Child Casualties Report 2021-2025

Research Department

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Contents

Introduction 3

Key findings on killed and seriously injured road users aged 0-15 years (2021-2025) 4

Reference Tables (2021-2025) 5

1. Fatalities and serious injuries 5

2. Road user type 6

3. County 8

5. Gender 11

6. Age Group 12

7. Time of day and day of week 14

8. Vehicles involved and action of road user/vehicle 15

Passenger casualties 15

Pedestrian collisions 16

Cyclist collisions 17

Figures for 2022 onwards are provisional and subject to change.

Child Casualties Report

Introduction

This report has been prepared to provide an overview of the number of children aged <16 killed and seriously injured on Irish roads over the last 5 years.

The analyses in this report have been taken from the RSA collision database and are based on collision records transferred from An Garda Síochána (AGS) to the RSA. This data is based on collisions reported to and recorded by AGS.

The data for 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. Data is current as of 2 March 2026.

Note that if an incident is not reported to AGS, but a child is admitted to hospital following a road traffic collision, this casualty will be included in RSA analysis of hospital data, which is reported separately. The RSA typically observes higher numbers of child casualties in hospital data relative to AGS collision data[1].

[1] Reports concerning serious injuries using hospital data can be found on the RSA website towards the end of the following webpage: https://www.rsa.ie/road-safety/statistics/analysis-of-road-users

Key findings on killed and seriously injured road users aged 0-15 years (2021-2025)

- **Children represent a greater share of serious injuries relative to fatalities.** Between 2021 and 2025, there were 38 fatalities aged 0-15 years and 620 seriously injured road users aged 0-15 years. This age group represented 5% of total fatalities, and 8% of total serious injuries during this time period (see tables 1a and 1b).

- **Approximately 2 in 3 (65%) child casualties were either a pedestrian or a cyclist.**
  Of the 658 children killed or seriously injured, almost half (48%) were pedestrians, over a quarter (26%) were passengers, a sixth (17%) were cyclists, 5% were e-scooter users, 2% were motorcyclists and 2% were drivers (see table 2a).

- **Dublin and Cork saw the highest numbers of child casualties.** Close to a third (32%) of child casualties occurred in Dublin and a further 9% occurred in Cork. (see table 3).

- **Children were more likely to be killed or seriously injured on a lower speed road.** Between 2021 and 2025, seven in ten (72%) child casualties were injured on lower speed roads with a speed limit of 60km/h or less (see table 4b). The majority of passenger casualties were injured on higher speed roads (77%, see table 4d), while in contrast the majority of pedestrian and cyclist casualties were injured on lower speed roads, (94% and 84% respectively, see tables 4f/h).

- **Proportions of male casualties were higher than female casualties.** Each year since 2021, there have consistently been higher numbers of male child casualties than female child casualties (61% male, 39% female; see table 5a/b). In addition, 78% of male child casualties were vulnerable road users, compared to 63% of female casualties (see table 5c).

- **Close to two in three of all children seriously injured were aged 10-15 years (64%), and just over half of children killed (55%) were aged 10-15 years** (see table 6a/b).

- **Children were most likely to be injured during the afternoon and evening.** Of those children killed and seriously injured, seven in ten were injured between 12pm-8pm (see table 7a).

- **Highest proportions of child casualties were injured on a Friday.** Among child casualties, similar proportions were injured during the weekdays, with between 13% and 17% injured on each day between Monday and Thursday. The highest proportions were injured on a Friday (20%, see table 7b).

Figures for 2022 onwards are provisional and subject to change.

- **Collision circumstances:** Of all child passenger casualties, the largest share (35%) were injured in a head on collision with another vehicle. Of all pedestrian and cyclist collisions, the most likely collision type was a collision with a car. Further detail on the circumstances of these collisions can be found in section 8.

Reference Tables (2021-2025)

1. Fatalities and serious injuries

Between 2021 and 2025, there were 38 fatalities aged 0-15 years and 620 seriously injured road users aged 0-15 years. This age group represented 5% of total fatalities, and 8% of total serious injuries during this time period (see tables 1a/b). Of all road users killed and seriously injured during this time, 8% were aged 0-15 years.

Table 1a Fatalities aged 0-15 years, 2021-2025

Fatalities	2021	2022	2023	2024	2025	2021-2025
Aged 0-15	5	4	11	11	7	38
% total	4%	3%	6%	6%	4%	5%
Annual Total	132	152	179	171	183	817

Table 1b Serious injuries aged 0-15 years, 2021-2025

Serious injuries	2021	2022	2023	2024	2025	2021-2025
Aged 0-15	113	129	136	119	123	620
% total	8%	8%	9%	8%	8%	8%
Annual Total	**1471**	**1700**	**1595**	**1544**	**1541**	**7851**

Figures for 2022 onwards are provisional and subject to change.

