



RSA

Cyclist spotlight report: fatalities and serious injuries

2018-2022

Data is current as of 3 July 2023

Prepared by the Research Department of the RSA
Date of issue 10 October 2023

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Background

- This presentation provides an overview of **fatalities and serious injuries among cyclists** for the years 2018-2022.
- 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 2018-2022

- Analysis of cyclist serious injuries 2018-2022:
 - Demographics
 - Time of day/Month/Year
 - Location information
 - Collision type and driver actions

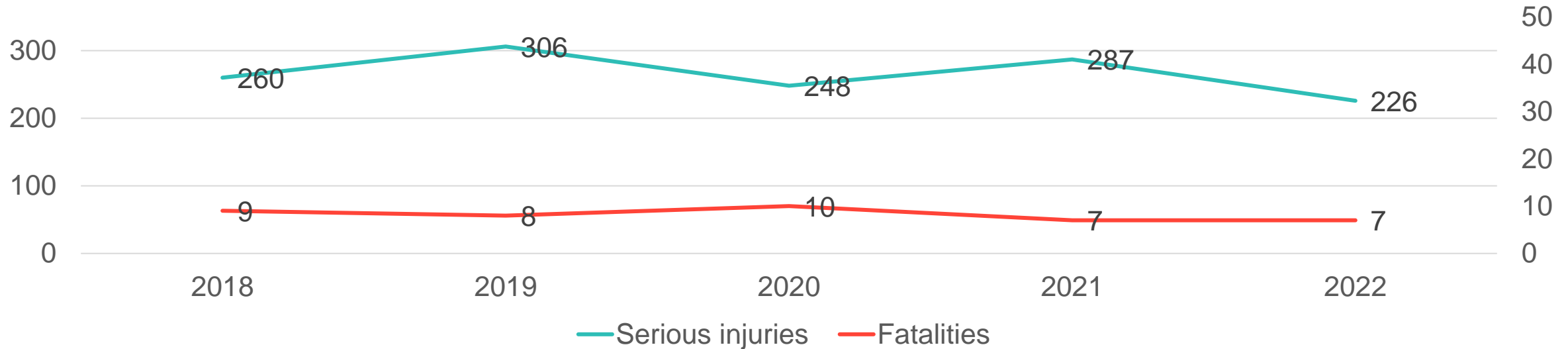


Trend of cyclist fatalities and serious injuries

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2018-2022



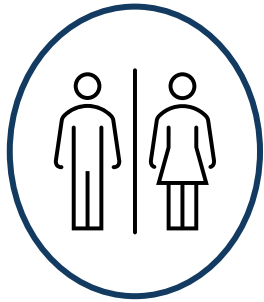
- Between 2018 and 2022, 41 cyclists were fatally injured and 1,327 cyclists were seriously injured.
- An average of 8 cyclists were fatally injured and an average of 265 cyclists were seriously injured each year during this five-year period.
- Cyclists represented 6% of fatalities and 19% of serious injuries during this time period.
- For every cyclist fatality there were approximately 32 cyclists seriously injured.

Note, figures for 2020-2022 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, 2018-2022 (n=41)

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Age and gender

The greatest share of cyclist fatalities was among those aged **56-65 (12, 29%)**.

Cyclist fatalities most likely to be **male (37, 90%)**.



Time and day

Almost four in five cyclist fatalities occurred between **8am and 8pm (32, 78%)**.

Almost a third (**13, 32%**) of cyclist fatalities occurred **Sunday**.



Location

Almost two-thirds of fatalities occurred on higher speed **rural roads (27, 66%)***.

Dublin (20%, 8) and Cork (17%, 7) were the two counties which saw the largest number of cyclist fatalities.

Almost a quarter (**10, 24%**) of fatalities occurred **at a junction**.



Collision type

The majority of cyclist fatalities were killed in a collision **with another vehicle (30, 73%)**.

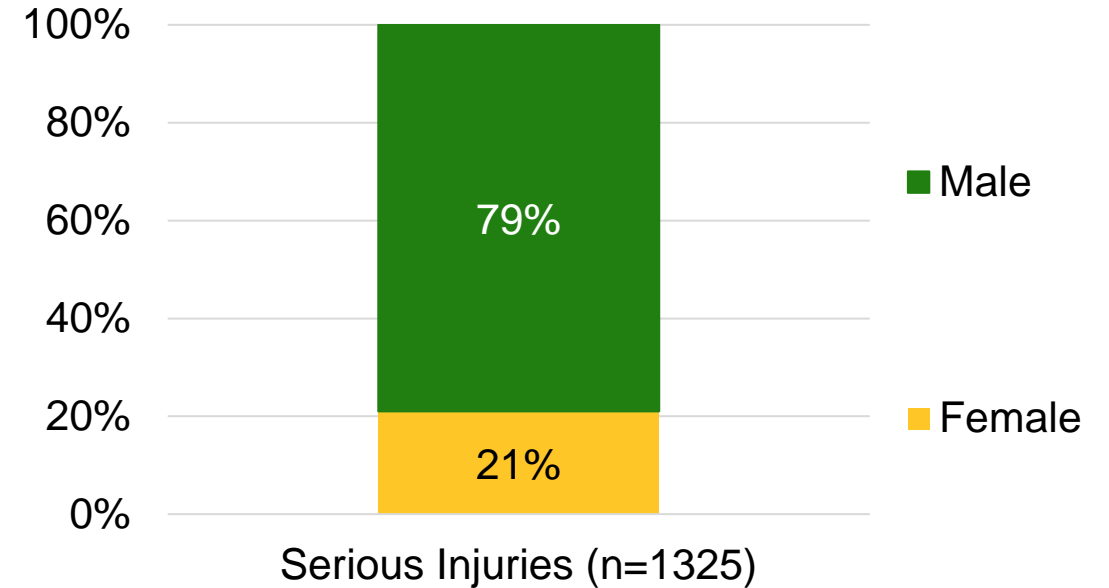
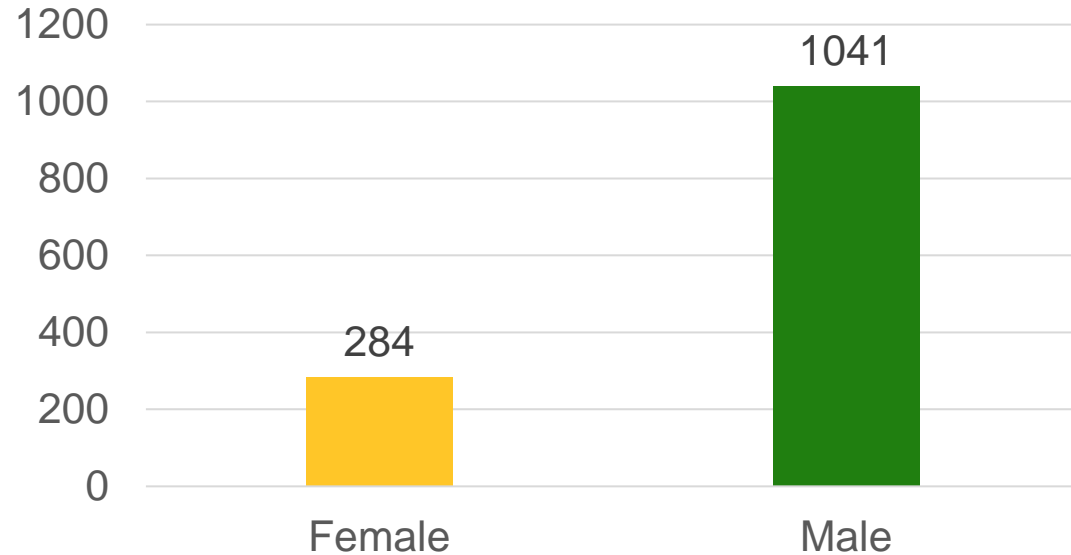
*Note, figures are provisional and subject to change. *An urban road has a speed limit of 60km/h or less, while a rural road has a speed limit of 80km/h or more*

