



RSA

# Motorcyclist spotlight report: fatalities and serious injuries

2019-2023

Data is current as of 31 March 2024  
Prepared by the Research Department of the RSA  
Date of issue 29 May 2024



VISION  
ZERO

# Background

- This presentation provides an overview of **fatalities and serious injuries among motorcyclists** for the years 2019-2023.
- 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

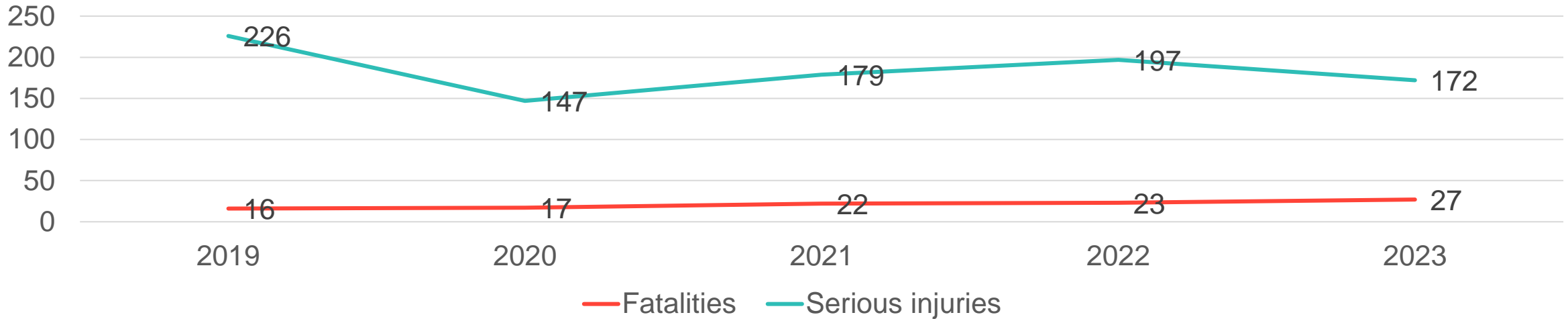


# Trend of motorcyclist fatalities and serious injuries

VISION  
ZERO

RSA

## 2019-2023

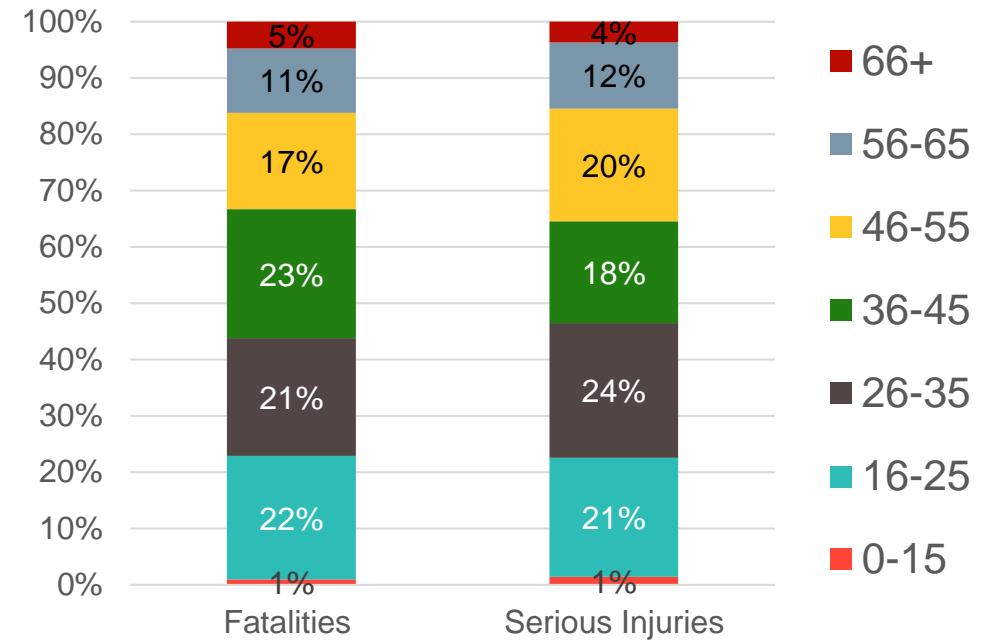
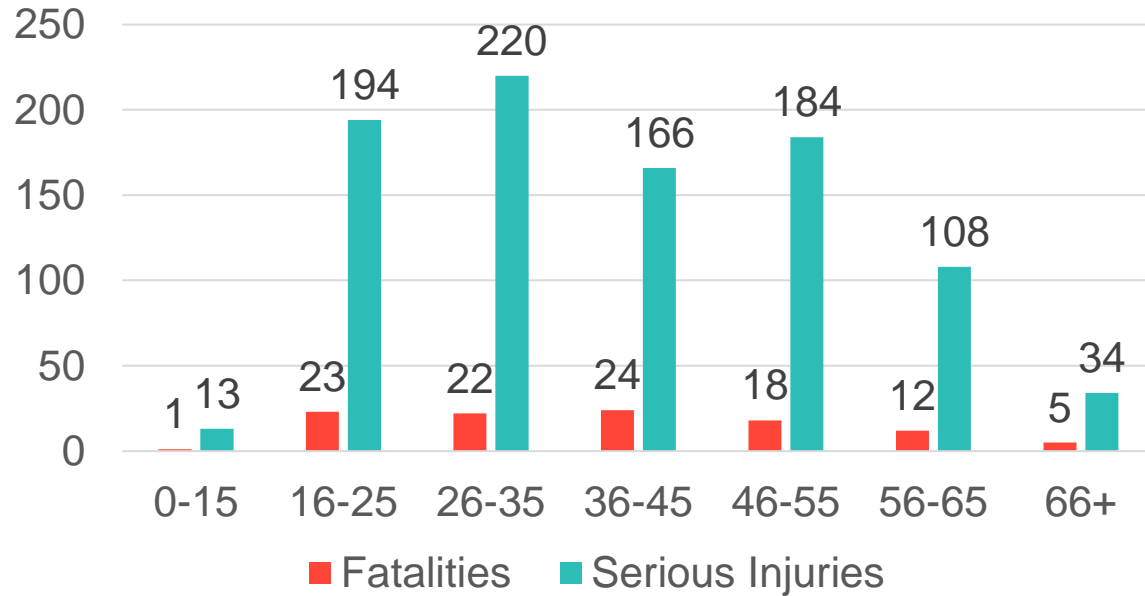


- Between 2019 and 2023, 105 motorcyclists were fatally injured and 921 motorcyclists were seriously injured.
- There has been an increasing trend in motorcyclist fatalities over the last five years.
- An average of 21 motorcyclists were fatally injured and an average of 184 motorcyclists were seriously injured each year during this five-year period.
- Motorcyclists represent 14% of fatalities and 13% of serious injuries during this time period.
- For every motorcyclist fatality there were approximately 9 motorcyclists seriously injured.

*Note, figures for 2020-2023 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. Motorcyclists include pillion passengers.*

