



RSA

Cyclist spotlight report: fatalities and serious injuries

2016-2021

Data is current as of 28 April 2023

Prepared by the Research Department of the RSA



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Background

- This presentation provides an overview of **fatalities and serious injuries among cyclists** for the years 2016-2021.
- 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 in this report **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.



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



Presentation Outline

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

- Summary statistics on cyclist fatalities 2016-2021

- Analysis of cyclist serious injuries 2016-2021:
 - Demographics
 - Time of day/Month/Year
 - Location information
 - Collision type and driver actions

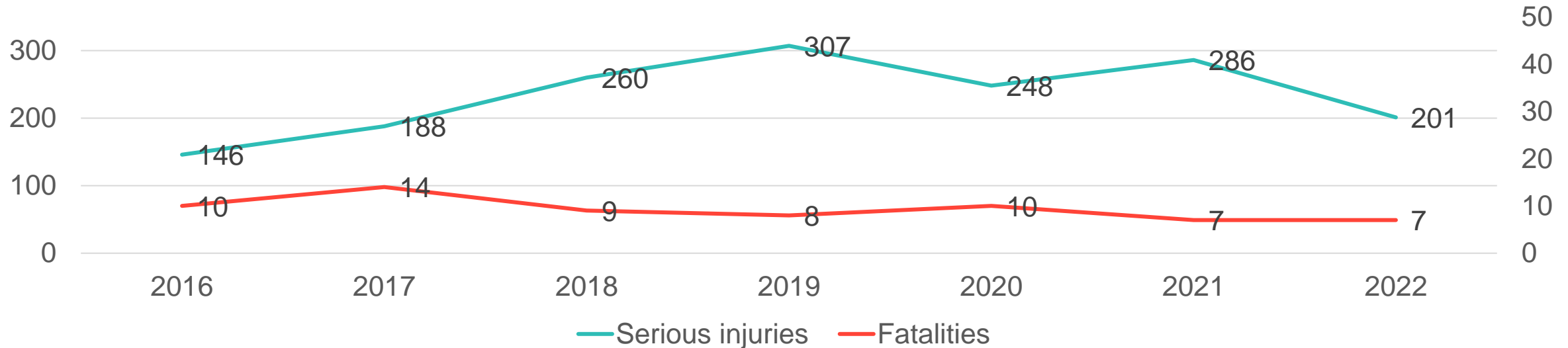


Trend of cyclist fatalities and serious injuries

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2016-2022



- Between 2016 and 2022, 65 cyclists were fatally injured and 1636 cyclists were seriously injured.
- An average of 9 cyclists were fatally injured and an average of 234 cyclists were seriously injured each year.

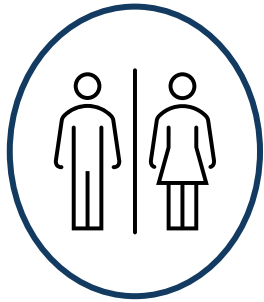
- Cyclists represented 6% of fatalities and 19% of serious injuries during this time period.
- For every cyclist fatality there were approximately 25 cyclists seriously injured.

Note, figures for 2019-2022 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, 2016-2021

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Age and gender

The greatest share of cyclist fatalities was among those aged **46-55 (21%)**.

Cyclist fatalities most likely to be **male (83%)**.



Time and day

Almost four in five cyclist fatalities occurred between **8am and 8pm (45, 78%)**.

Almost a third (**18, 31%**) of cyclist fatalities occurred Sunday.



Location

Almost two-thirds of fatalities occurred on higher speed **rural roads (64%)***.

Dublin (24%, 14) and Cork (21%, 12) were the two counties which saw the largest number of cyclist fatalities.

Almost 3 in 10 (29%) fatalities occurred **at a junction**;

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***



Collision type

The majority of cyclist fatalities were killed in a collision with another vehicle (81%)

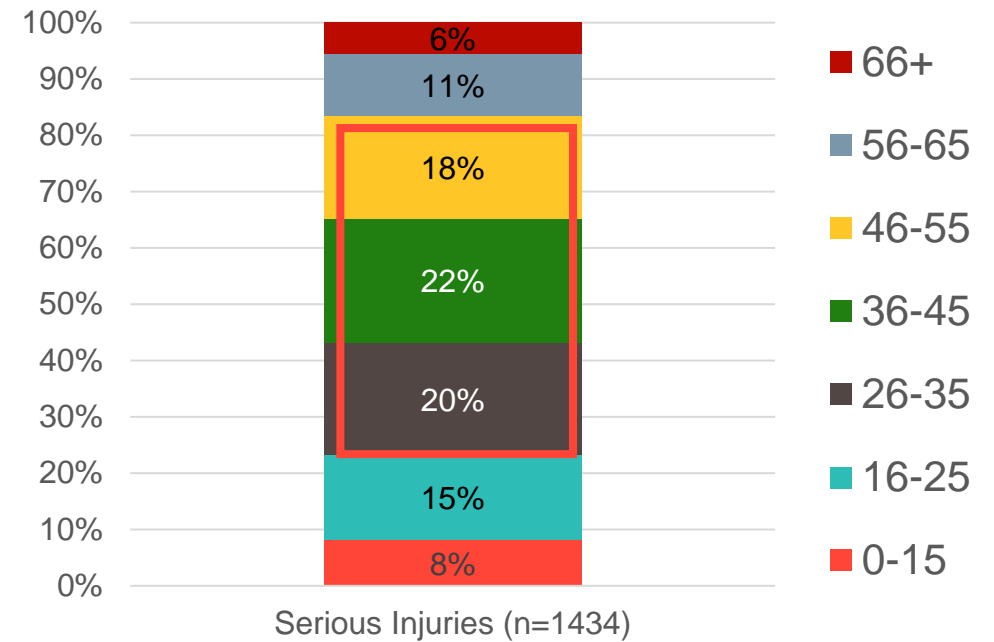
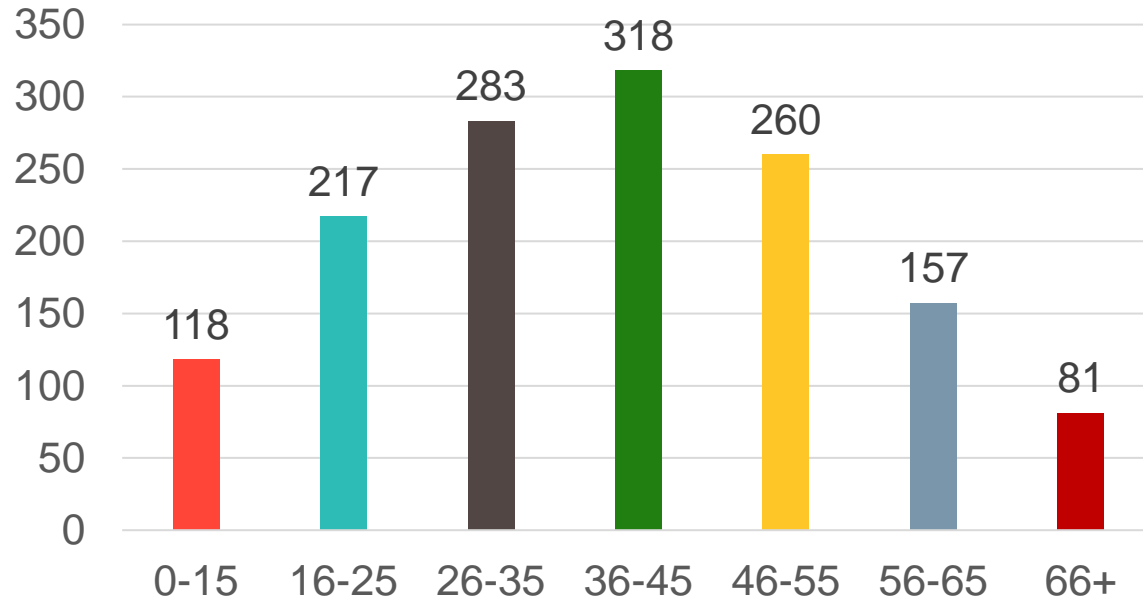
Note, figures are provisional and subject to change.

