest share of cyclist fatalities was among those aged **56-65 years** (13, 29%).

Cyclist fatalities were most likely to be **male** (39, 87%).



Time and day

Over half of cyclist fatalities occurred between **8am and 2pm** (24, 53%).

Over half (**26, 58%**) of cyclist fatalities occurred between **Saturday and Sunday**.



Location

Half of fatalities occurred on **urban roads*** (23, 51%) and **half on rural roads*** (22, 49%).

Dublin (33%, 15) and **Cork** (16%, 7) were the two counties which saw the largest number of cyclist fatalities.

A fifth (10, 22%) of fatalities occurred **at a junction**.



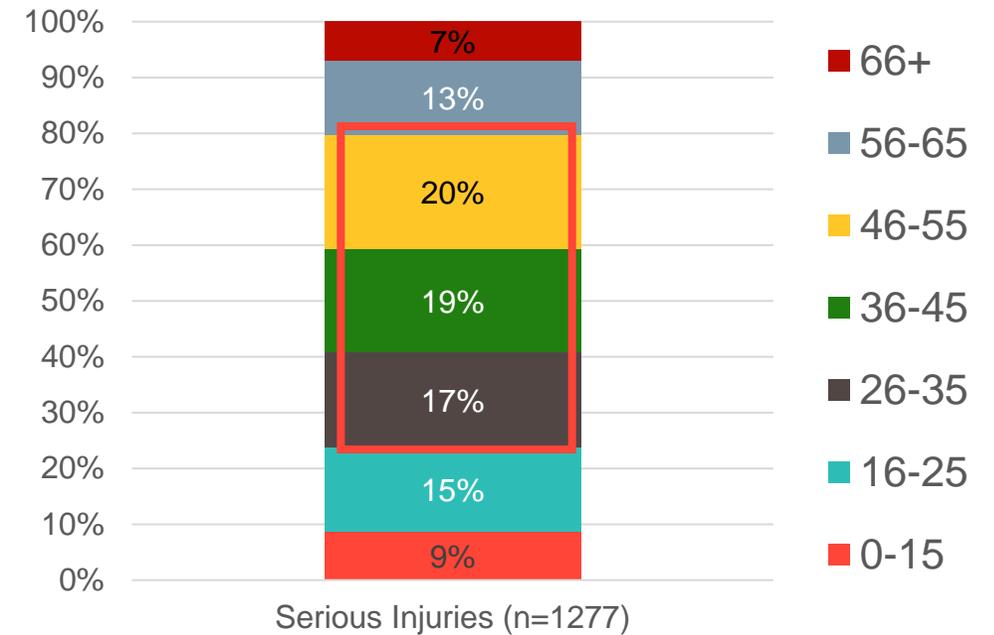
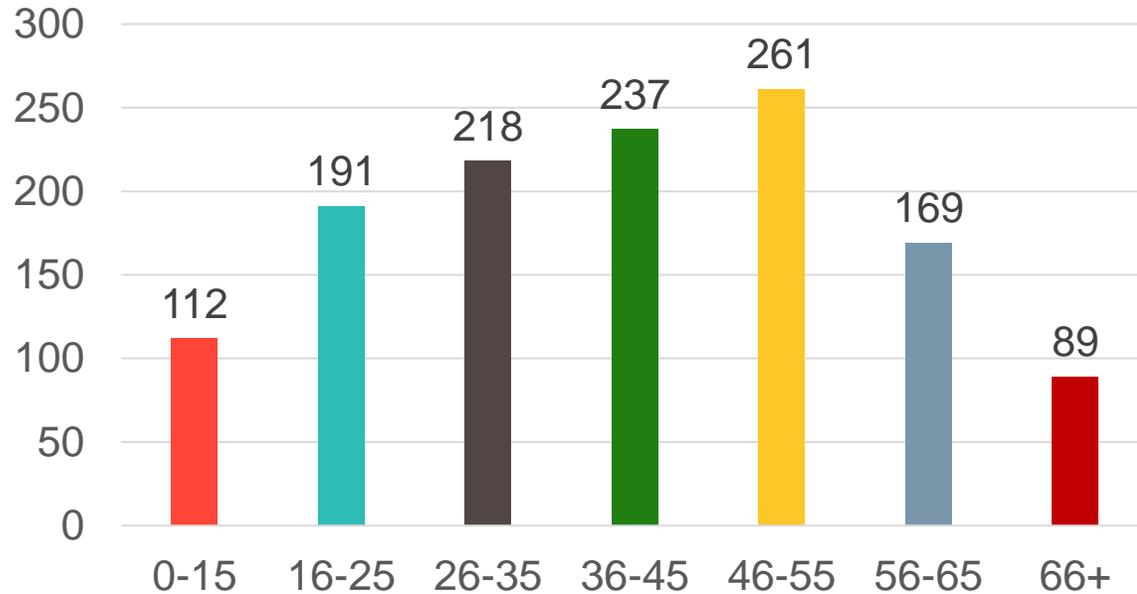
Collision type

Almost two in three cyclists were killed in a collision **with another vehicle** (29, 64%).

*Note, figures are provisional and subject to change. *An urban road has a speed limit of 60km/h or less, while a rural road has a speed limit of 80km/h or more. This urban/ rural categorisation applies prior to 2025 given that in February 2025 the speed limit of Local Rural roads reduced to 60km/h.*

Cyclist serious injuries by age group

2020-2024



Cyclist serious injuries highest among those aged 26-55 years (716, 56%).

Note, figures are provisional and subject to change. Age is currently unknown for one cyclist casualty.

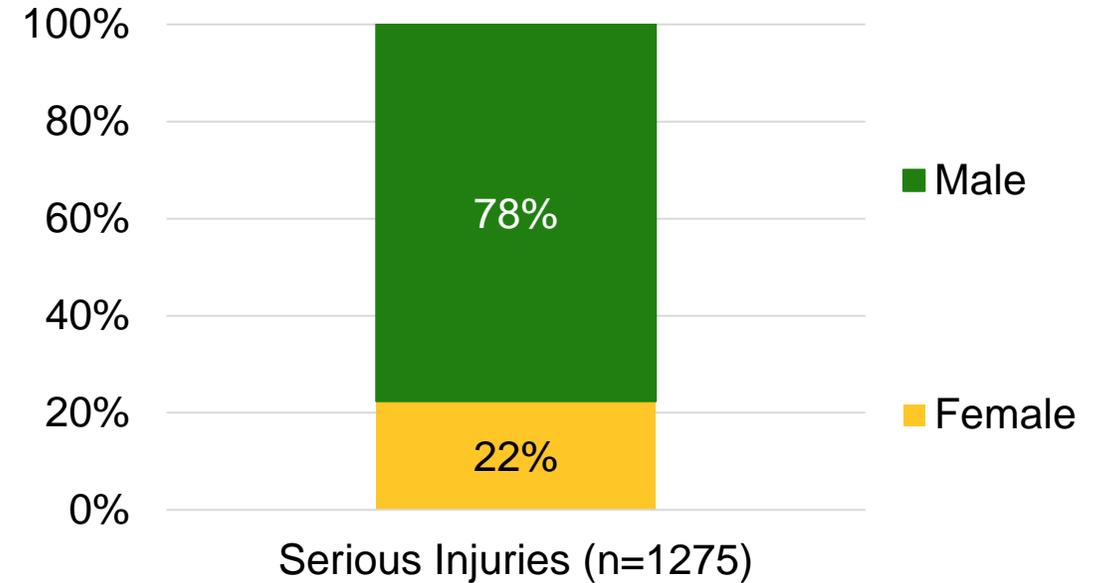
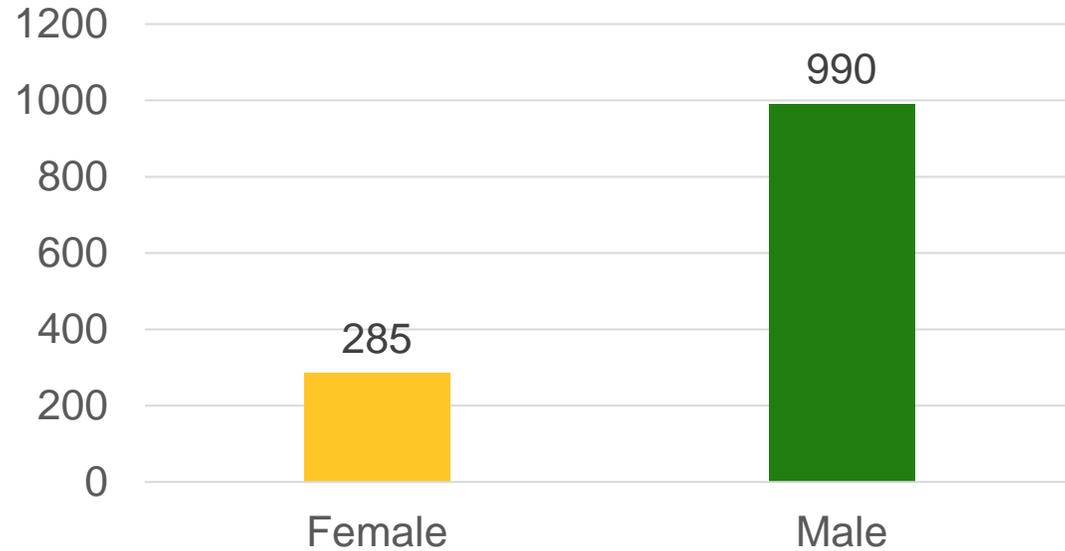