# Motorcyclist casualties by age group

2019-2023

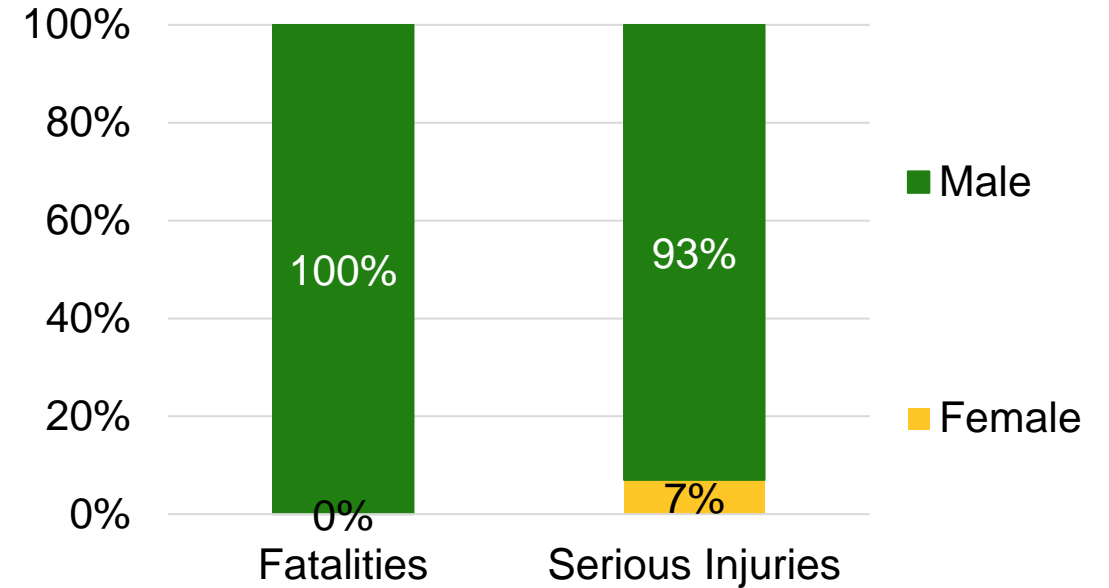
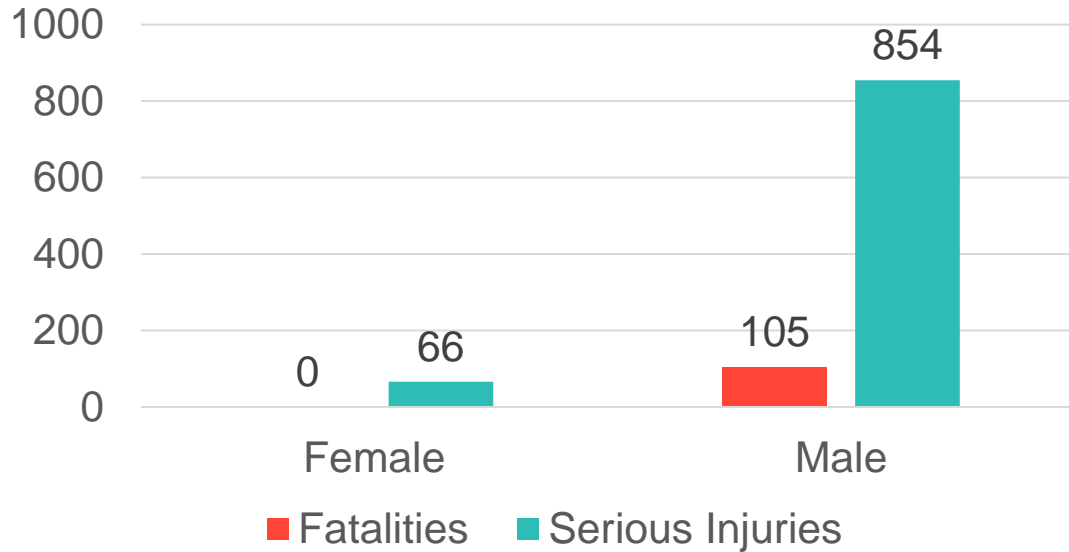


Four in five (83%) motorcyclist fatalities and four in five (83%) seriously injured motorcyclists were aged 16-55 years.

*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Age of two seriously injured motorcyclists are currently unknown.*