2. Road user type

Of the 658 children killed or seriously injured, almost half (48%) were pedestrians, a quarter (26%) were passengers, a sixth (17%) were cyclists, 5% were e-scooter users, 2% were motorcyclists and 2% were drivers (see table 2a).

Table 2a Killed and seriously injured road users, 2021-2025				
Road User	**Fatalities**	**Serious injuries**	**Total**	**%**
Driver[2]	4	10	14	2%
Passenger	17	154	171	26%
Motorcyclist	0	10	10	2%
Pedal cyclist	3	108	111	17%
Pedestrian	12	307	319	48%
E-scooter User	2	31	33	5%
Total	**38**	**620**	**658**	**100%**

Of vehicle occupants (driver and passengers) injured in seat belt equipped vehicles, 75% were wearing a seat belt, while a further 13% were not wearing a seat belt at the time of the collision. For the remaining 12% their seat belt status is unknown.

During this time period, over 7 in 10 (72%) children killed or seriously injured were vulnerable road users [3](see table 2c).

Table 2b Killed and seriously injured road users aged 0-15 years by road user type, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Vehicle occupants	29	31	45	41	39	185
Vulnerable road users	89	102	102	89	91	473
Total	118	133	147	130	130	658

Table 2c Killed and seriously injured road users aged 0-15 years by Road User Type, 2021-2025 (%)						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Vehicle occupants	25%	23%	31%	32%	30%	28%
Vulnerable road users	75%	77%	69%	68%	70%	72%
Total	100%	100%	100%	100%	100%	100%

[2] Of these 14 drivers aged 0-15 years, 6 were driving a car, 4 were driving an agricultural vehicle, 4 were driving other vehicle types.
[3] Vulnerable road users include pedestrians, cyclists, motorcyclists and e-scooter users.

Over eight in ten casualties were traveling for social purposes (84%, 555) while a further 1 in 8 were travelling to or from school at the time of the collision (see table 2d).

Table 2d Killed and seriously injured road users aged 0-15 years by Road User Type and Trip Purpose, 2021-2025				
Road User	**Social**	**To/From School**	**Other/Unknown**	**Total**
Driver	12	0	2	14
Passenger	153	10	8	171
Motorcyclist	10	0	0	10
Pedal cyclist	99	11	1	111
Pedestrian	250	61	8	319
E-scooter User	31	2	0	33
Total	555	84	19	658
Total (%)	**84%**	**13%**	**3%**	**100%**

Figures for 2022 onwards are provisional and subject to change.

3. County

Dublin and Cork saw the highest numbers of child casualties. Close to a third (32%) of child casualties occurred in Dublin and a further 9% occurred in Cork. Two thirds (66%) of those killed or seriously injured in Dublin were pedestrians.

Table 3 Killed and seriously injured road users aged 0-15 years by county, 2021-2025

County	n	% Total
Carlow	7	1%
Cavan	11	2%
Clare	10	2%
Cork	60	9%
Donegal	23	3%
Dublin	209	32%
Galway	35	5%
Kerry	19	3%
Kildare	28	4%
Kilkenny	7	1%
Laois	16	2%
Leitrim	3	<1%
Limerick	33	5%
Longford	8	1%
Louth	14	2%
Mayo	21	3%
Meath	26	4%
Monaghan	13	2%
Offaly	7	1%
Roscommon	9	1%
Sligo	5	1%
Tipperary	23	3%
Waterford	15	2%
Westmeath	11	2%
Wexford	28	4%
Wicklow	17	3%
Total	658	100%

Figures for 2022 onwards are provisional and subject to change.

Close to one in ten (9% 16) **passenger casualties** were injured in Donegal, and a further 9%, 16) were injured in Cork. An additional 8% (14) were injured in Galway.

Two in five (43%, 138) **pedestrian casualties** were injured in Dublin and one in ten (10%, 33) in Cork. A further 4% (14) were injured in Galway.

Two in five (40%, 44) **cyclist casualties** were injured in Dublin, a further 7% (8) were injured in Cork and a further 7% (8) were injured in Wexford.

4. Speed limit[4]

Between 2021 and 2025, seven in ten (72%) child casualties were injured on lower speed roads (see table 4b).