Cyclist serious injuries by age group

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2016-2021



Cyclist serious injuries highest among those aged 36-45; 60% of serious injuries among those aged 26-55

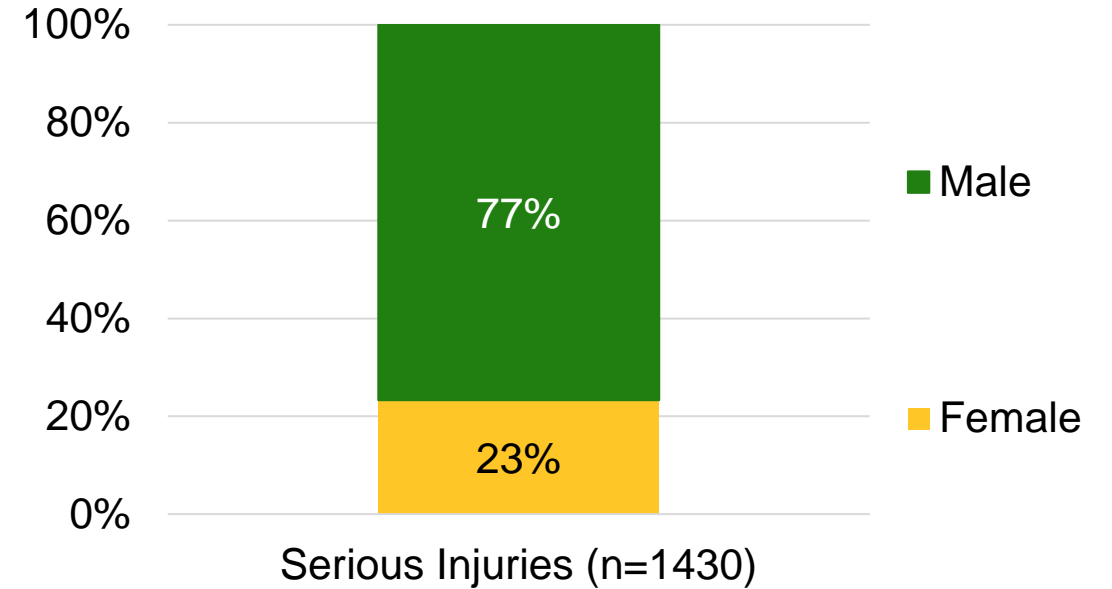
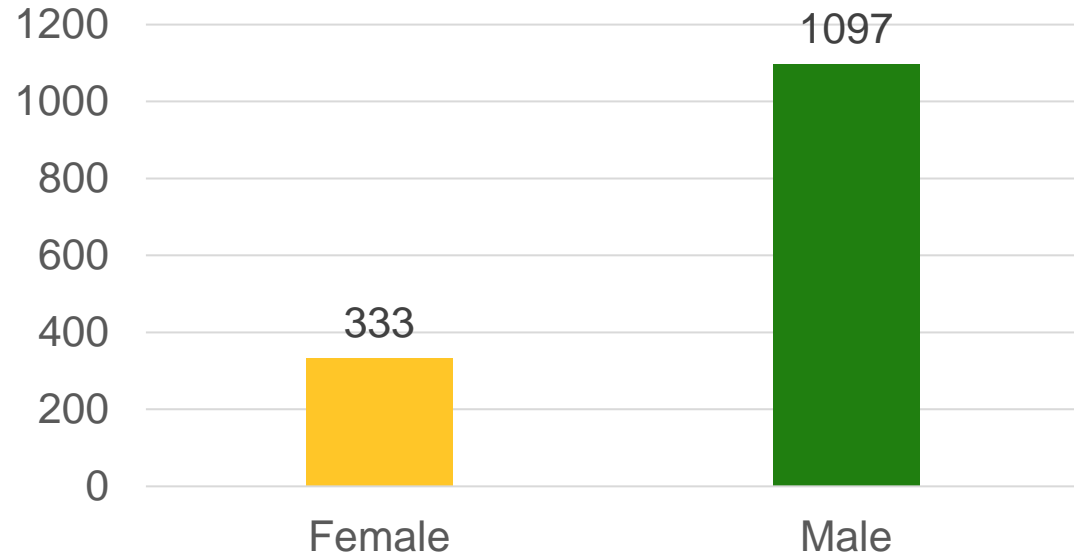
Note, figures are provisional and subject to change. Age of one seriously injured cyclist is currently unknown. Percentages may not add to 100% due to rounding of percentages.

Cyclist serious injuries by gender

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2016-2021

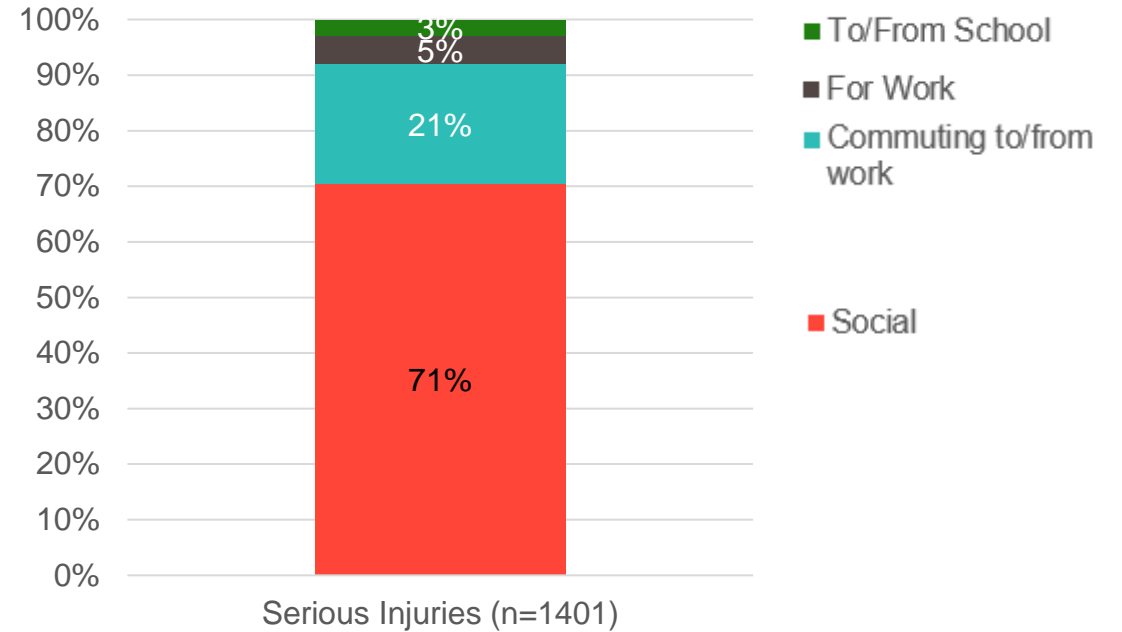
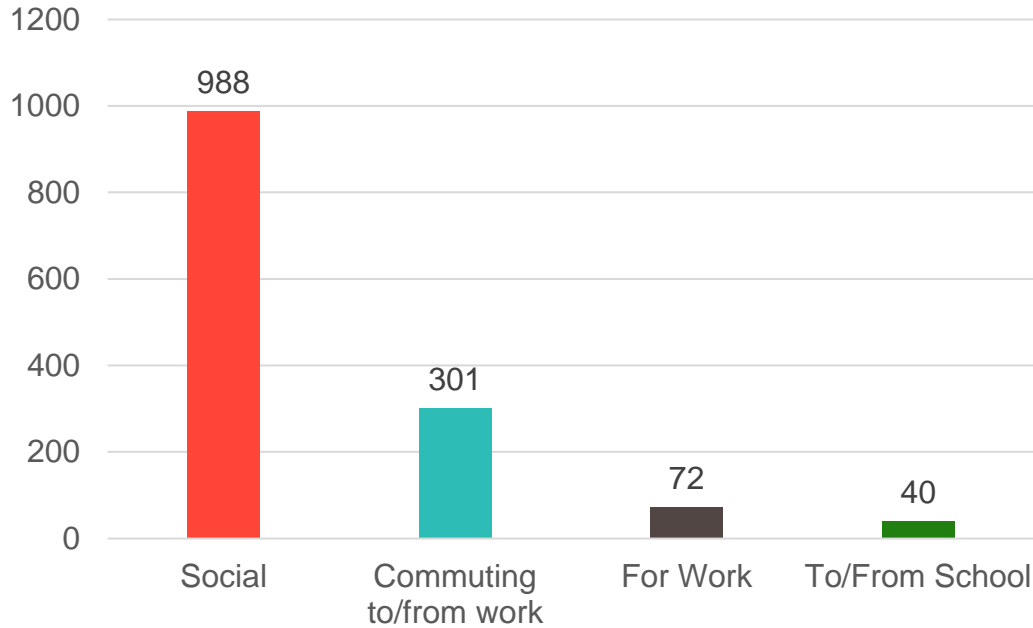