# Motorcyclist casualties by gender

2019-2023

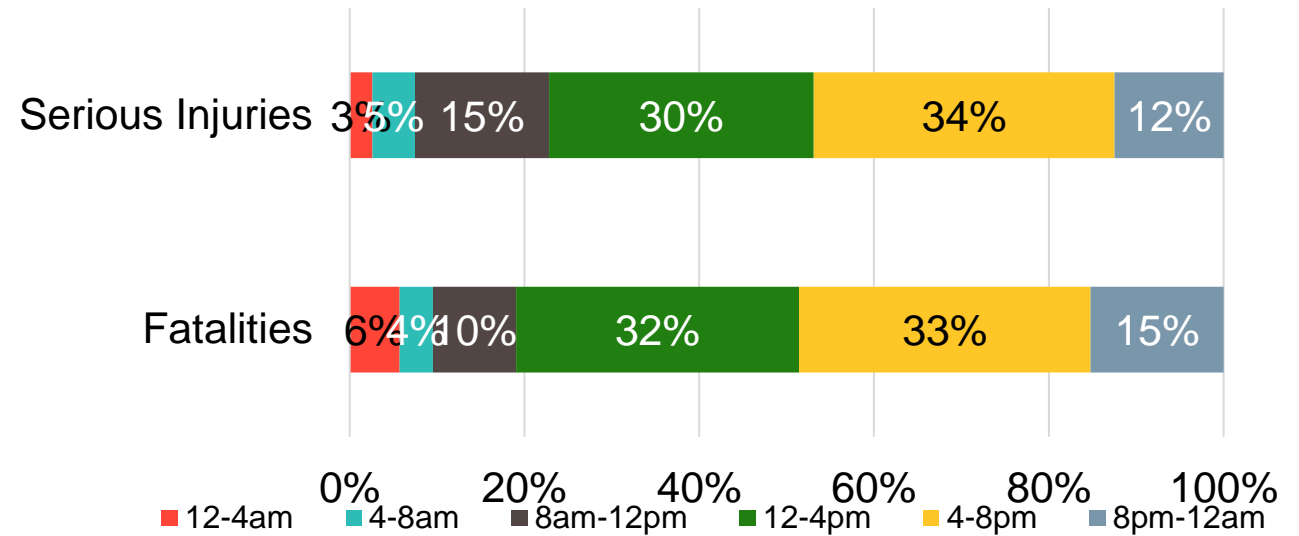
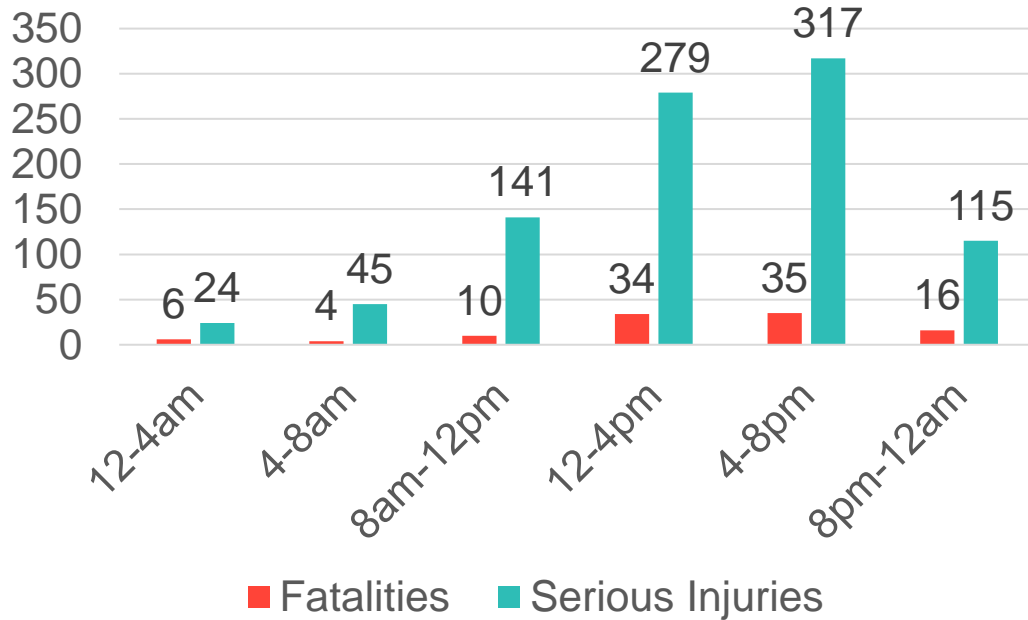


All motorcyclist fatalities were male, while of seriously injured motorcyclists 93% were male.

*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Note, gender of one seriously injured motorcyclist is unknown*