Cyclist serious injuries by gender

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2020-2024

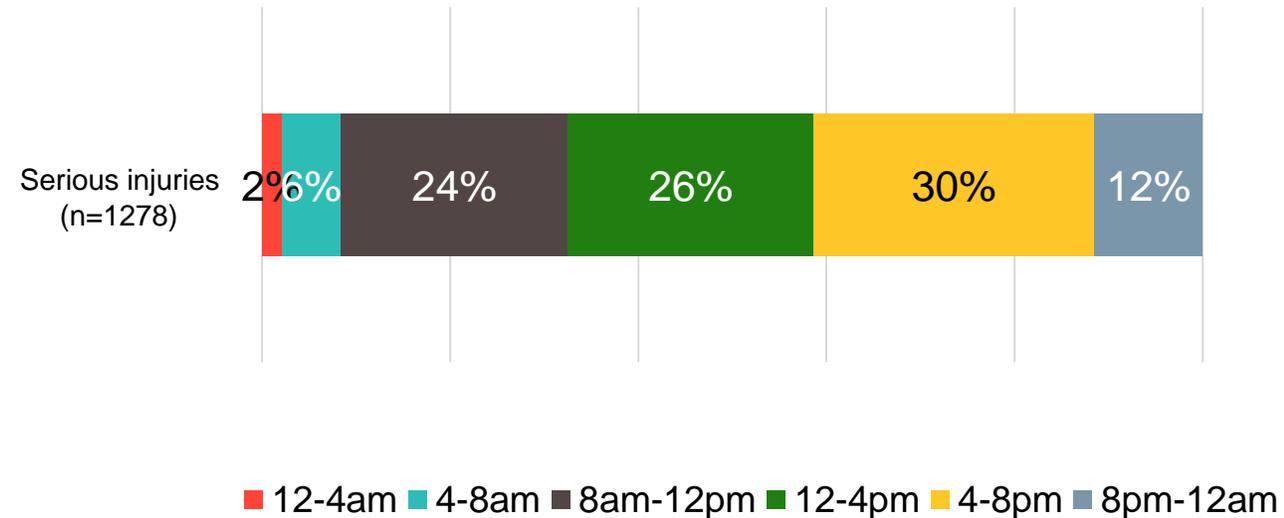
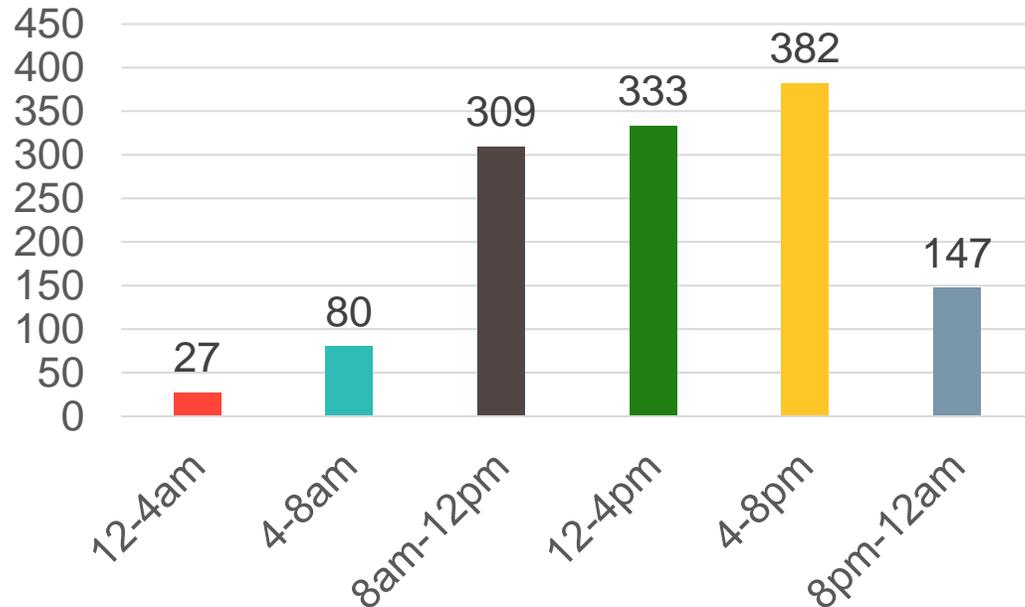


Of seriously injured cyclists, the majority were male.

Note, figures are provisional and subject to change. Gender unknown for 3 cyclist casualties at present.