Of cyclists seriously injured, the majority were male.

Note, figures are provisional and subject to change. Note, gender of five seriously injured cyclists are unknown. Percentages may not add to 100% due to rounding of percentages.

Cyclist serious injuries by trip purpose

2016-2021



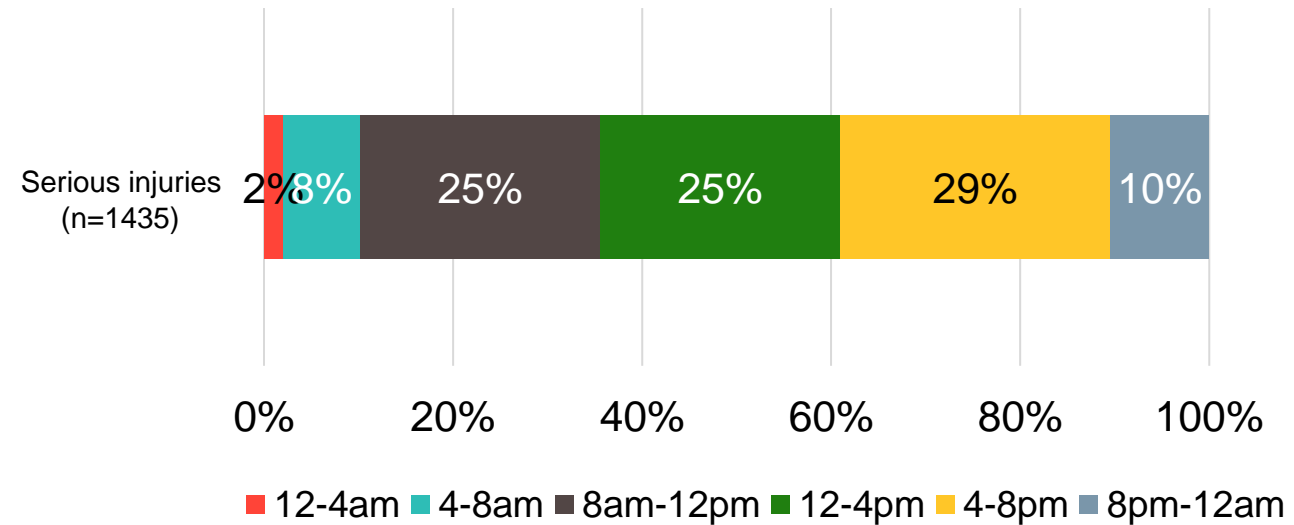
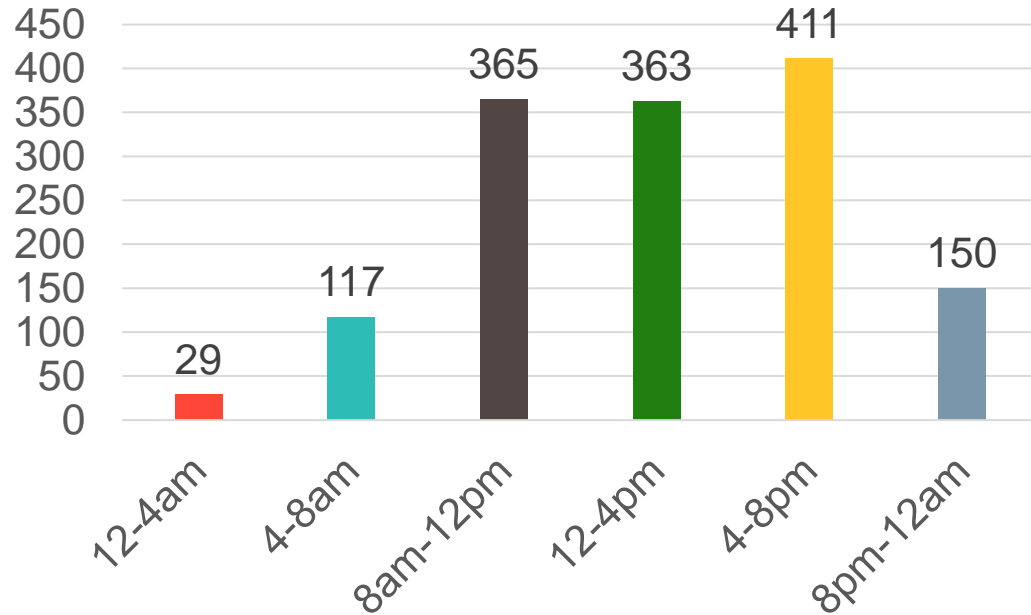
The greatest share of serious injuries was among those cycling for social purposes. Of cyclist seriously injured commuting to/from work, 61% aged 26-45; majority injured in Dublin (84%).

Note, figures are provisional and subject to change. Note, trip purpose of one fatal cyclist and thirty-four seriously injured cyclists are unknown. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by time of day