Cyclist serious injuries by gender

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2018-2022

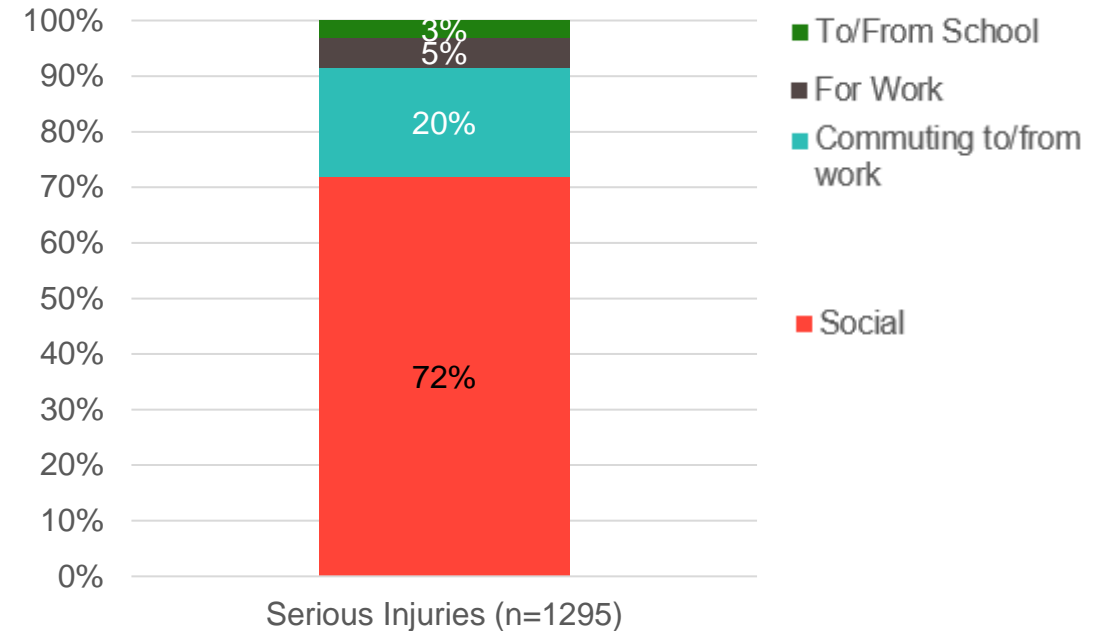
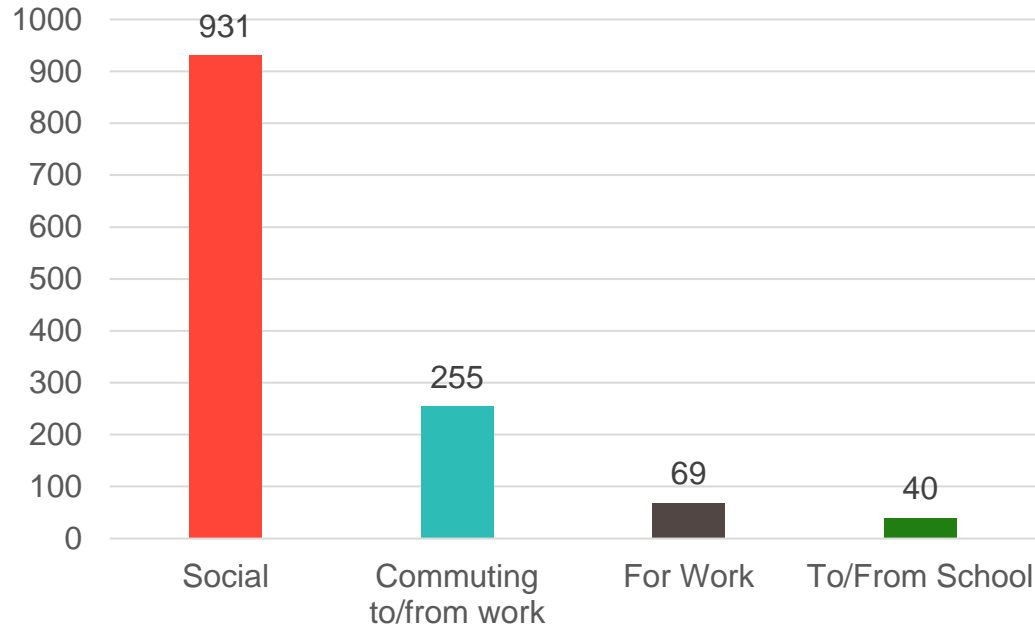


Of cyclists seriously injured, the majority were male.

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

Cyclist serious injuries by trip purpose

2018-2022



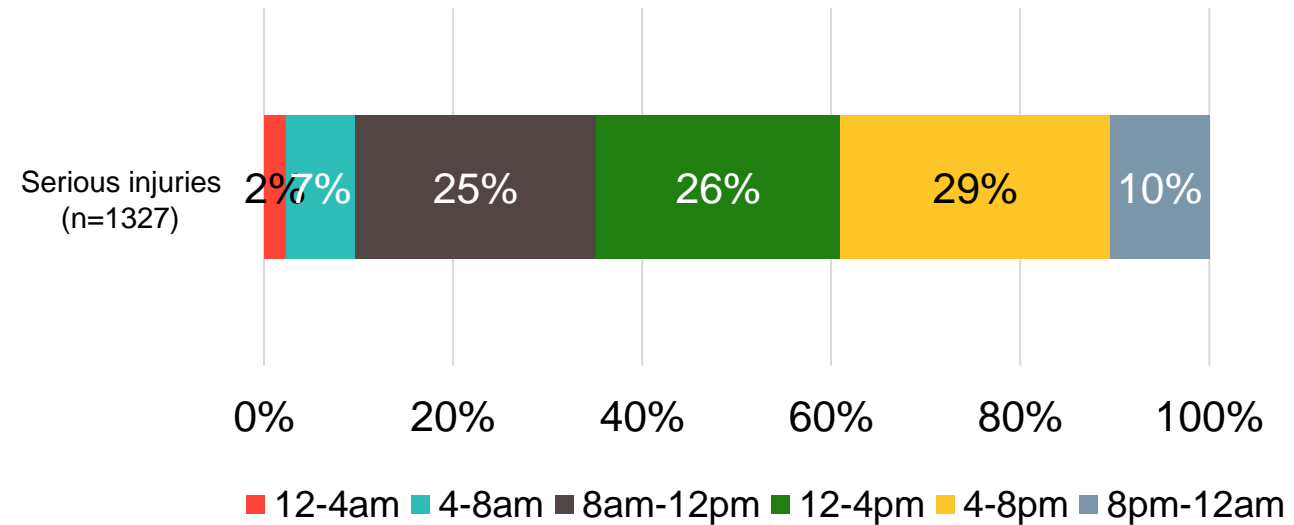
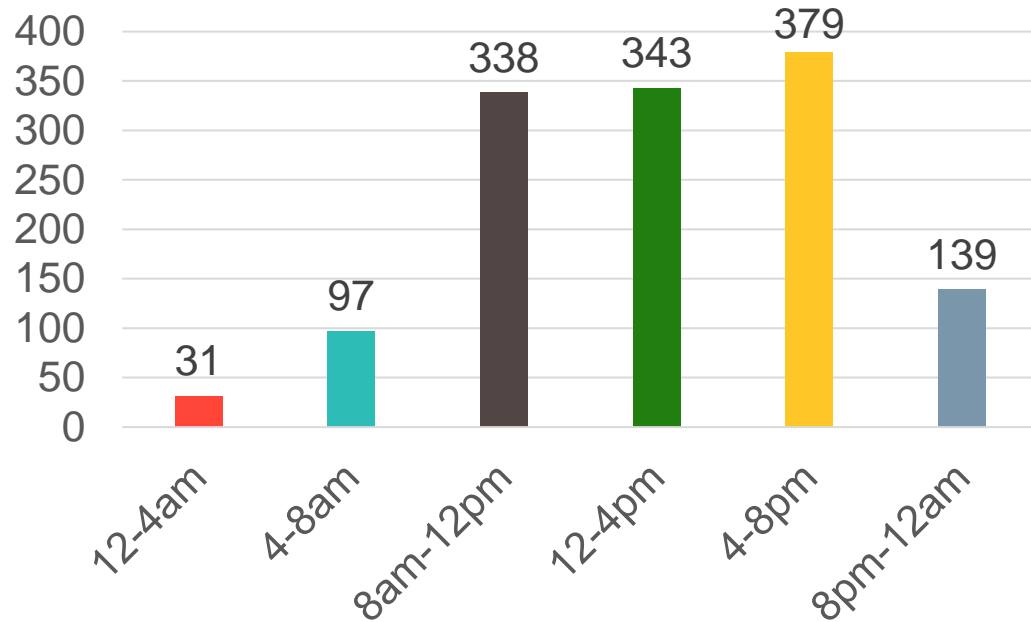
The greatest share of serious injuries was among those cycling for social purposes (72%). Of cyclist seriously injured commuting to/from work, 59% aged 26-45; majority injured in Dublin (82%).