Table 4a Killed and seriously injured road users aged 0-15 years by speed limit, 2021-2025

Aged 0-15	2021	2022	2023	2024	2025	2021-2025
Lower speed road	90	94	104	90	98	476
Higher speed road	28	39	43	40	32	182
Total	**118**	**133**	**147**	**130**	**130**	**658**

Table 4b Killed and seriously injured road users aged 0-15 years by speed limit, 2021-2025

Aged 0-15	2021	2022	2023	2024	2025	2021-2025
Lower speed road	76%	71%	71%	69%	75%	72%
Higher speed road	24%	29%	29%	31%	25%	28%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

The majority of passenger casualties were injured on higher speed roads with a speed limit of 80km/h and above (77%, see table 4d).

Table 4c Killed and seriously injured passengers aged 0-15 years by speed limit, 2021-2025

Aged 0-15	2021	2022	2023	2024	2025	2021-2025
Lower speed road	6	6	8	12	8	40
Higher speed road	21	22	32	27	29	131
Total	**27**	**28**	**40**	**39**	**37**	**171**

[4] Lower speed roads have a speed limit of 60km/h or less. Higher speed roads have a speed limit of 80km/h or more.

Table 4d Killed and seriously injured passengers aged 0-15 years by speed limit, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Lower speed road	22%	21%	20%	31%	22%	23%
Higher speed road	78%	79%	80%	69%	78%	77%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

The majority of pedestrian and cyclist casualties were injured on lower speed roads, (94% and 84% respectively, see tables 4f/h).

Table 4e Killed and seriously injured pedestrians aged 0-15 years by speed limit, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Lower speed road	57	69	59	56	59	300
Higher speed road	0	8	3	7	1	19
Total	**57**	**77**	**62**	**63**	**60**	**319**

Table 4f Killed and seriously injured pedestrians aged 0-15 years by speed limit, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Lower speed road	100%	90%	95%	89%	98%	94%
Higher speed road	0%	10%	5%	11%	2%	6%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Table 4g Killed and seriously injured cyclists aged 0-15 years by speed limit, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Lower speed road	22	12	25	14	20	93
Higher speed road	5	5	4	4	0	18
Total	27	17	29	18	20	111

Table 4h Killed and seriously injured cyclists aged 0-15 years by speed limit, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Lower speed road	81%	71%	86%	78%	100%	84%
Higher speed road	19%	29%	14%	22%	0%	16%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Figures for 2022 onwards are provisional and subject to change.

5. Gender

During this time period, there have been consistently higher numbers of male child casualties than female child casualties (see tables 5a/b).

Table 5a Killed and seriously injured road users aged 0-15 years by gender, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Male	69	88	90	75	79	401
Female	49	45	57	55	51	257
Total	**118**	**133**	**147**	**130**	**130**	**658**

Table 5b Killed and seriously injured road users aged 0-15 years by gender, 2021-2025						
Aged 0-15	**2021**	**2022**	**2023**	**2024**	**2025**	**2021-2025**
Male	58%	66%	61%	58%	61%	61%
Female	42%	34%	39%	42%	39%	39%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

78% of male child casualties were vulnerable road users, compared to 63% of female casualties (see table 5c).

Table 5c Killed and seriously injured road users aged 0-15 by gender, 2021-2025					
	Male		**Female**		**Total**
Road User	**n**	**%**	**n**	**%**	**n**
Vehicle occupant	90	22%	95	37%	185
Vulnerable road users	311	78%	162	63%	473
Total	**401**	**100%**	**257**	**100%**	**658**

Figures for 2022 onwards are provisional and subject to change.

6. Age Group

Among child fatalities and serious injuries, highest proportions were aged in the 10-15 years age group (see table 6a/b).

Table 6a Road users killed aged 0-15 years, by age, 2021-2025				
Age	**0-4 years**	**5-9 years**	**10-15 years**	**Total**
Total	10	7	21	38
% Total	26%	18%	55%	100%

Table 6b Seriously injured road users aged 0-15 years, by age, 2021-2025				
Age	**0-4 years**	**5-9 years**	**10-15 years**	**Total**
Total	70	155	395	620
% Total	11%	25%	64%	100%

Table 6c Killed and seriously injured road users aged 0-15 years, by age and road user type, 2021-2025					
Road User		**0-4 years**	**5-9 years**	**10-15 years**	**Total**
Passengers	n	28	41	102	171
	%	16%	24%	60%	100%
Pedestrians	n	44	104	171	319
	%	14%	33%	54%	100%
Cyclists	n	8	12	91	111
	%	7%	11%	82%	100%
Total	**n**	**80**	**157**	**364**	**601**
	%	**13%**	**26%**	**61%**	**100%**

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Table 6d Killed and seriously injured road users aged 0-15 years by individual age, 2021-2025		
Age	**Total**	**% Total**
<1	7	1%
1	9	1%
2	14	2%
3	23	3%
4	27	4%
5	32	5%
6	31	5%
7	27	4%
8	37	6%
9	35	5%
10	48	7%
11	41	6%
12	63	10%
13	77	12%
14	97	15%
15	90	14%
Total	**658**	**100%**

Figures for 2022 onwards are provisional and subject to change.