Cyclist serious injuries by time of day

2020-2024



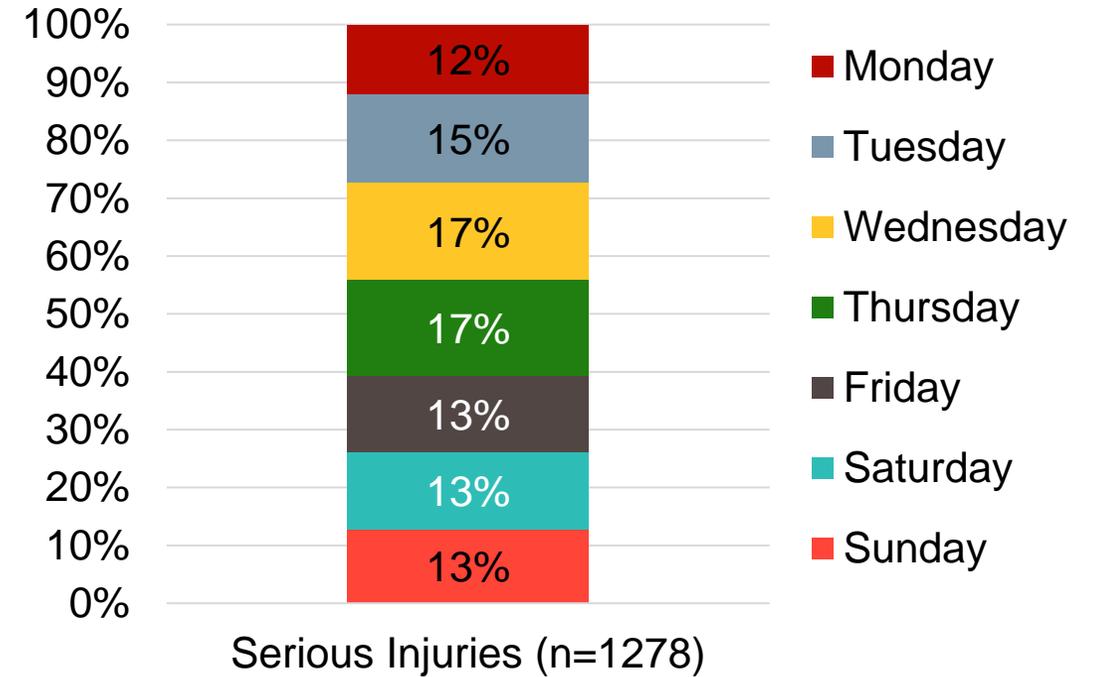
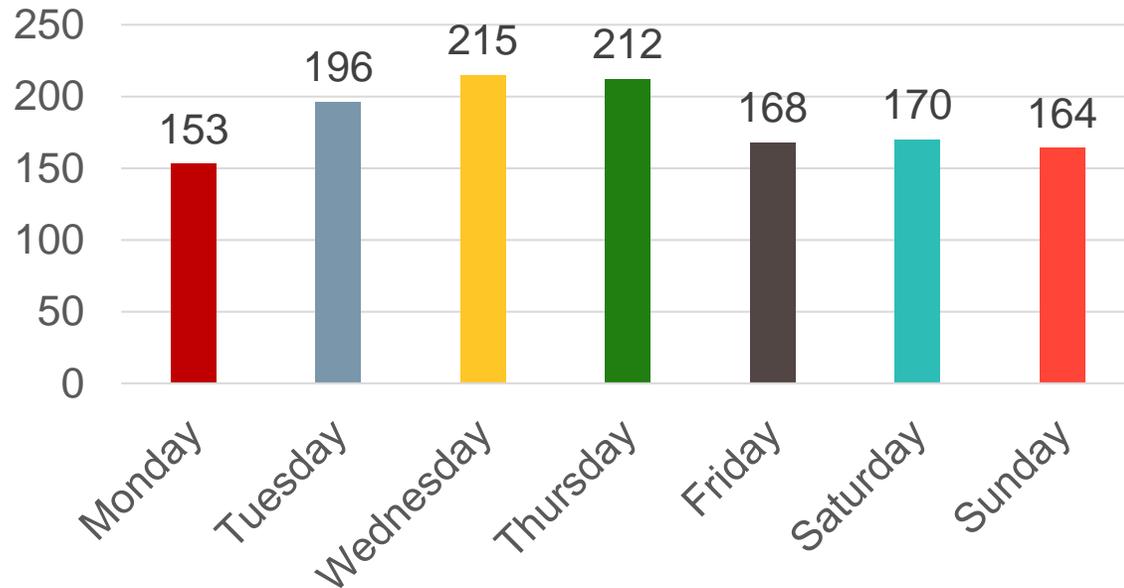
- Four in five cyclist serious injuries (1024, 80%) occurred between 8am-8pm.
- Notable proportion of serious injuries sustained late at night and in early morning.

Note, figures are provisional and subject to change.



Cyclist serious injuries by day of week

2020-2024



- Serious injuries, peak from Tuesday to Thursday.
- Weekends show lower numbers of serious injuries.

Note, figures are provisional and subject to change.

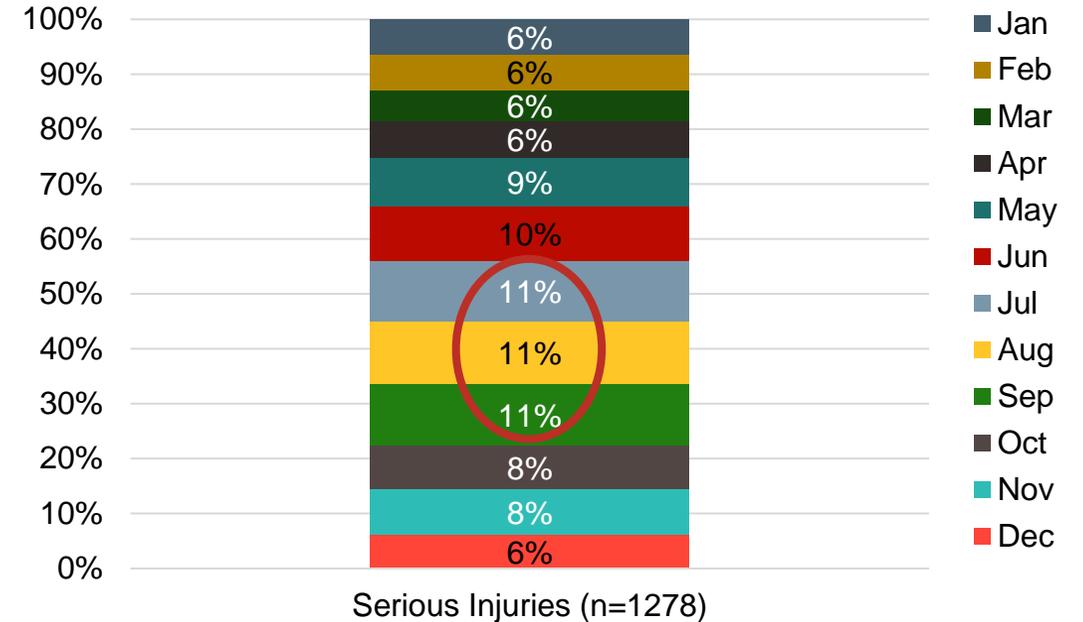
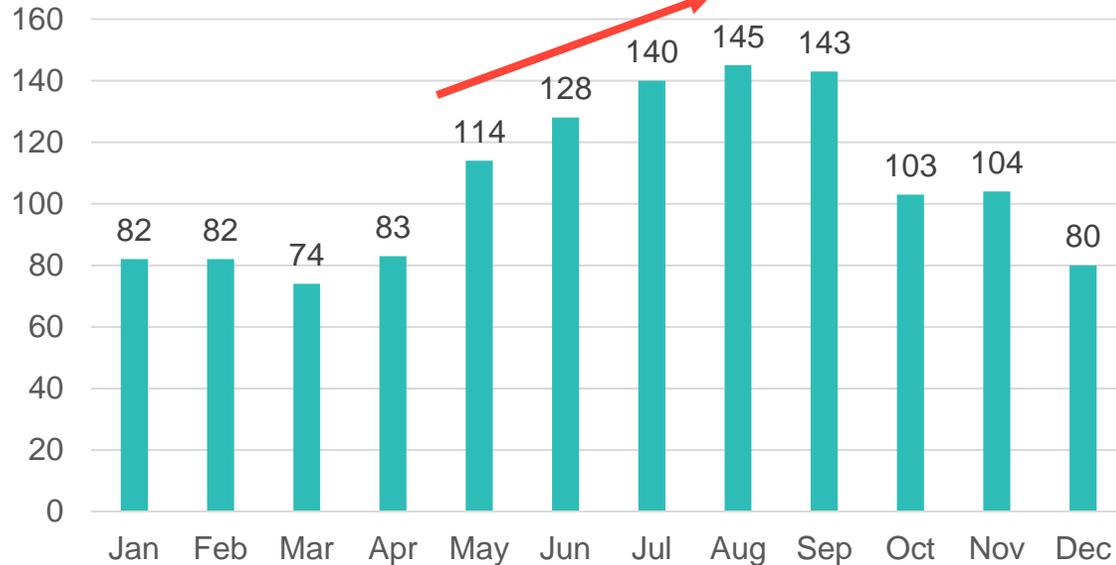