2016-2021



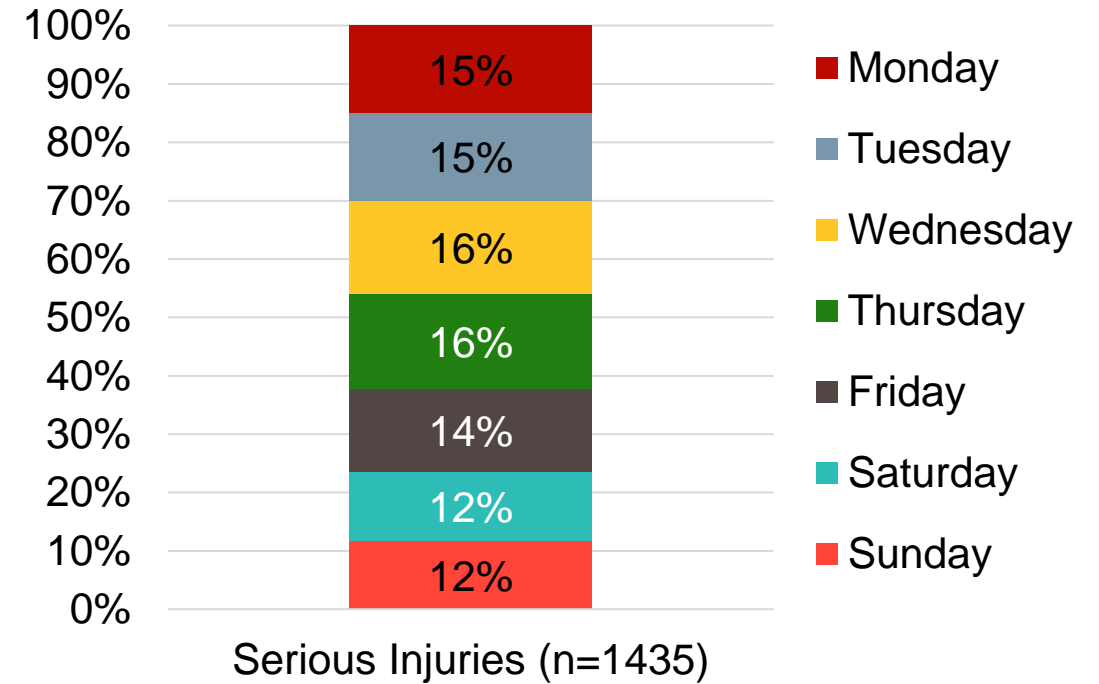
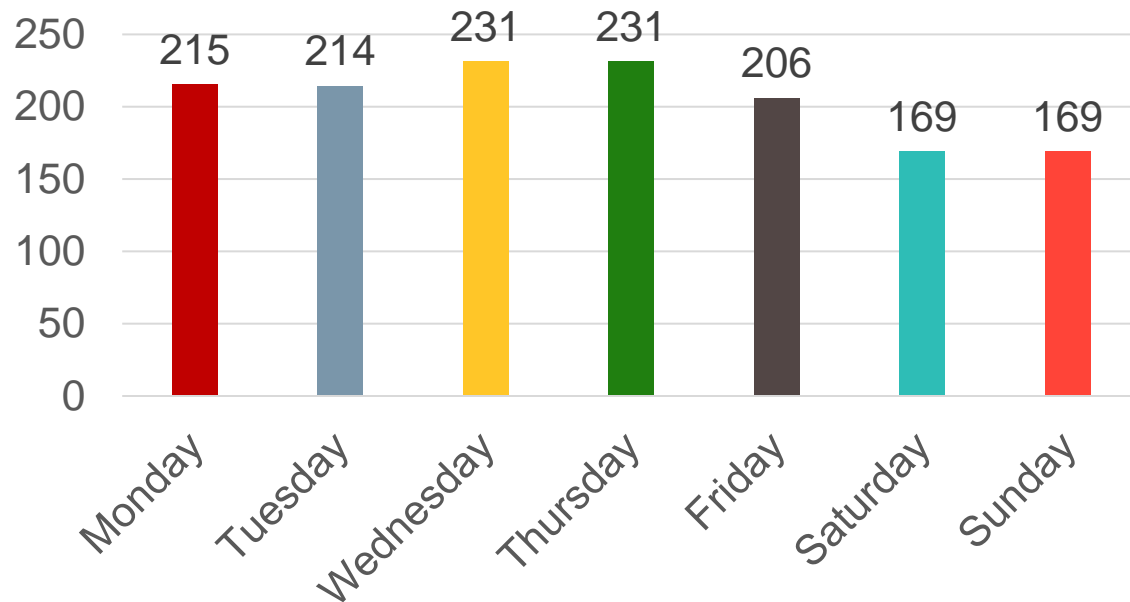
- Almost four in five cyclist serious injuries (1139, 79%) occurred between 8am-8pm.
- Notable proportion of serious injuries sustained late at night and in early morning.

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



Cyclist serious injuries by day of week

2016-2021



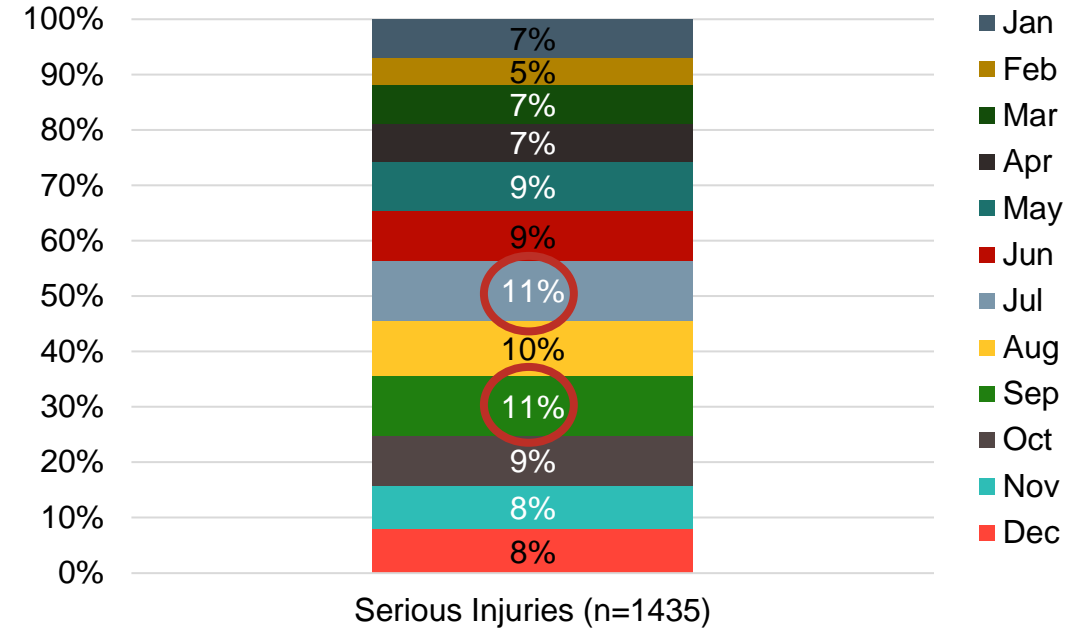
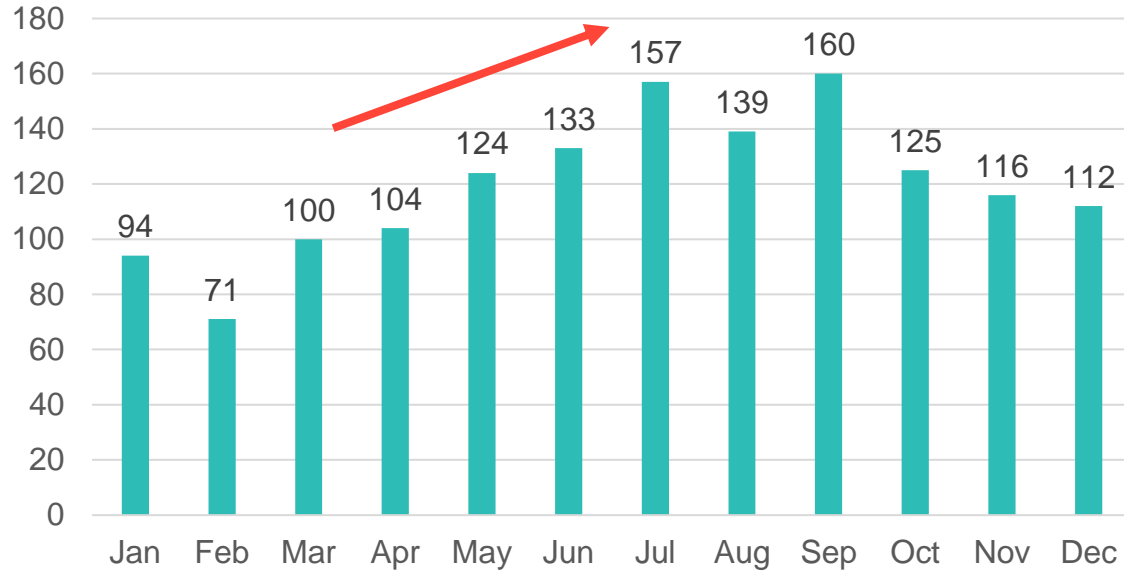
Of serious injuries, 62% (891) occurred early to mid-week (Monday to Thursday). Weekends show lower numbers of injuries.