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



Cyclist serious injuries by time of day

2018-2022



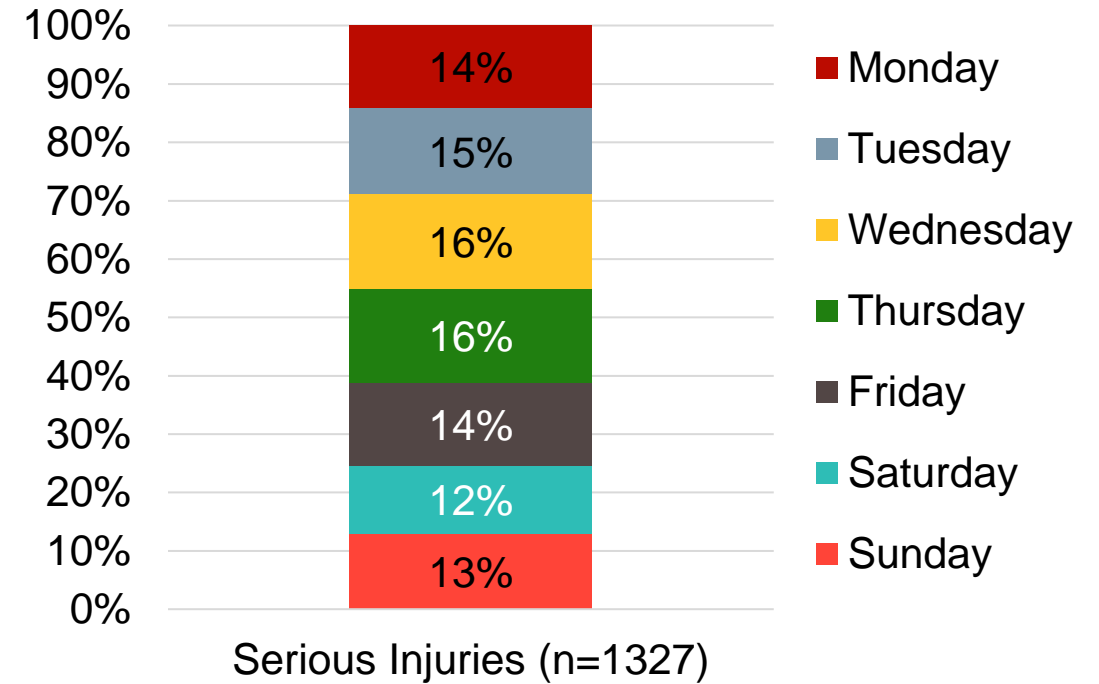
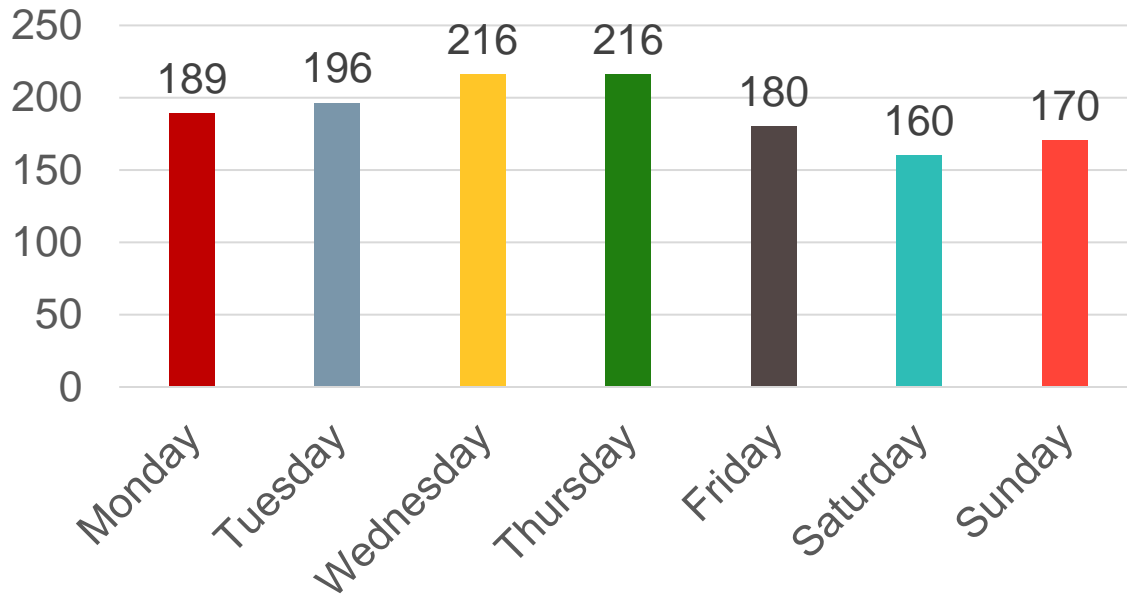
- Four in five cyclist serious injuries (1060, 80%) occurred between 8am-8pm.
- Notable proportion of serious injuries sustained late at night and in early morning.