Cyclist serious injuries by month of year

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2020-2024



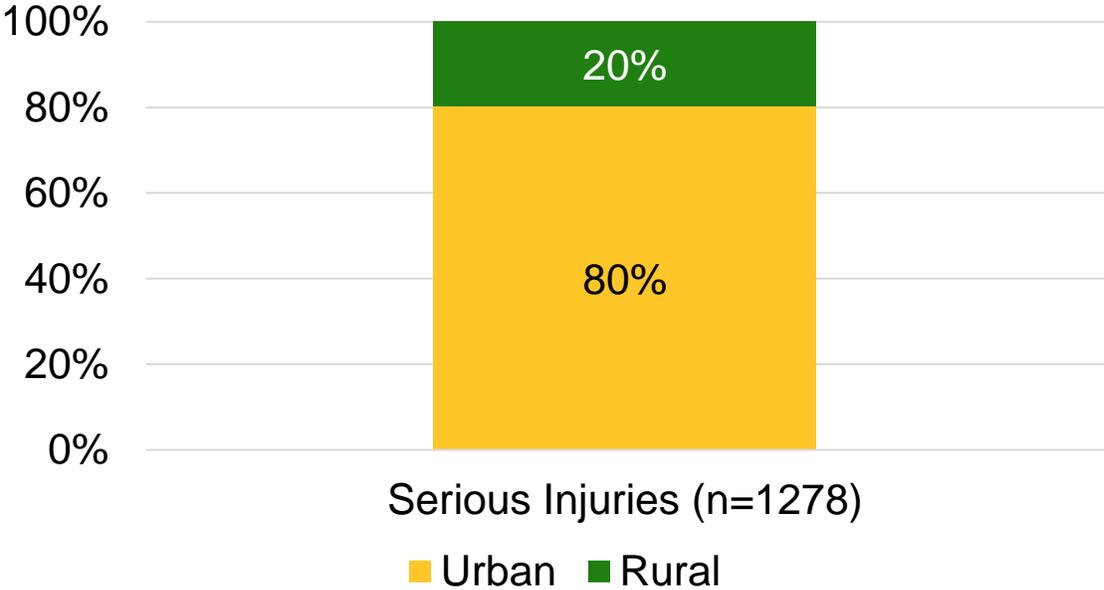
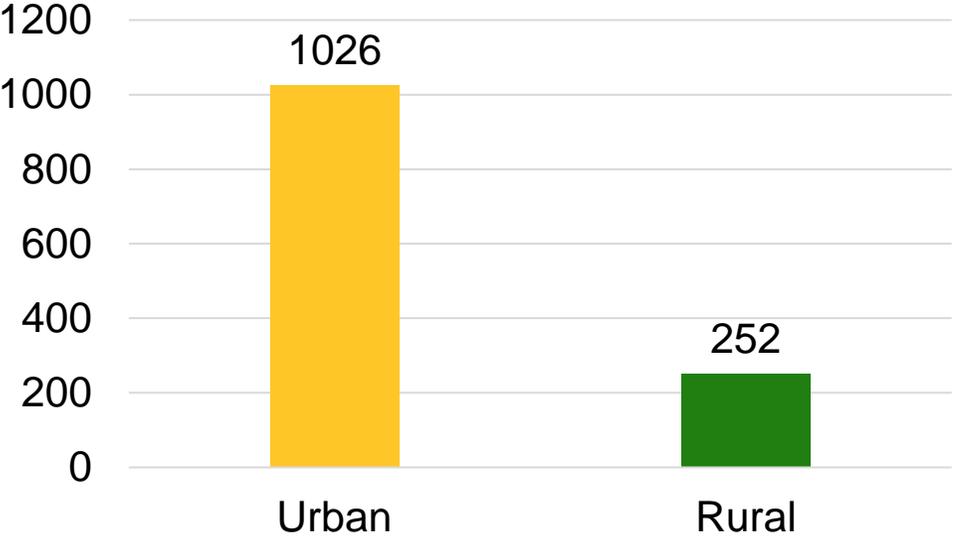
Serious injuries among cyclists increased from May through to September.

Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.

Cyclist serious injuries by urban/rural road



2020-2024



An urban road has a speed limit of **60km/h or less**, while a rural road has a speed limit of **80km/h or more**.

Four in five cyclist serious injuries occurred on urban roads (1026, 80%).

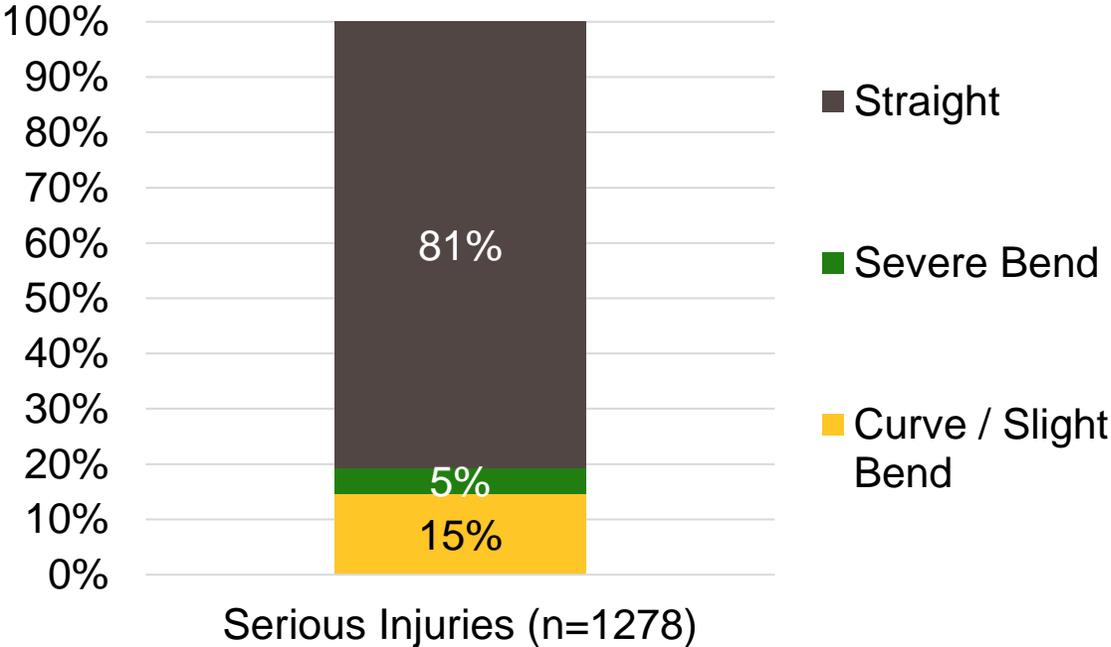
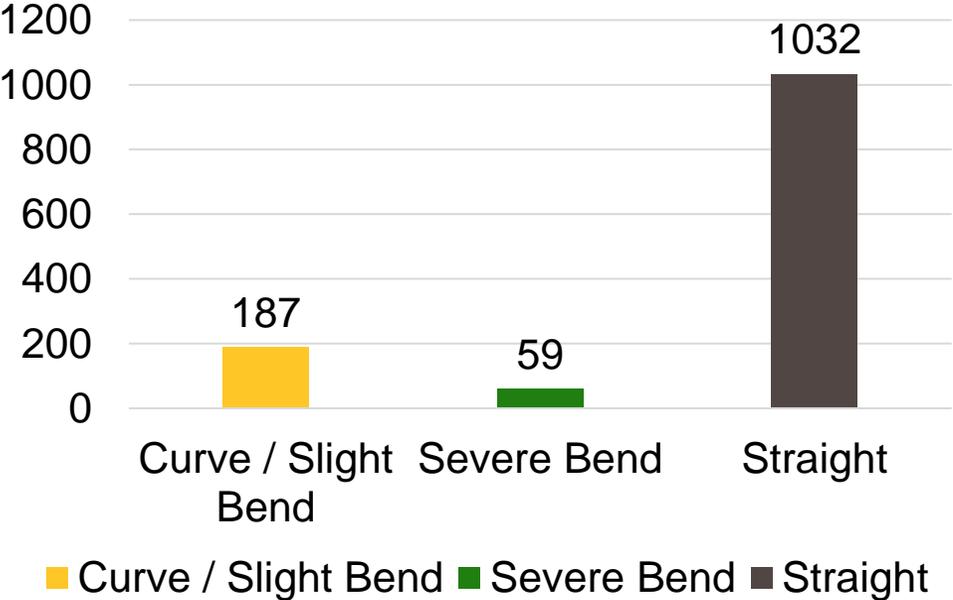
*Note, figures are provisional and subject to change. *An urban road has a speed limit of 60km/h or less, while a rural road has a speed limit of 80km/h or more. This urban/ rural categorisation applies prior to 2025 given that in February 2025 the speed limit of Local Rural roads reduced to 60km/h.*