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



Cyclist serious injuries by month of year

2016-2021



Serious injuries among cyclists increased from Spring through to Summer, with highest numbers in July and September.

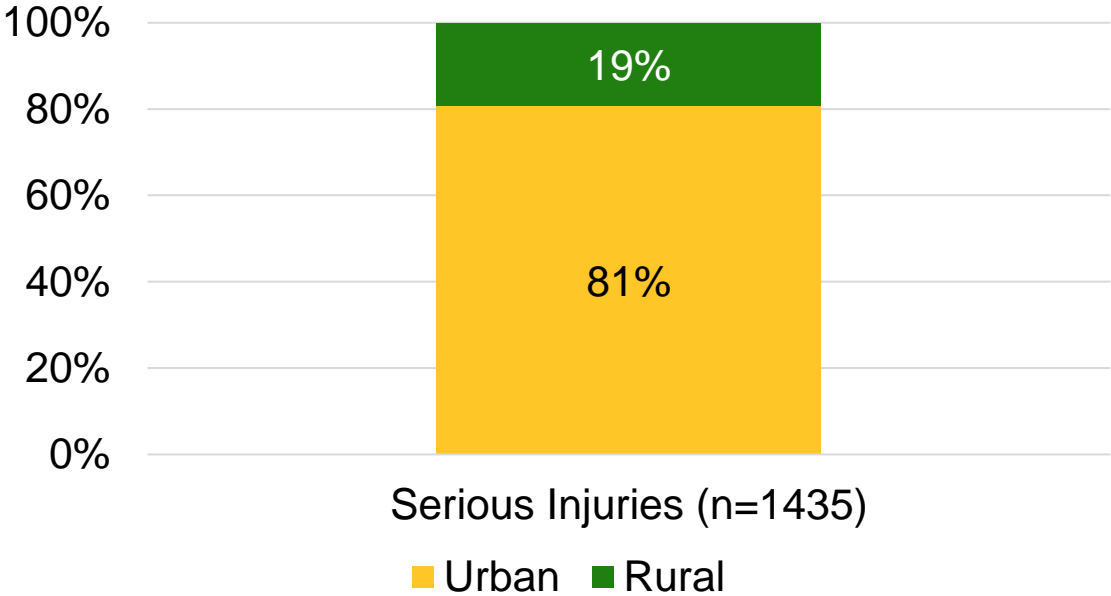
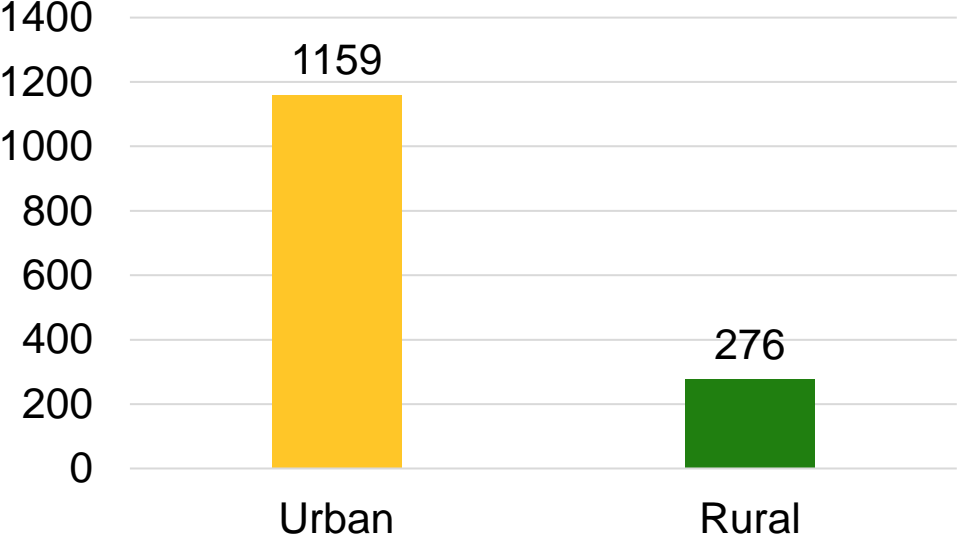
Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by urban/rural road



2016-2021



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 (1159, 81%).

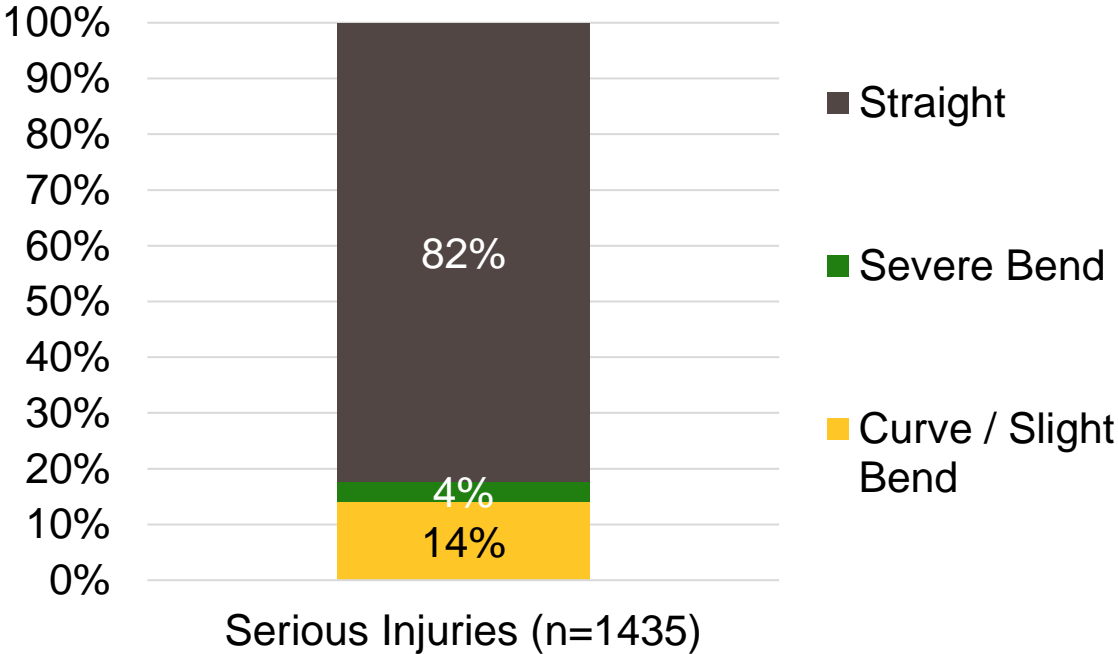
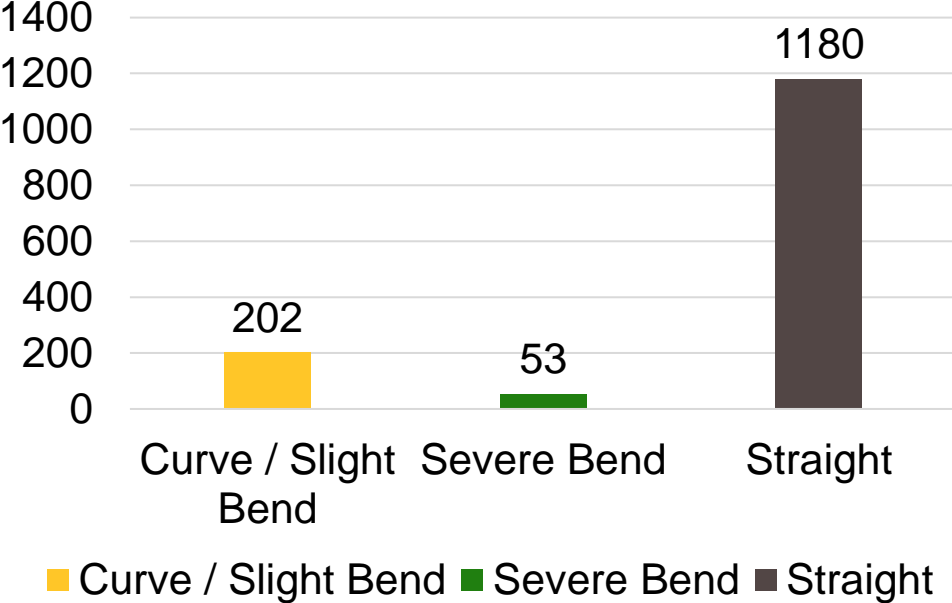
Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by road character