# Motorcyclist casualties by time of day

2019-2023

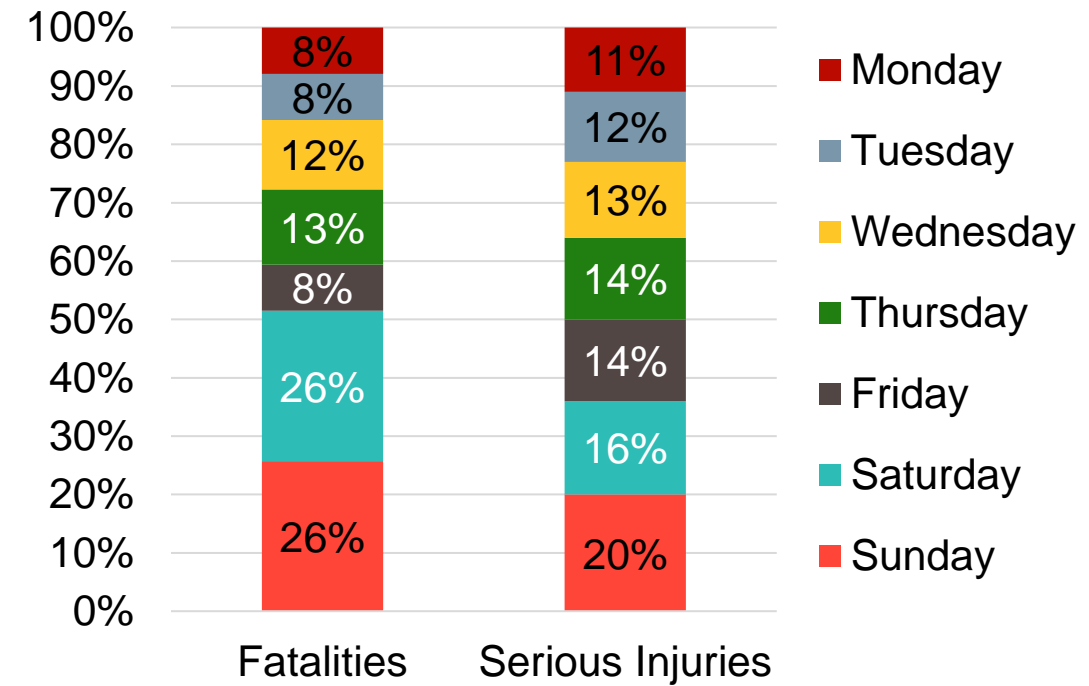
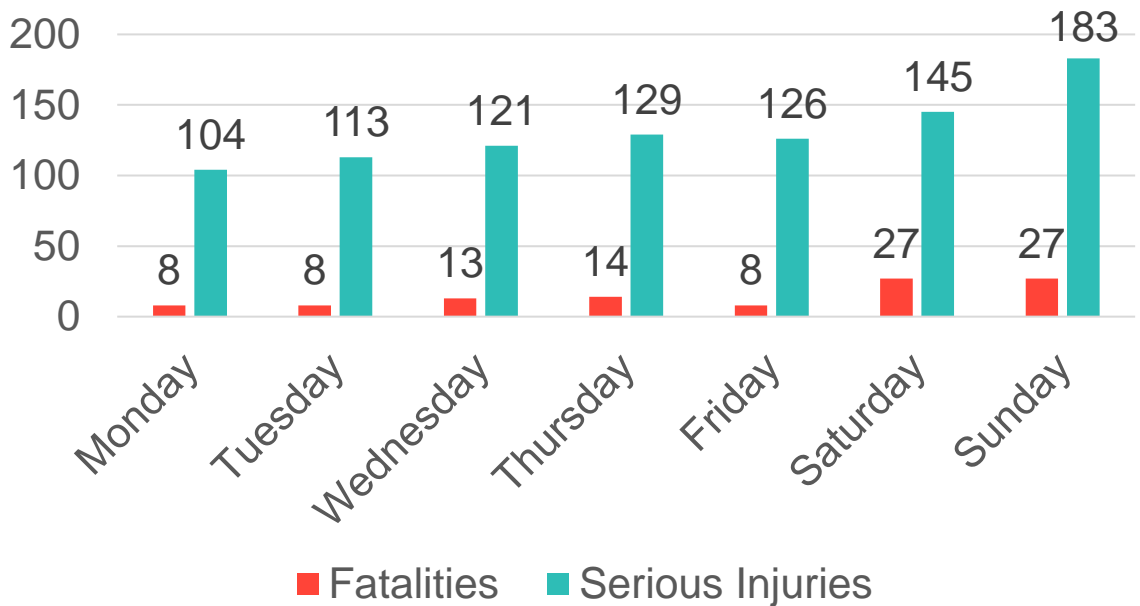


A third of fatalities (35, 33%) and approximately a third of serious injuries (317, 34%) occurred between 4pm and 8pm.

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

# Motorcyclist casualties by day of week

2019-2023



Almost half (51%) of motorcyclist fatalities occurred on a weekend day (Saturday or Sunday) compared to 36% of serious injuries occurring on these days. For serious injuries, a high proportion occurred on a Sunday (20%).