Cyclist serious injuries by road character



2020-2024



Majority of serious injuries occurred on a straight road.

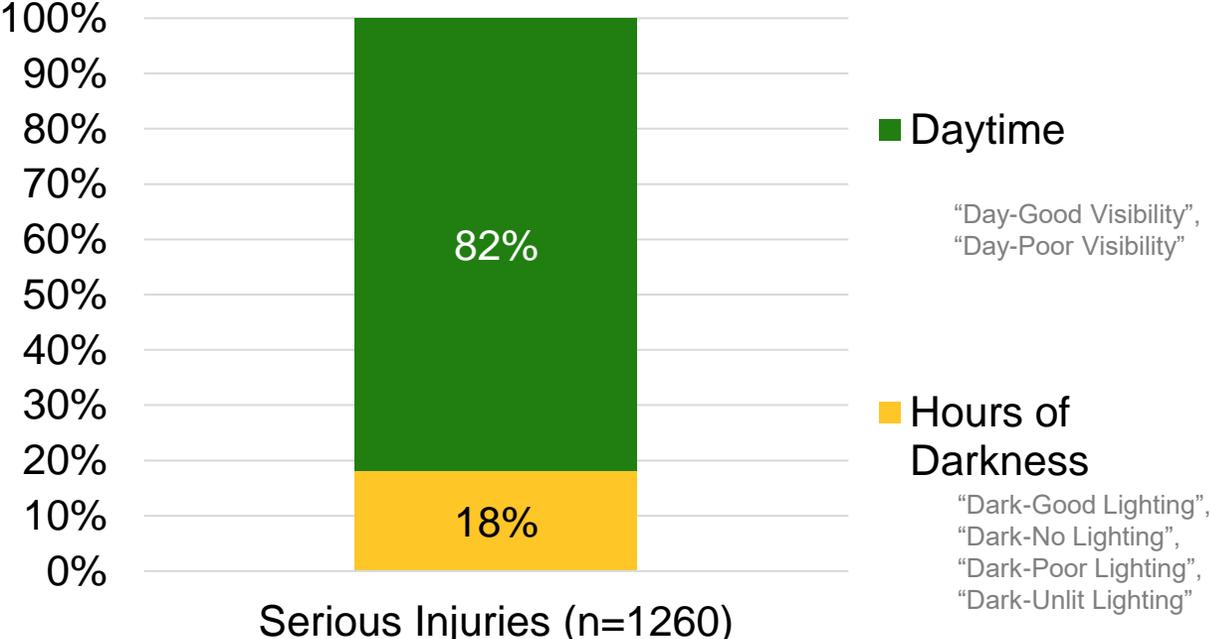
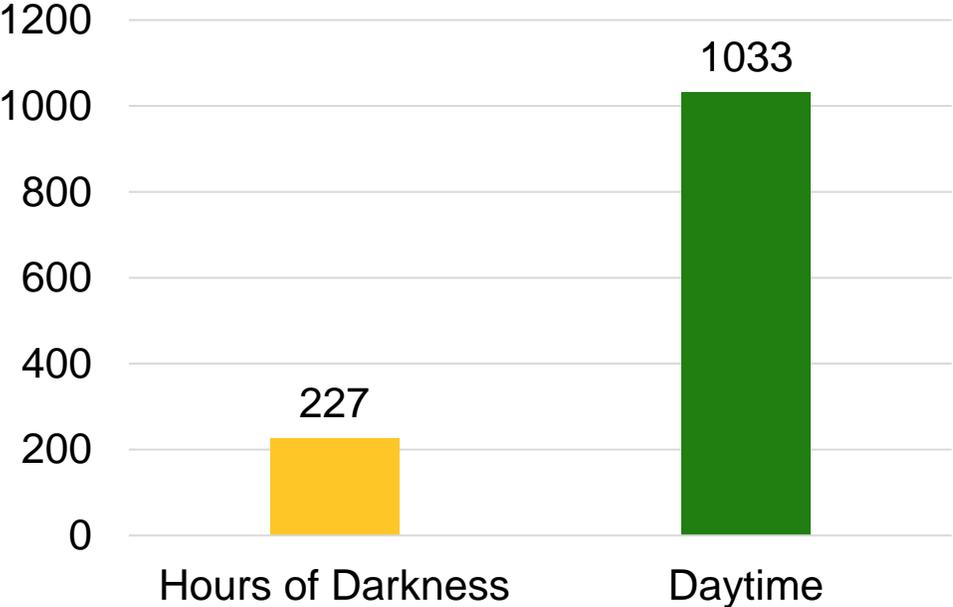
Note, figures are provisional and subject to change.