2016-2021



Majority of serious injuries occurred on a straight road.

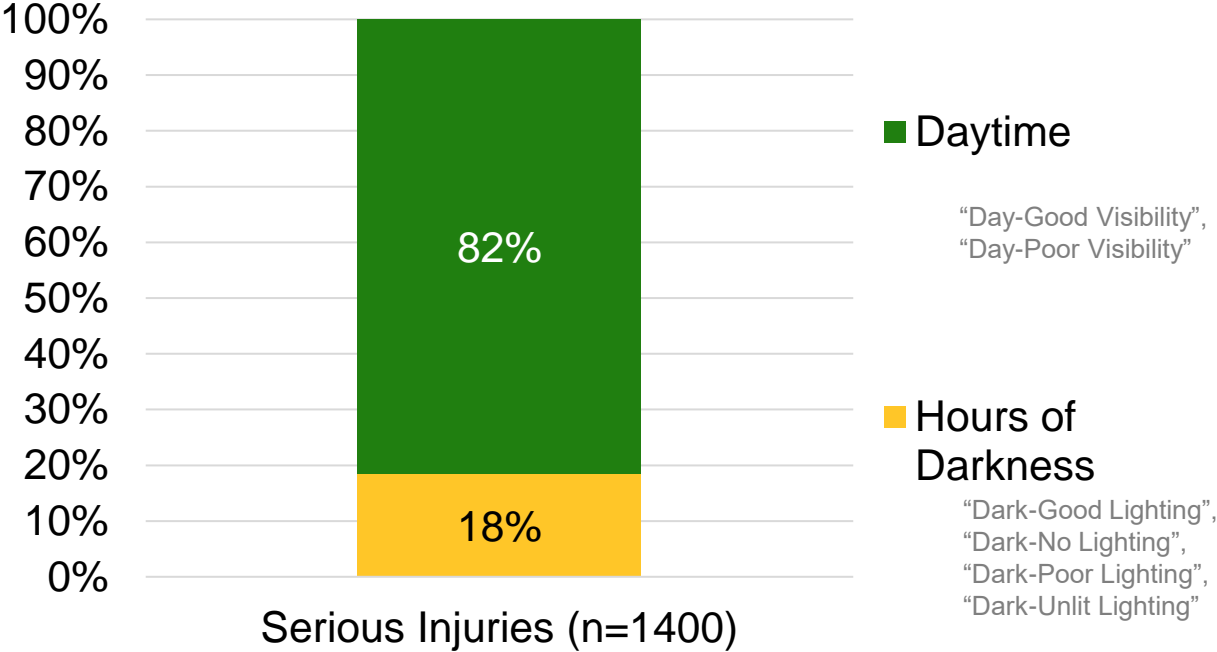
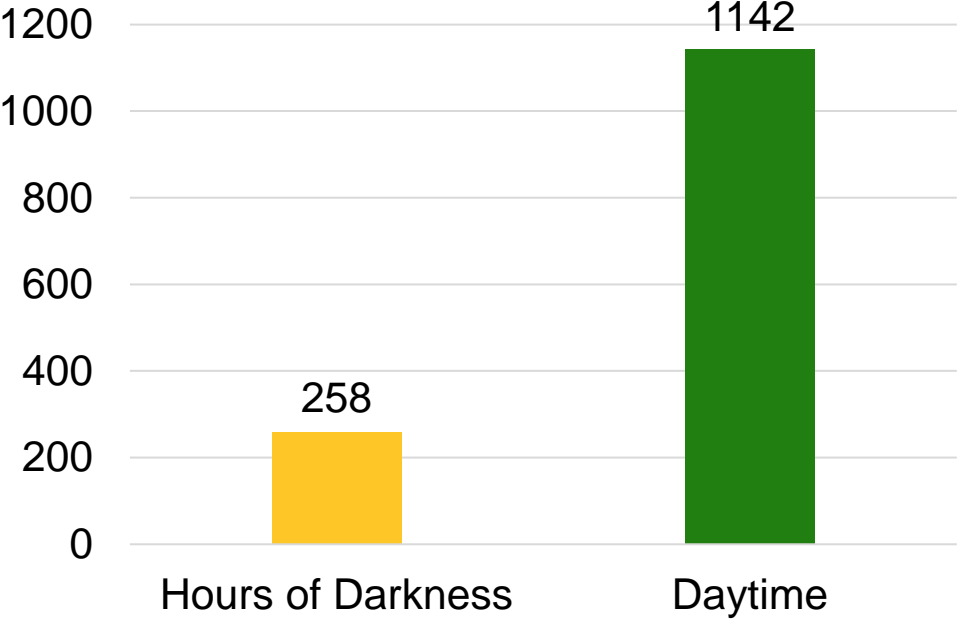
Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by light conditions