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



Cyclist serious injuries by day of week

2018-2022



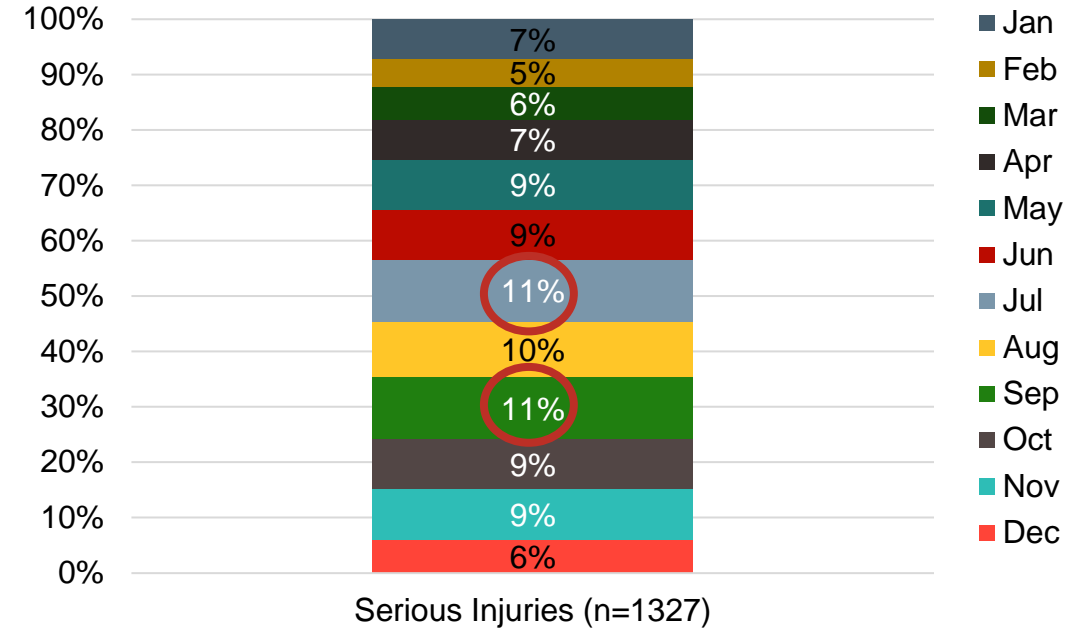
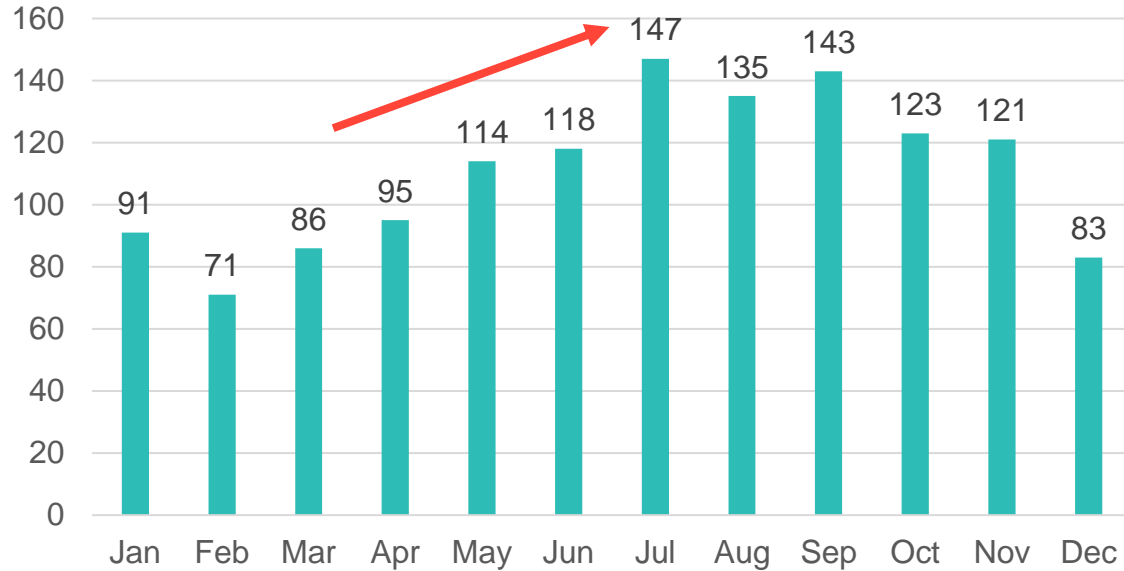
Of serious injuries, 62% (817) occurred early to mid-week (Monday to Thursday). Weekends show lower numbers of injuries.

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

2018-2022



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

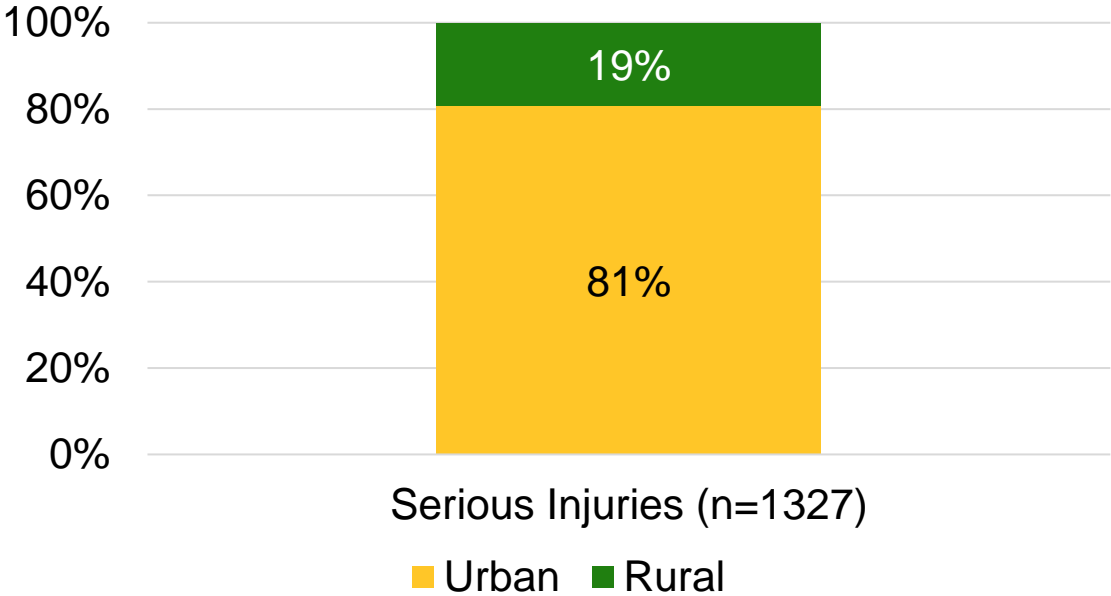
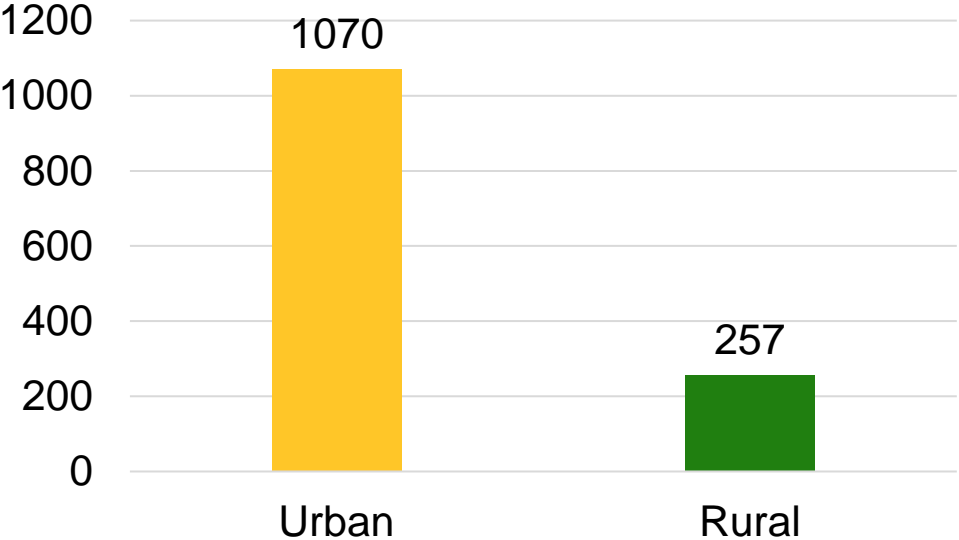
Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by urban/rural road



2018-2022



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 (1070, 81%).