Cyclist serious injuries by light conditions



2020-2024



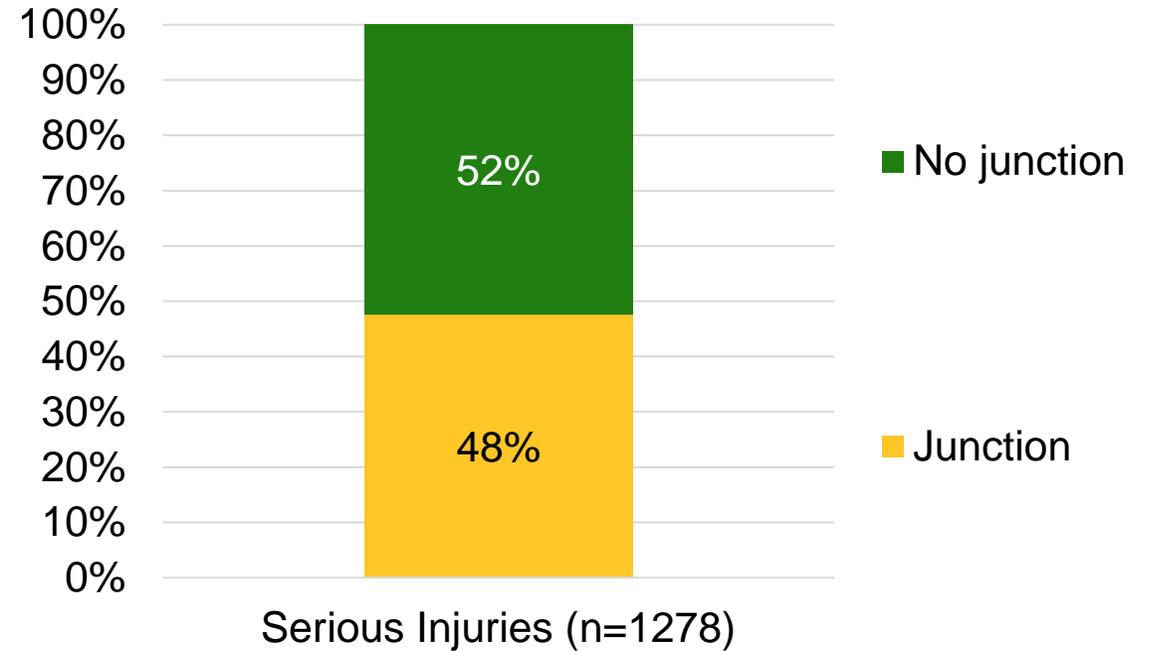
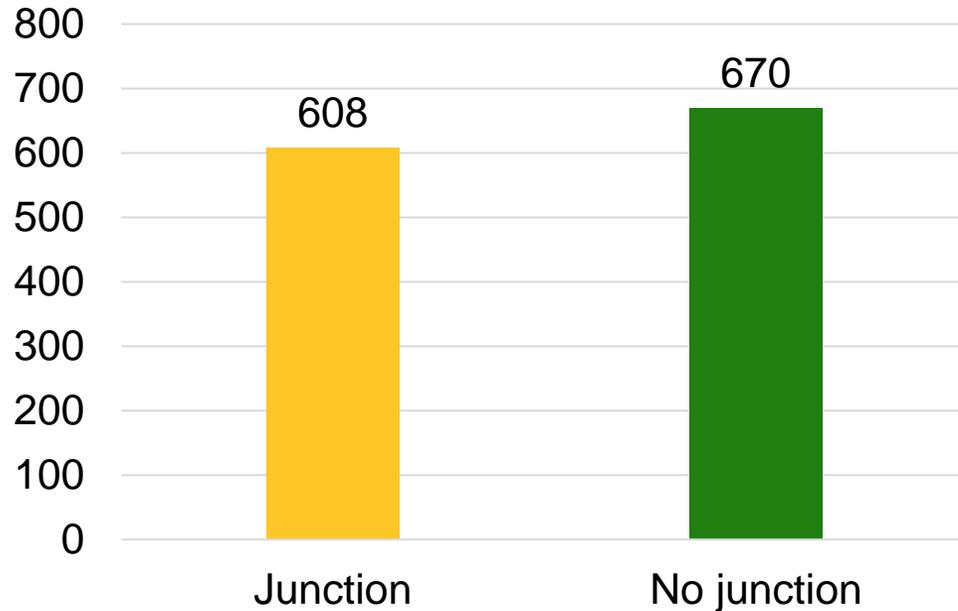
Over eight in ten cyclist serious injuries (1033, 82%) occurred in daytime.

Note, figures are provisional and subject to change. Light conditions unknown for eighteen seriously injured cyclists.



Cyclist serious injuries by junction

2020-2024



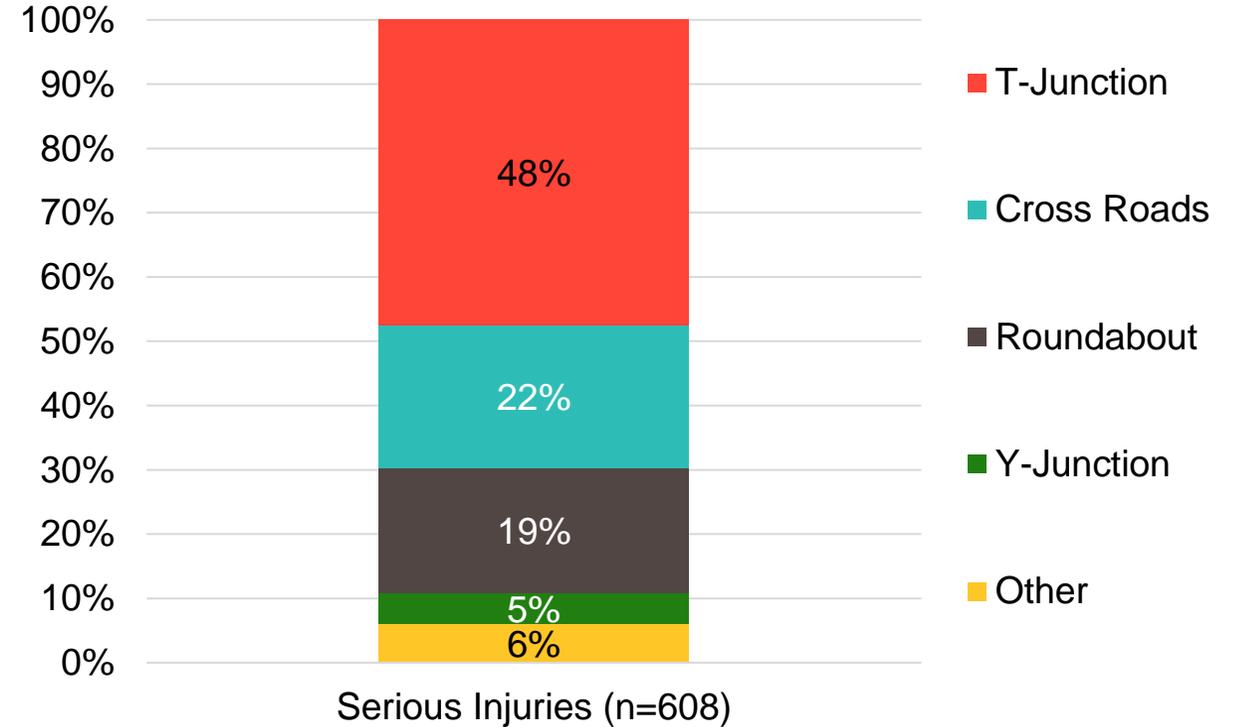
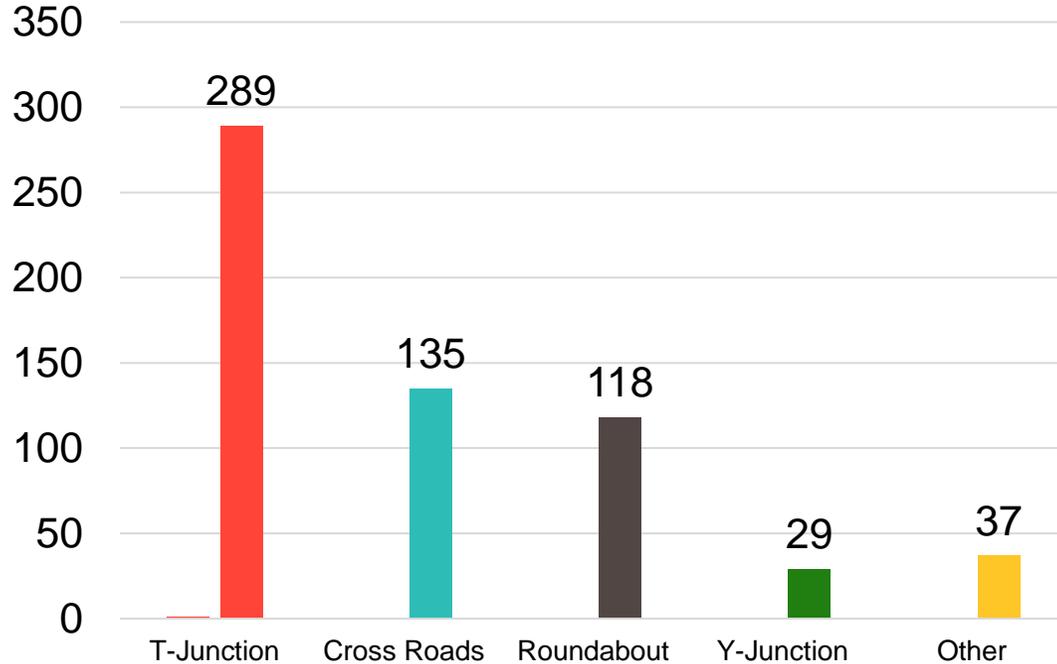
48% (608) of serious injuries occurred at a junction.