2016-2021



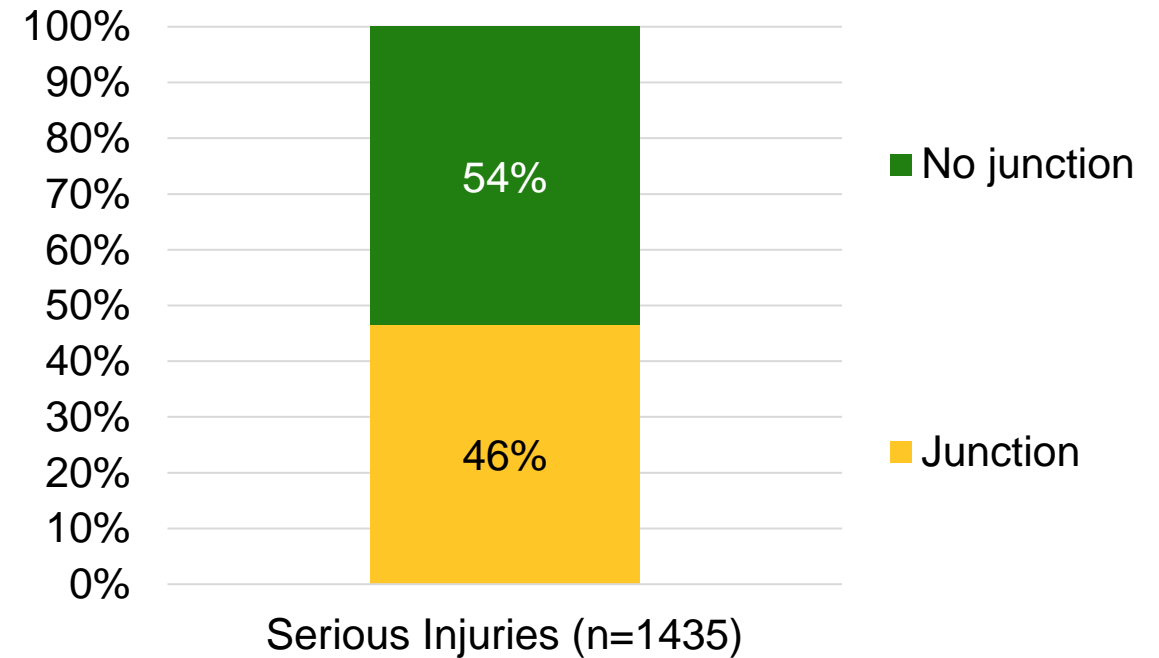
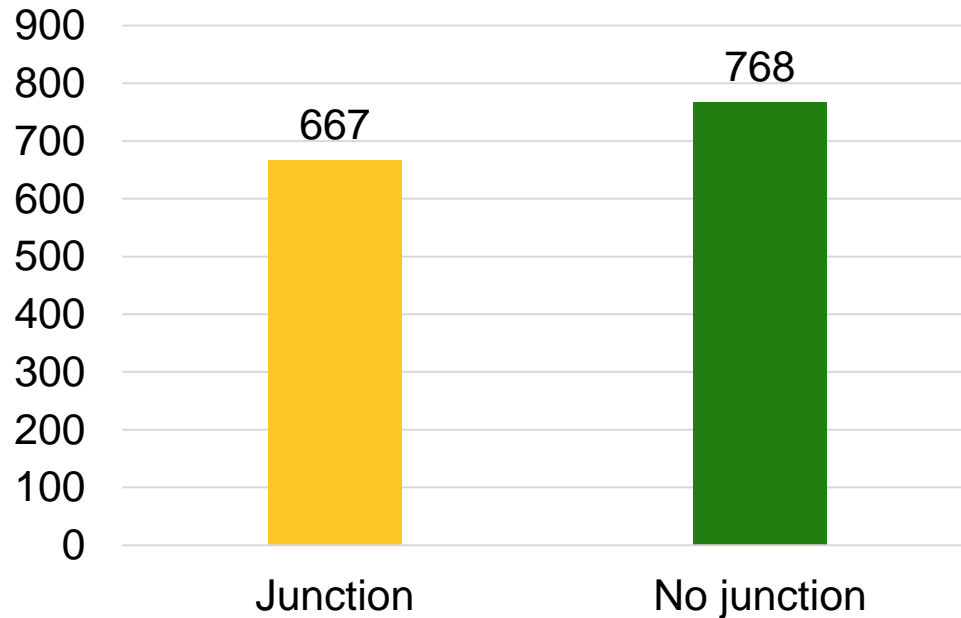
Over eight in ten cyclist serious injuries (1142, 82%) occurred in daytime.

Note, figures are provisional and subject to change. Light conditions unknown for thirty-five seriously injured cyclists. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by junction

2016-2021



46% (667) of serious injuries occurred at a junction.
90% of the serious injuries at a junction were on urban roads.

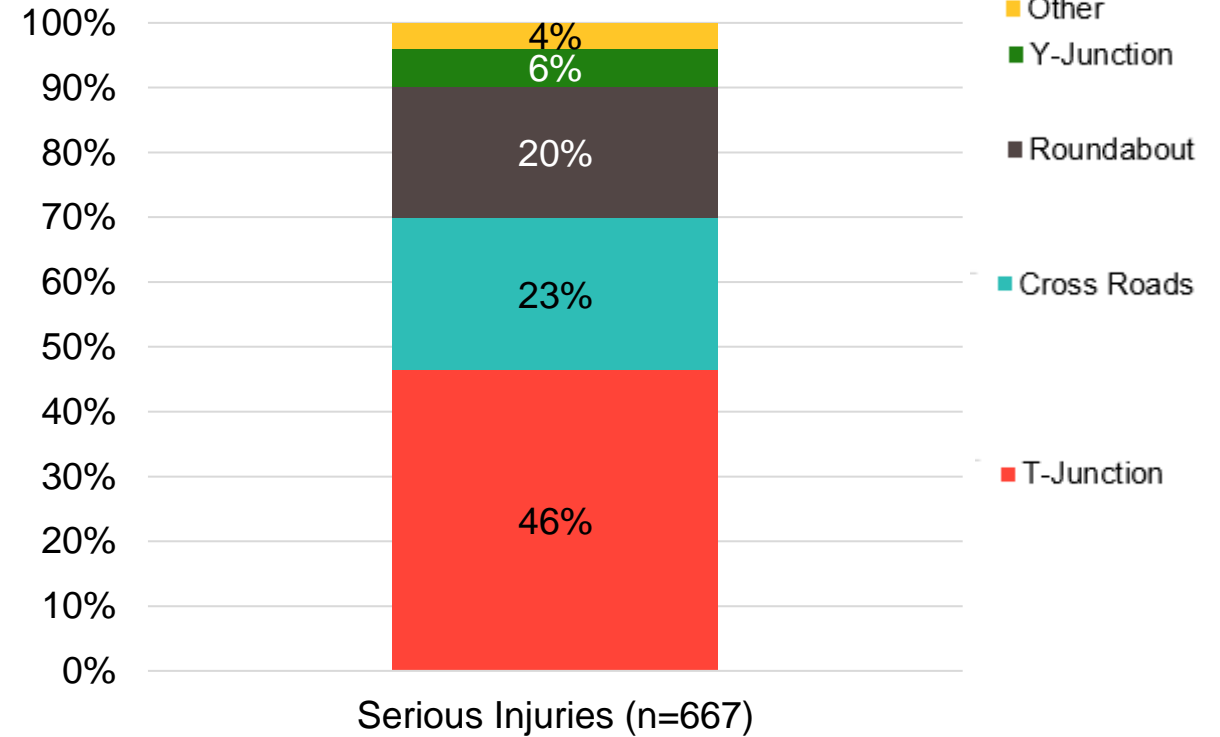
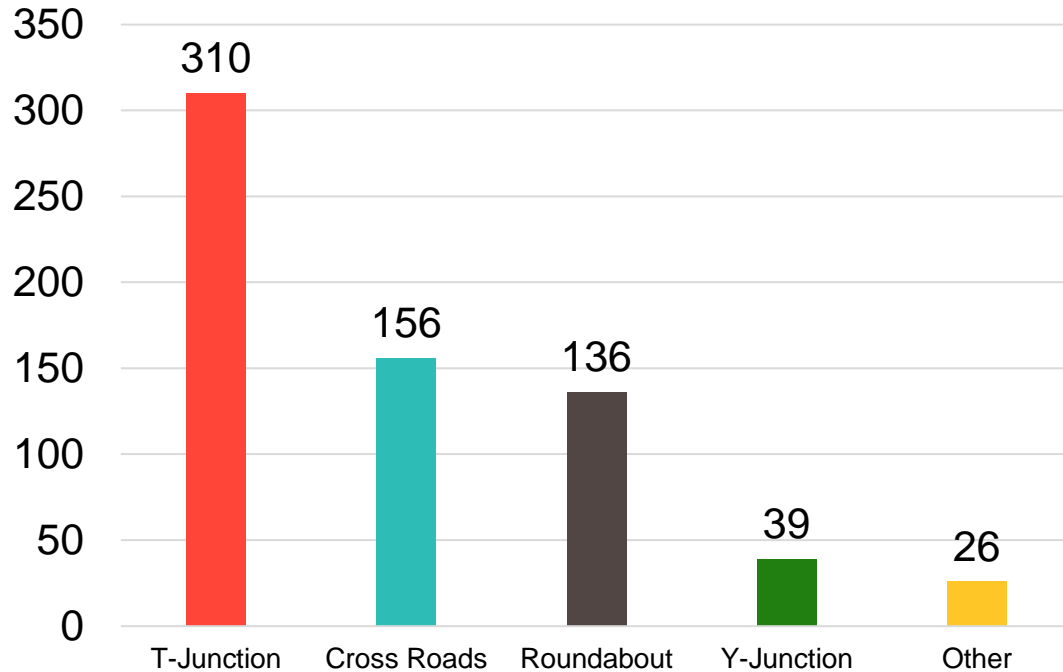
Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.