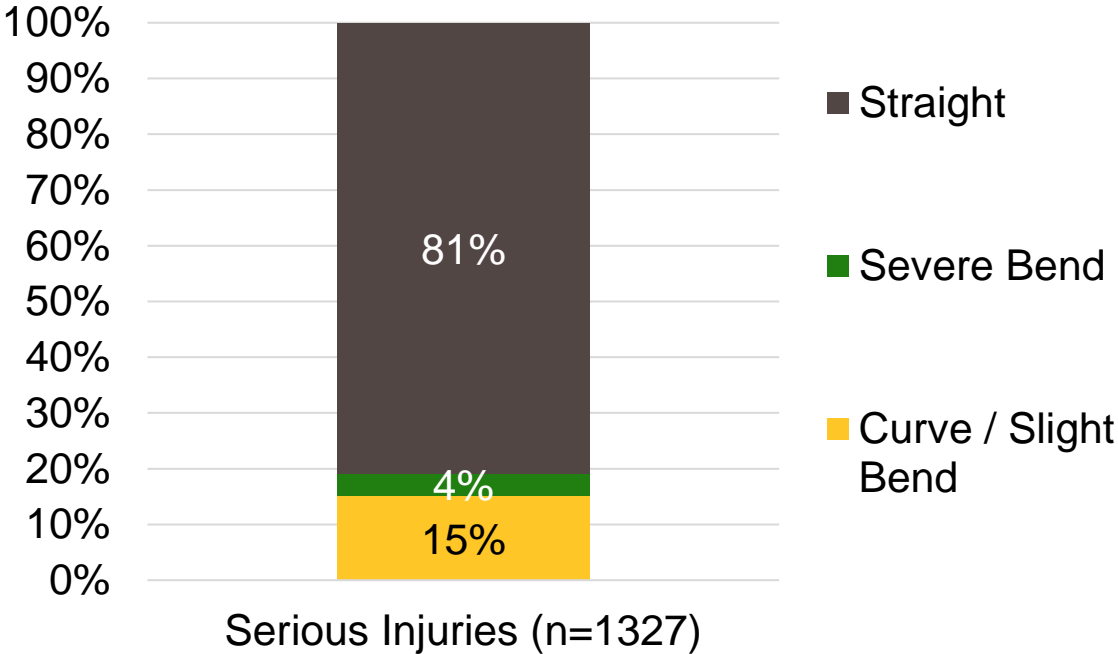
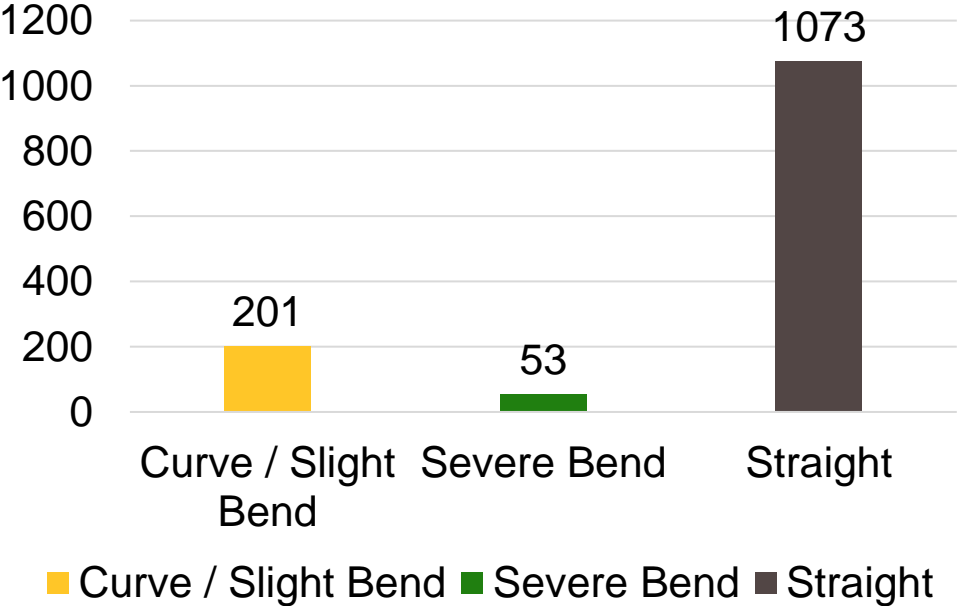
Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by road character



2018-2022



Majority of serious injuries occurred on a straight road.