7. Time of day and day of week

Children were most likely to be injured during the afternoon and evening. Of those children killed and seriously injured, seven in ten were injured between 12pm-8pm (72%, see table 7a).

Table 7a Road users killed and seriously injured aged 0-15 years, by time of day, 2021-2025		
Time of day	n	%
12-4am	18	3%
4am-8am	17	3%
8am-12pm	77	12%
12pm-4pm	198	30%
4pm-8pm	275	42%
8pm-12am	73	11%
Total	**658**	**100%**

Among child fatalities and serious injuries, the highest proportions were injured on a Friday (20%, see table 7b). Of the 133 casualties injured on a Friday, 37% (49) were injured between 4pm and 7pm and a further 18% (24) between 1pm and 3pm.

Table 7b Road users killed and seriously injured aged 0-15 years, by day of week, 2021-2025		
day of week	n	%
Monday	91	14%
Tuesday	109	17%
Wednesday	90	14%
Thursday	88	13%
Friday	133	20%
Saturday	93	14%
Sunday	54	8%
Total	**658**	**100%**

Figures for 2022 onwards are provisional and subject to change.

8. Vehicles involved and action of road user/vehicle

Passenger casualties

- Of the 171 child passenger casualties, almost two in five (35%, 59) were injured in “head-on” collisions where the vehicles were travelling in opposite directions on the same road. Almost one in ten (9%, 16) were injured in a collision with the road edge/ditch.

- Of the 146 vehicles in which the injured child passengers travelled, 9 in 10 (93%, 136) were cars.

- Of the other 118 vehicles involved in these collisions, almost 3 in 4 (73%, 86) were cars, and a further 14% were LGVs (16).

- Of the 146 vehicles in which the injured child passengers travelled, 8 in 10 (84%, 123) were driving forward at the time of the collision.

- Of the 118 other vehicles involved in these collisions, 79% (93) were driving forward.

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Pedestrian collisions

- Of the 322 vehicles involved in collisions in which a child pedestrian was injured, the vehicle was most likely to have been a car (80%, 256) or a light goods vehicle (LGV) (9%, 28, see table 8).

Table 8 Vehicles involved in pedestrian child casualty collisions		
Vehicle involved	n	%
Car	256	80%
LGV	28	9%
PSV (bus or mini bus)	8	2%
2 Wheeled Motor Vehicle	7	2%
HGV	3	1%
Pedal Cycle	4	1%
Other	16	5%
Total	322	100%

- Of these 322 vehicles, the vehicle was most likely to have been driving forward (83%, 266). Lesser proportions were documented as slow moving (5%, 16), or reversing (3%, 10).

- Of the 322 drivers involved in pedestrian child casualty collisions, the most frequently noted action recorded for the driver was ‘failed to observe’ (26%, 83).

- Of the 319 pedestrian casualties, the most frequently noted actions recorded for the pedestrian were ‘failed to observe’ (32%, 101), ‘crossing the road’ (19%, 61), and ‘playing in the road’ (6%, 20).

Cyclist collisions

- Of the 111 cyclist child casualties, 13% (14) were injured in a single vehicle collision where their pedal cycle was the only vehicle involved. Ten percent (11) were injured in a collision where the driver of the other vehicle failed to remain at the scene. In the majority of cases (77%, 86), these cyclists were injured in multiple vehicle collisions where more than one vehicle was involved.

- Of the 95 other vehicles involved in these collisions, 7 in 10 (73%, 69) were cars, and close to 1 in 10 were vans (9%, 9).

- Over seven in ten of the 111 pedal cycles (76%, 84) were driving forward at the time of the collision. A smaller proportion (7%, 8) were exiting/entering or turning right (5%, 6).

- Of the 95 other vehicles involved in these collisions, 74% (70) were driving forward, and a lesser proportion (7%, 7) were exiting /entering.

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- Of the 95 drivers involved in cyclist child casualty collisions, the most frequently recorded action for the driver was ‘failed to observe’ (19%, 18).

- Of the 111 cyclist child casualties, the most frequently noted action for the cyclist was ‘failed to observe’ (32%, 35), or ‘failed to stop or yield’ (9%, 10).

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Appendix

Definitions

Fatality

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).

Serious Injuries

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 or Severe general shock requiring medical treatment.

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