Note, figures are provisional and subject to change.



Cyclist serious injuries at a junction

2020-2024



T-junctions and cross roads are the most common junction type. Of the 608 serious injuries at a junction, 86% (521) were on urban roads (speed limit 60km/h or less).

Note, figures are provisional and subject to change.



Cyclist serious injuries by county

2020-2024

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- Dublin and Cork saw the largest number of seriously injured cyclists, with over half of cyclist serious injuries occurring in Dublin (Dublin 51%, Cork 8%).

County	Serious Injuries (n=1278)	
	n	%
Dublin	646	51%
Cork	98	8%
Galway	54	4%
Limerick	48	4%
Wicklow	48	4%
Kildare	45	4%
Kerry	40	3%
Meath	30	2%
Waterford	30	2%
Mayo	29	2%
Louth	27	2%
Wexford	23	2%
Donegal	22	2%
Tipperary	21	2%
Other county	117	9%
Total	1278	100%

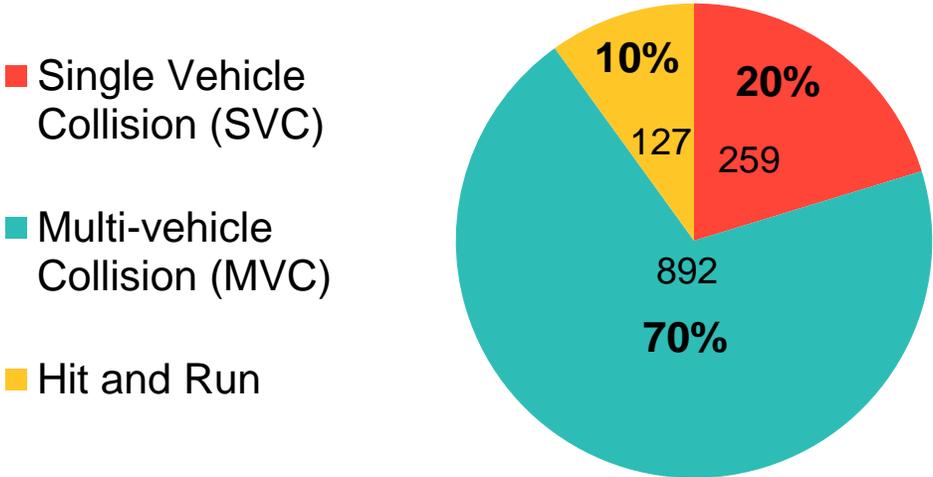
Note, figures are provisional and subject to change.

Cyclist serious injuries by collision type

2020-2024



Serious injuries (n=1,278)



- The majority of cyclists were seriously injured in multiple vehicle collisions (70%).
- 20% of cyclists were seriously injured in a single vehicle collision where no other vehicle was involved.
- The driver of the other vehicle failed to remain at the scene in 10% of cases.

Note, figures are provisional and subject to change. A single vehicle collision involved the cyclist's pedal cycle only, while a multiple vehicle collision involved at least one other vehicle.

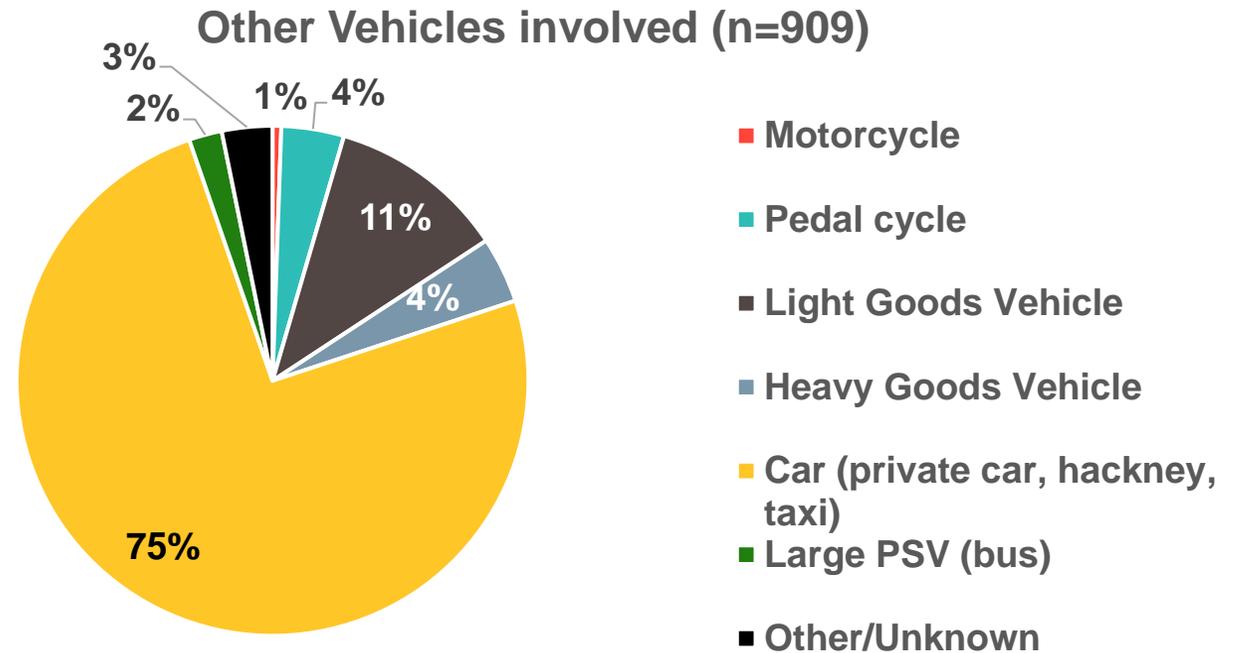


Other vehicles involved in a multiple vehicle collisions with seriously injured cyclists

2020-2024

As per slide 18, 892 cyclists were seriously injured in a collision with another vehicle.

Cars and light goods vehicles most frequently involved in multiple vehicle collisions.



Note, figures are provisional and subject to change. Note, the vehicles of seriously injured cyclists are not included in the graph.



Cyclist and Driver Actions

2020-2024

Single vehicle collisions

-  88% (227) of the 259 cyclists seriously injured were driving forward
-  17% (43) of the 259 cyclists seriously injured lost control
-  24% of the 259 cyclists were injured at a junction

Multi-vehicle collisions

-  87% (775) of the 892 cyclists seriously injured were driving forward, while 3% (30) were turning right.
-  45% (408) of the other 909 vehicles involved were driving forward, while 16% (147) were turning right, and 12% (107) turning left.
-  Failure to observe was the most frequently noted action for the other driver (399, 44%); and for the cyclist (202, 23%).