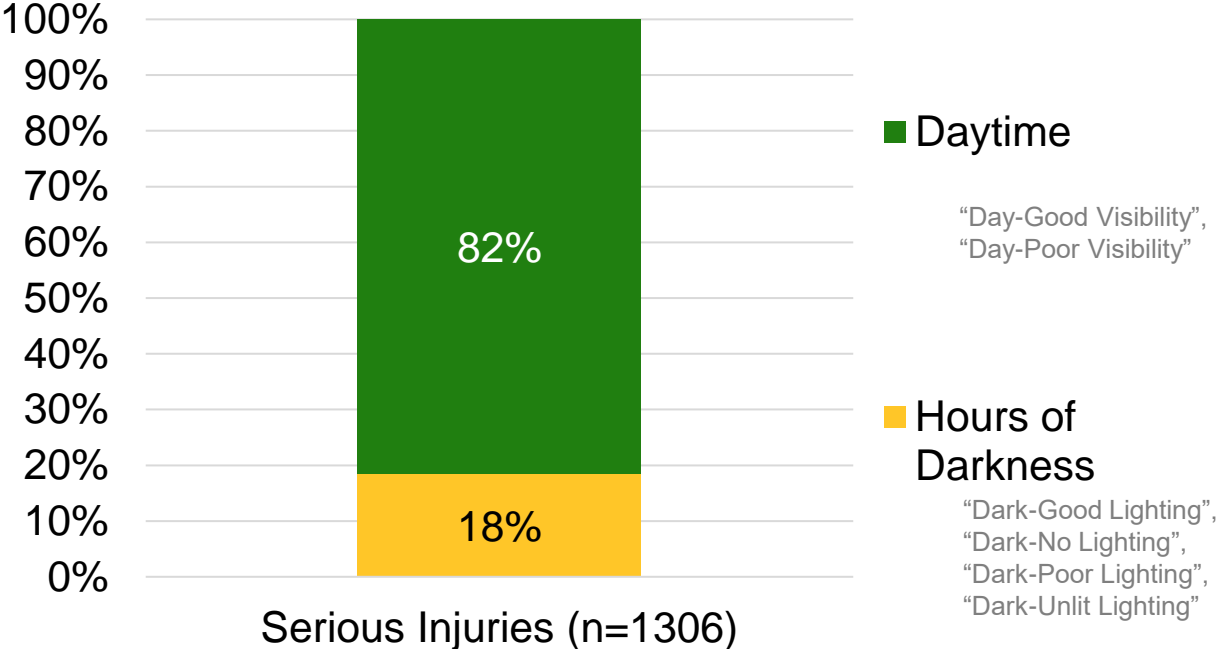
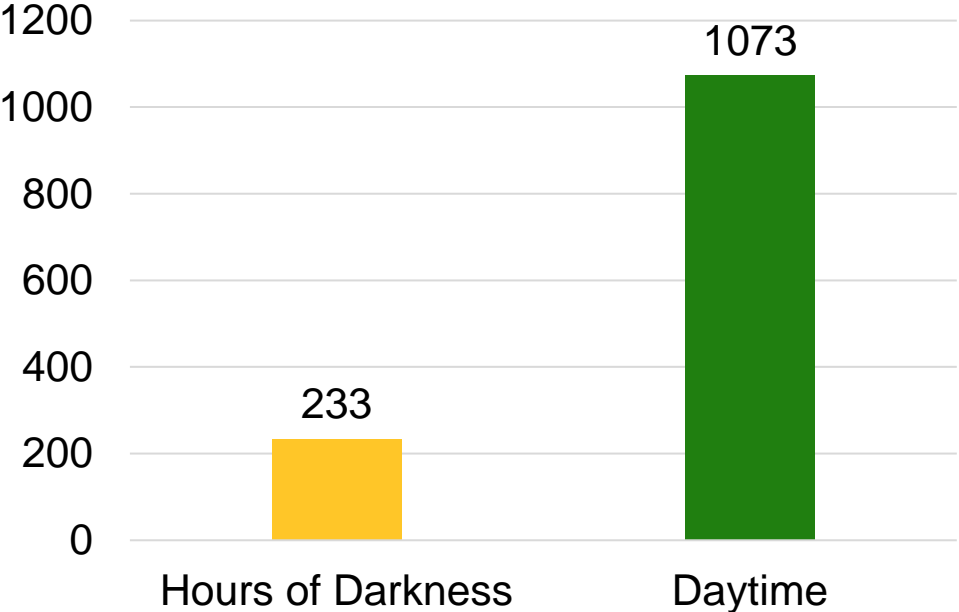
Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages.



Cyclist serious injuries by light conditions



2018-2022



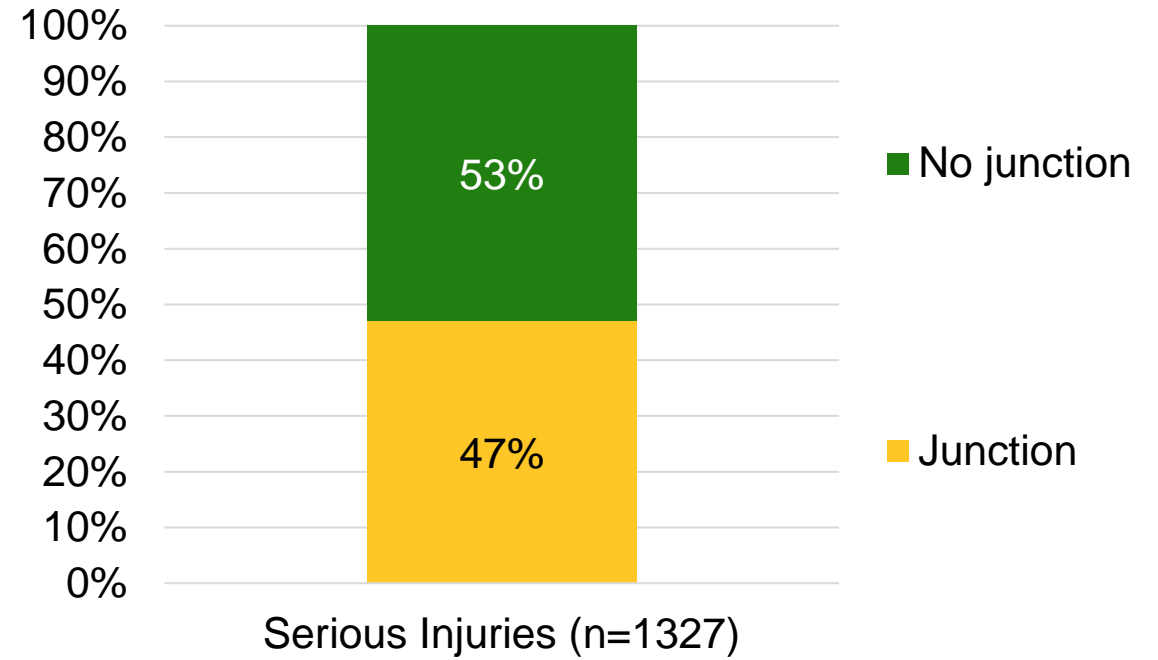
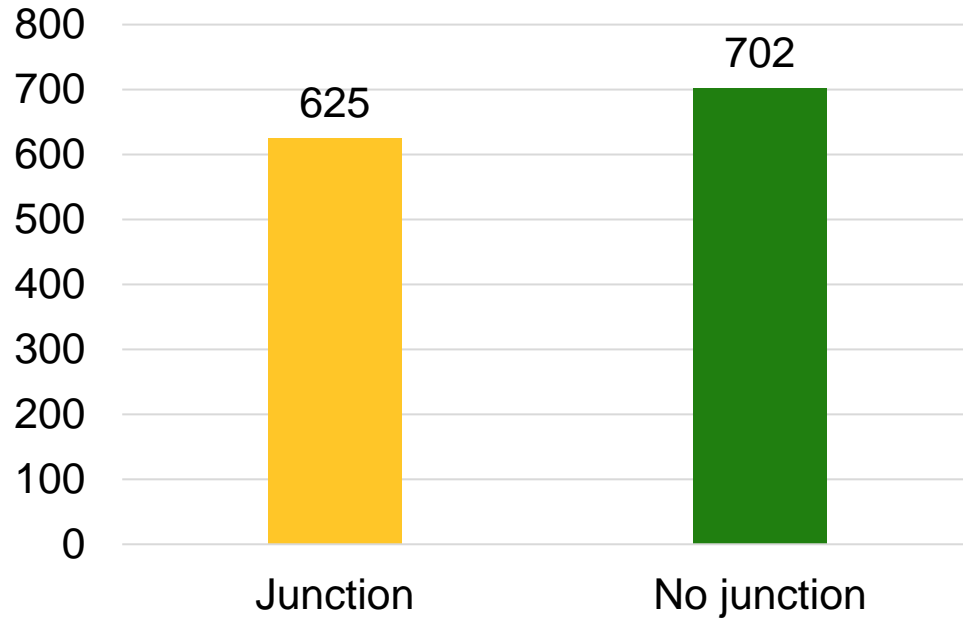
Over eight in ten cyclist serious injuries (1073, 82%) occurred in daytime.

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



Cyclist serious injuries by junction

2018-2022



47% (625) of serious injuries occurred at a junction.
88% 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.