Cyclist serious injuries at a junction

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2016-2021



T-junctions and cross roads are most frequent junction type where serious injury occurred

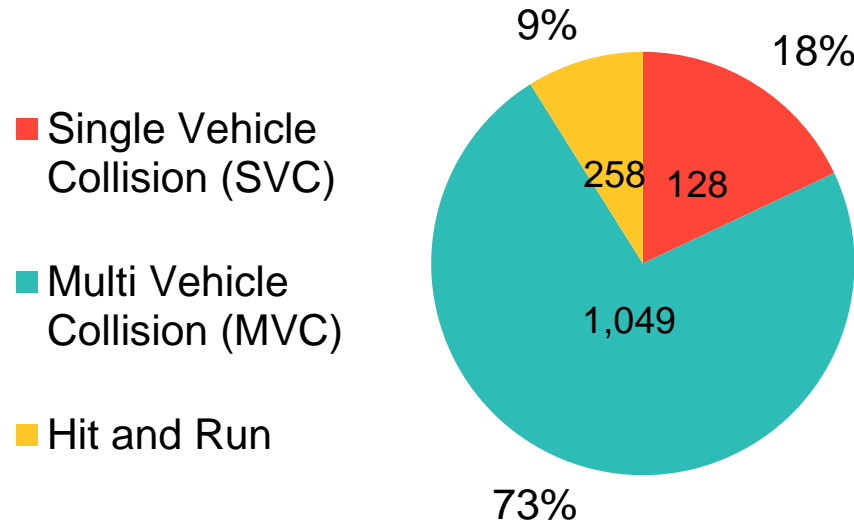
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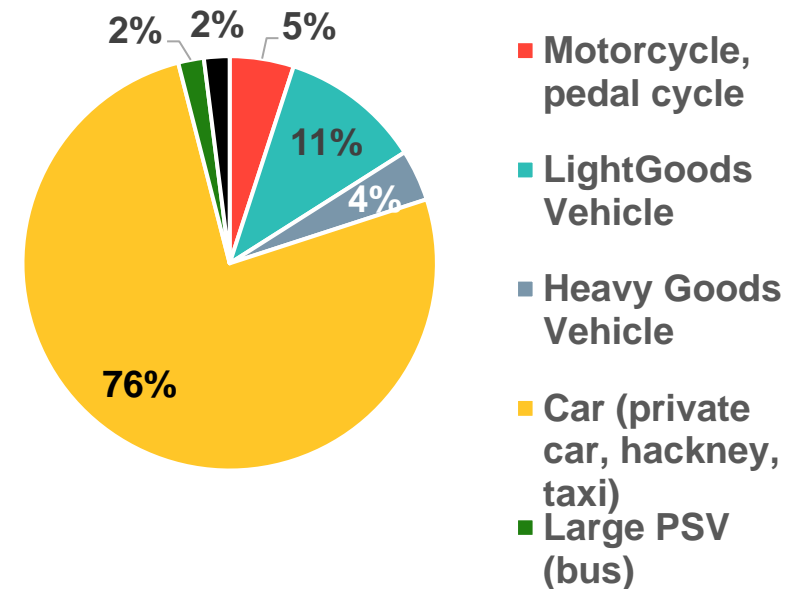
Cyclist serious injuries by collision type

2016-2021

Serious injuries (n=1435)



Other vehicles involved (n=1,136)






- 18% 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 9% of cases.
- Cars and light goods vehicles most frequently involved in multi vehicle collisions.

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. Percentages may not add to 100% due to rounding of percentages.




Cyclist and Driver Actions

2016-2021

Single vehicle collisions

-  89% of the 258 cyclists seriously injured were driving forward
-  18% of the 258 cyclists seriously injured lost control
-  19% of cyclists in SVCs were injured at a junction

Multi vehicle collisions

-  88% of the 1,177 cyclists seriously injured were driving forward, while 3% were turning right;
-  46% of other vehicles involved were driving forward, while 15% were turning right, and 11% turning left
-  Failure to observe was the most frequently noted action for the other driver (38%); and for the cyclist (17%)

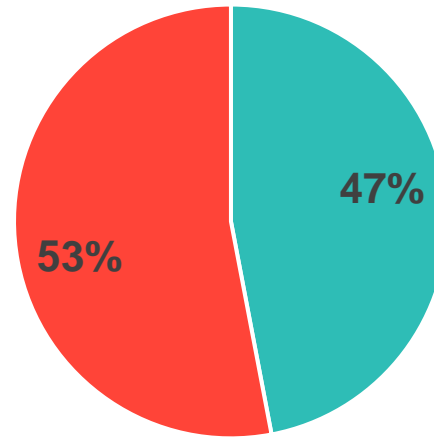
Cyclist serious injuries in MVCs

2016-2021

Seriously injured cyclists

At a junction (53%)

- 53% of cyclists seriously injured in MVCs were injured at a junction
- At these junctions, 22% of the other vehicles were turning right, 17% were turning left, while the majority of cyclists were driving forward (88%)



Not at a junction (47%)

- Of the other vehicles involved in cyclist serious injuries that did not occur at a junction, 97 (18%) were parked/stationery.
- In these collisions, the cyclist either rear-ended the parked vehicle or collided with an open door or attempted to avoid an open door.

Cyclist serious injuries by county

2016-2021

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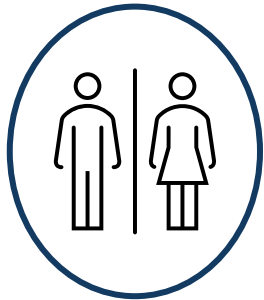
- Dublin and Cork saw the largest number of seriously injured cyclists, with over half of cyclists serious injuries occurring in Dublin (Dublin 54%, Cork 8%).

County	Serious Injuries (n=1435)	
	n	%
Dublin	774	54%
Cork	112	8%
Galway	57	4%
Limerick	53	4%
Wicklow	54	4%
Kildare	50	3%
Waterford	37	3%
Donegal	23	2%
Kerry	35	2%
Louth	34	2%
Mayo	29	2%
Meath	27	2%
All other counties		≤1%

Summary: cyclist serious injuries, 2016-2021

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Age and gender

Over 4 in 10 cyclists seriously injured were aged 26-45 years.

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



Time, day, month

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

High proportions of serious injuries **Monday-Thursday** and in **Summer months**



Location

Four in five serious injuries occurred on **urban roads; over half occurred in Dublin**.

Almost half of serious injuries occurred **at a junction**; majority of injuries sustained on a **straight road**.



Collision type

Over 8 in 10 cyclists seriously injured in **multiple vehicle collisions**, most commonly with a **car or light goods vehicle**

Almost 1 in 10 cyclists were seriously injured in a **hit and run**.

Note, figures are provisional and subject to change.



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2016-2021

Data is current as of 28 April 2023

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