Note, figures are provisional and subject to change.

Collision scenario analysis



Seriously injured cyclists in SVCs who were driving forward at the time of the collision

- Of the 259 seriously injured cyclists in SVCs, 227 (88%) were driving forward at the time of the collision.

- The top 3 scenarios identified for these 227 cyclists were:
 1. Road surface – oil, debris, potholes, wet surface, etc (25, 11%)
 2. Avoiding another vehicle (19, 8%)
 3. Colliding with or (dis)mounting kerb/footpath (15, 7%)

- Over a quarter (59, 26%) of the scenarios fall into one of the three listed above.

Note, figures are provisional and subject to change.



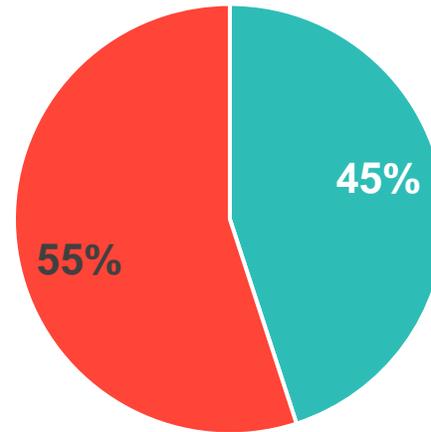
Cyclist serious injuries in MVCs

2020-2024

Seriously injured cyclists (n=892)

At a junction (488, 55%)

- 55% of cyclists seriously injured in MVCs were injured at a junction
- At these junctions, 46% (225) of the other 492 vehicles were driving forward, 25% (121) were turning right, 18% (87) were turning left, while the majority of cyclists were driving forward (421, 86%)



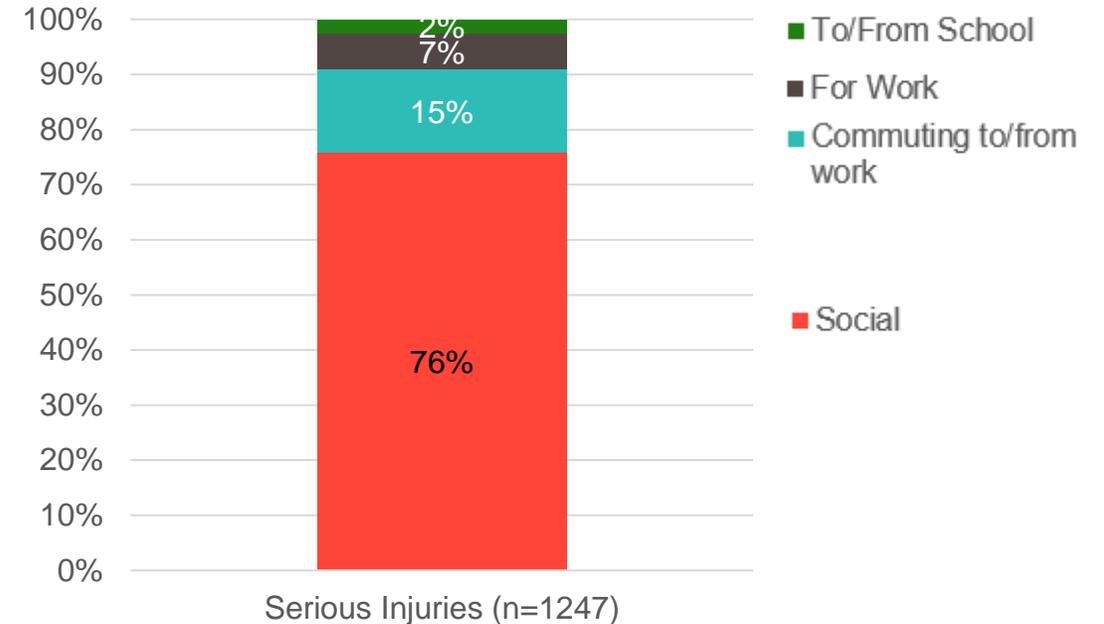
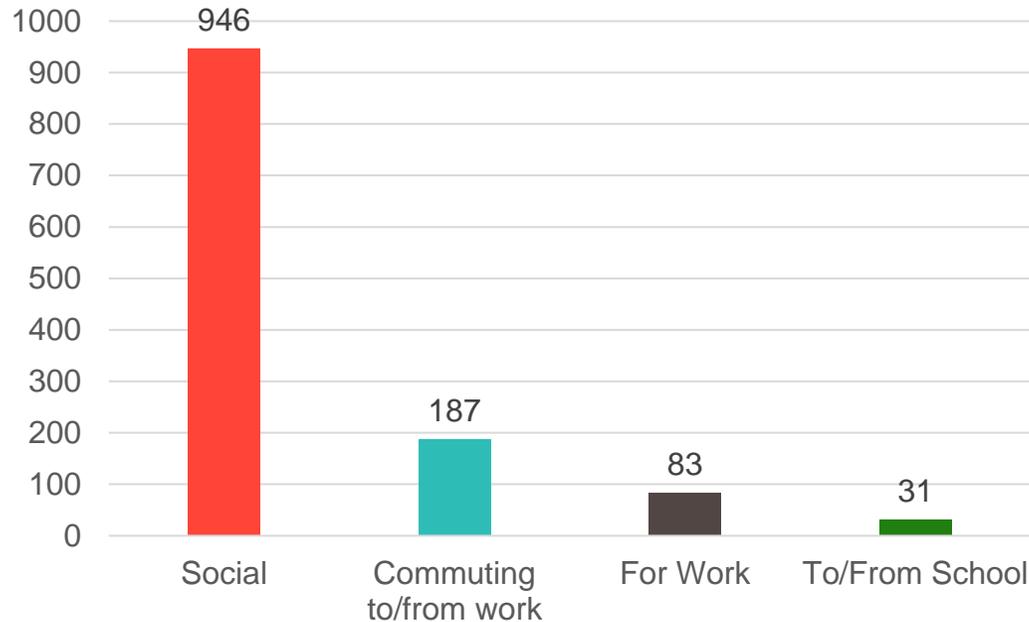
Not at a junction (404, 45%)

- Of the other 417 vehicles involved in cyclist serious injuries that did not occur at a junction, 68 (15%) were parked/stationery.
- In these 68 collisions, the cyclist was most likely to have either rear-ended (31%) the parked vehicle or collided with an open door or attempted to avoid an open door (51%) .

Note, figures are provisional and subject to change.

Cyclist serious injuries by trip purpose

2020-2024



The greatest share of serious injuries was among those cycling for social purposes (76%). Of the 187 cyclist seriously injured commuting to/from work, 68% (128) were aged 26-55 years. Majority of cyclists injured commuting to/from work were injured in Dublin (139, 74%).

Note, figures are provisional and subject to change. Note, trip purpose of thirty-one injured cyclists are unknown.



Summary: cyclist serious injuries, 2020-2024

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Age and gender

Over half (56%) of cyclists seriously injured were **aged 26-55 years**.

Seriously injured cyclists were most likely to be **male**.



Time, day, month

Four in five cyclists were injured between **8am and 8pm**.

High proportions of serious injuries **Tuesday-Thursday** and **July-September**



Location

Four in five serious injuries occurred on **urban roads**.

Over half of serious injuries occurred **in Dublin**.

Almost half of serious injuries occurred **at a junction**.

Majority of injuries were sustained on a **straight road**.



Collision type

20% seriously injured in a **single vehicle collision**

10% seriously injured in a **hit and run collision**

70% seriously injured in **multiple vehicle collisions**, most commonly with a **car or light goods vehicle**.

Note, figures are provisional and subject to change.



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2020-2024

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