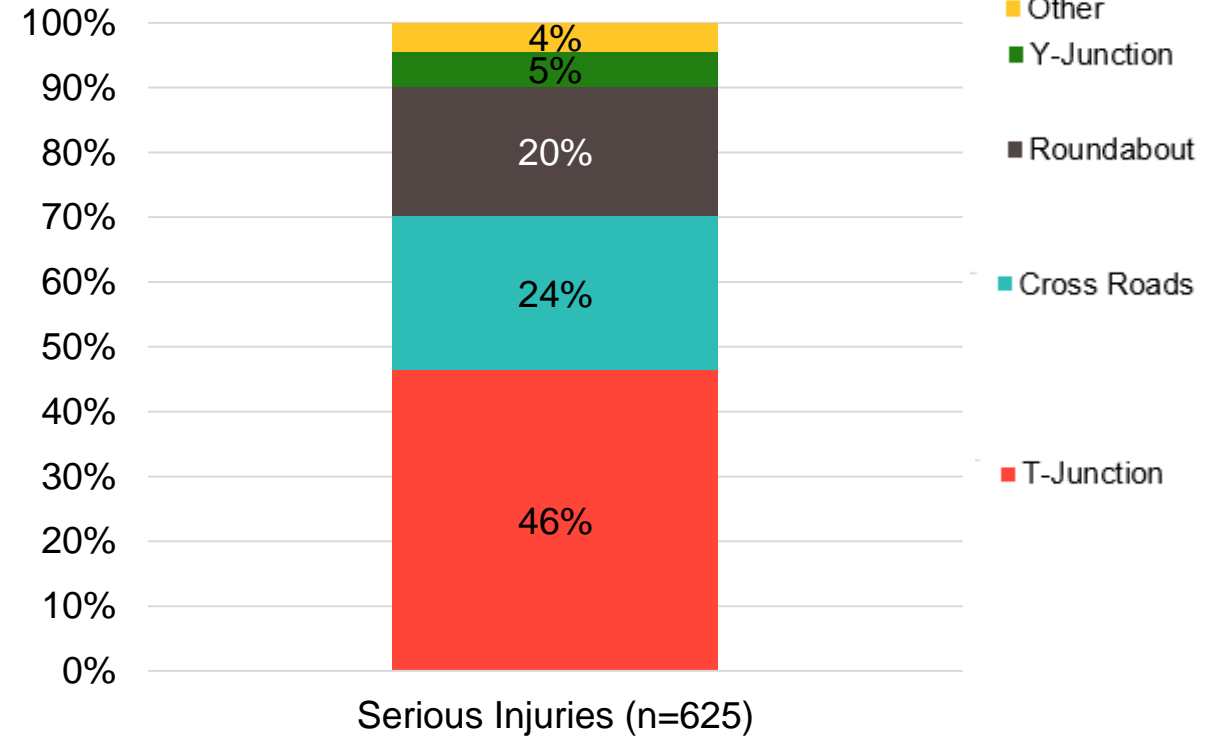
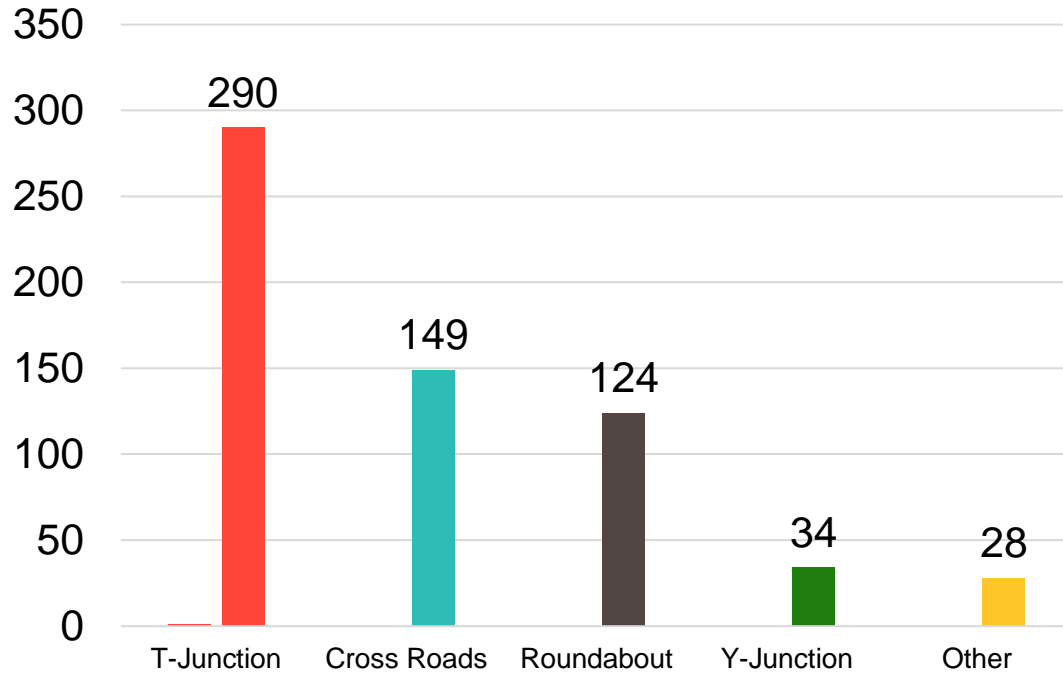


Cyclist serious injuries at a junction

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2018-2022



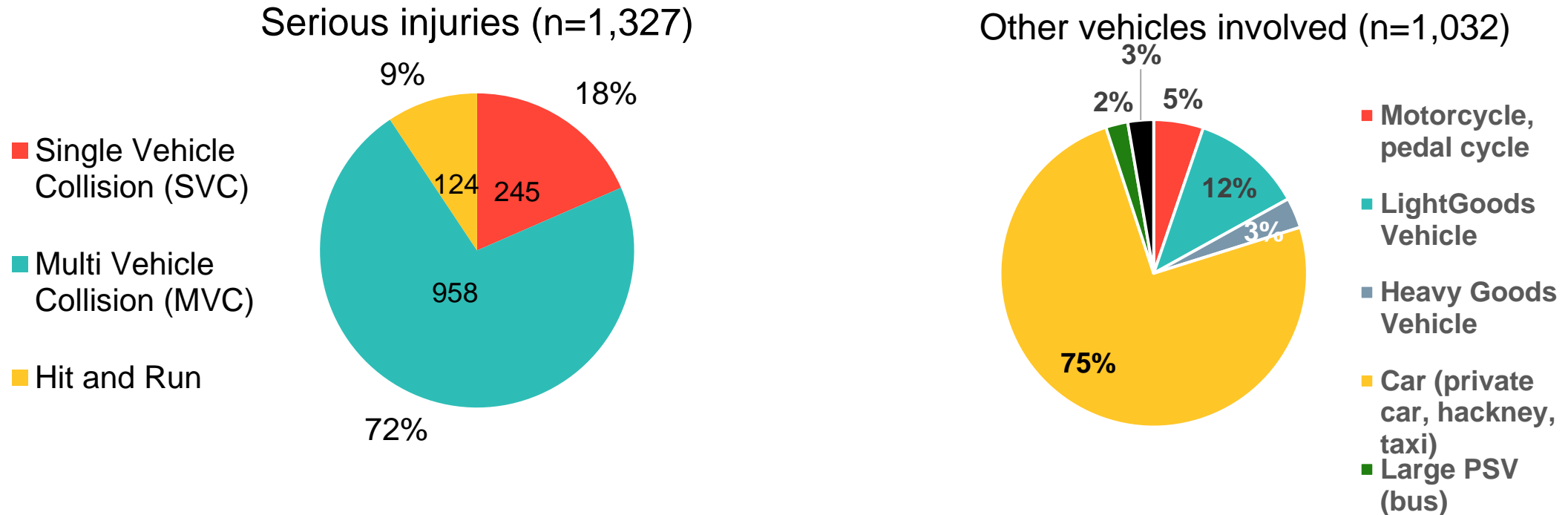
T-junctions and cross roads are most frequent junction type where serious injury occurred

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



Cyclist serious injuries by collision type

2018-2022






- 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

2018-2022

Single vehicle collisions

-  88% of the 245 cyclists seriously injured were driving forward
-  16% of the 245 cyclists seriously injured lost control
-  23% of cyclists in SVCs were injured at a junction

Multi vehicle collisions

-  88% of the 1,082 cyclists seriously injured were driving forward, while 3% were turning right;
-  47% 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 (18%)

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 245 seriously injured cyclists in SVCs, 216 (88%) were driving forward at the time of the collision.

- The top 5 scenarios identified were:
 1. Road surface – oil, debris, potholes, wet surface, etc (30, 14%)
 2. Lost control – took sharp turn, lost balance, bicycle chain broke, braked suddenly, etc (28, 13%)
 3. Colliding with or (dis)mounting Kerb/footpath (22, 10%)
 4. Avoiding another vehicle (15, 7%)
 5. Collision with an animal or avoiding an animal (13, 6%)

- Half (108, 5%) of the scenarios fall into one of the five listed above.

Note, figures are provisional and subject to change.



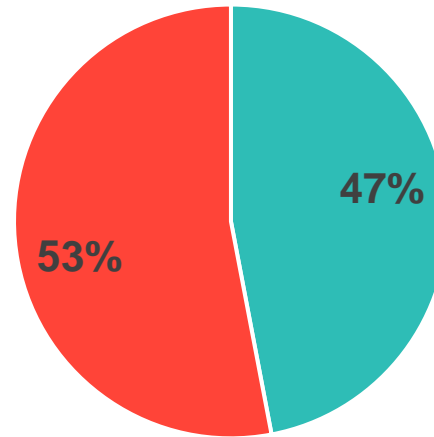
Cyclist serious injuries in MVCs

2018-2022

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, 19% were turning left, while the majority of cyclists were driving forward (87%)



Not at a junction (47%)

- Of the other vehicles involved in cyclist serious injuries that did not occur at a junction, 81 (16%) were parked/stationery.
- In many of these collisions, the cyclist either rear-ended the parked vehicle or collided with an open door or attempted to avoid an open door.

Note, figures are provisional and subject to change.

Cyclist serious injuries by county

2018-2022

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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 53%, Cork 8%).

County	Serious Injuries (n=1327)	
	n	%
Dublin	700	53%
Cork	106	8%
Galway	58	4%
Limerick	47	4%
Wicklow	47	4%
Kildare	42	3%
Waterford	37	3%
Kerry	33	2%
Louth	32	2%
Meath	28	2%
Mayo	24	2%
All other counties	173	13%
	1327	

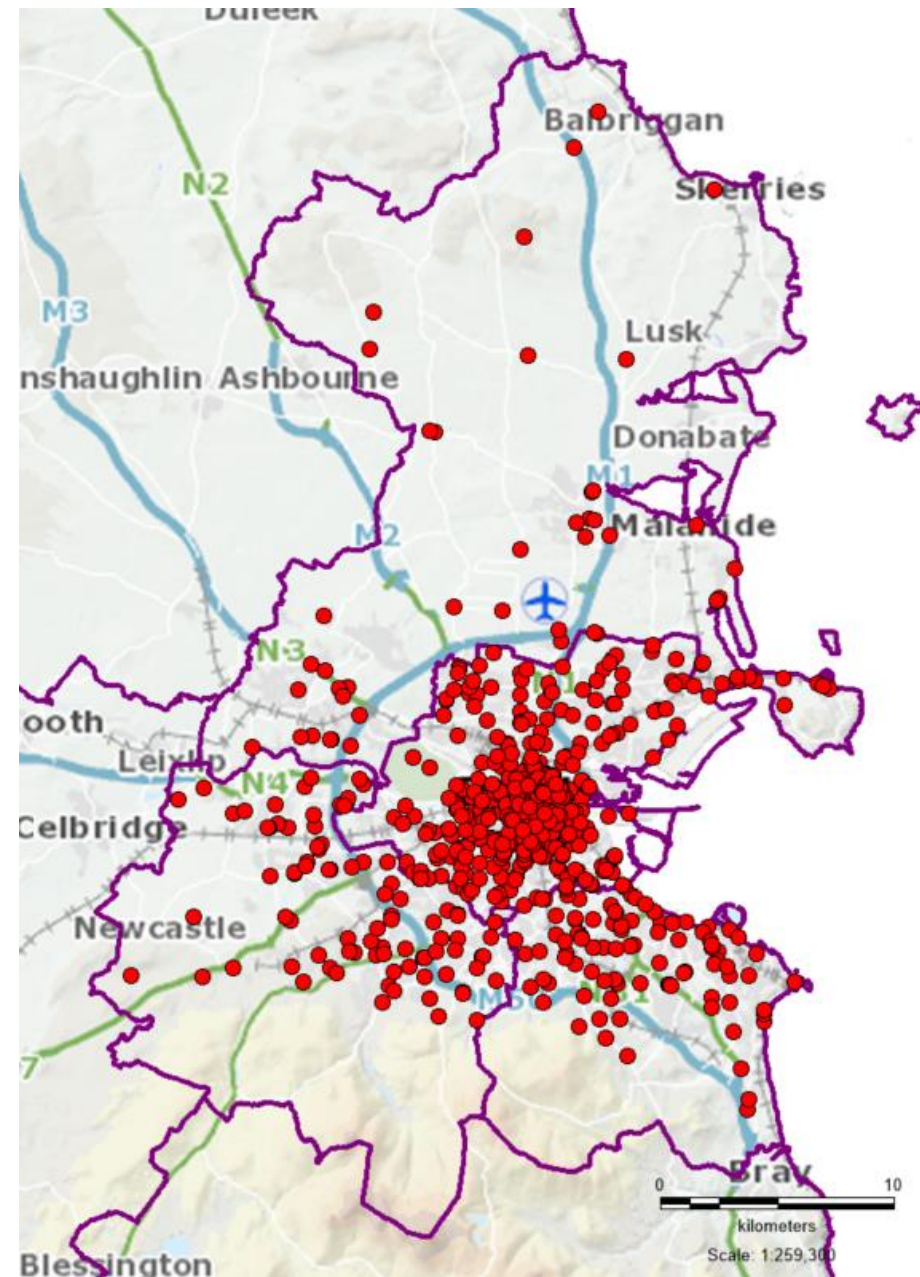
Note, figures are provisional and subject to change.

Cyclist serious injuries

Dublin, 2018-2022

- Dublin saw the largest number of seriously injured cyclists, with over half of cyclist serious injuries occurring in Dublin.
- Of those 700 seriously injured cyclists in Dublin, 63.4% were injured in Dublin City Council, 8.4% were injured in Fingal County Council, 13.9% were injured in South Dublin County Council and 14.3% were injured in Dun Laoghaire Rathdown County Council

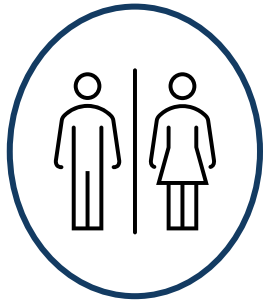
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Summary: cyclist serious injuries, 2018-2022

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Age and gender

Almost 3 in 5 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 **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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