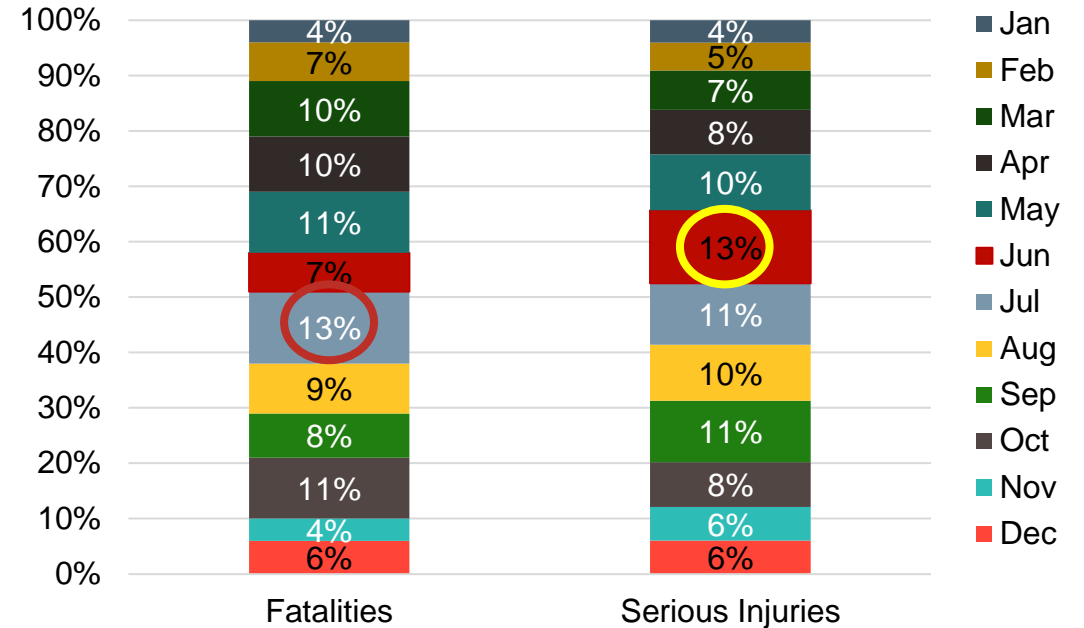
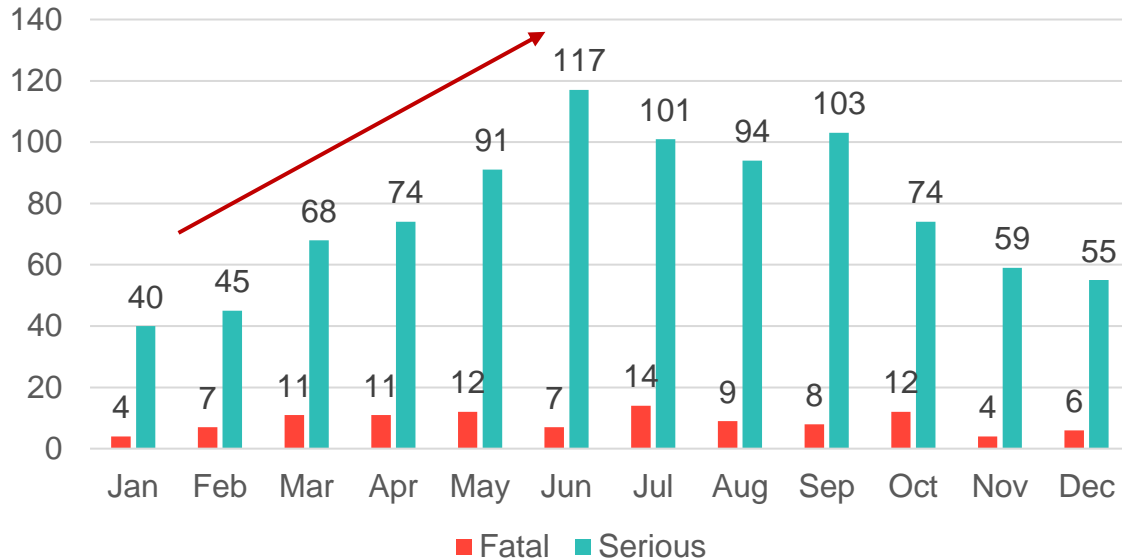
*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Percentages may not add to 100% due to rounding of percentages.*





# Motorcyclist casualties by month of year

2019-2023



Steady increase in serious injuries from January to June, with the peak-time for serious injuries between May and September.

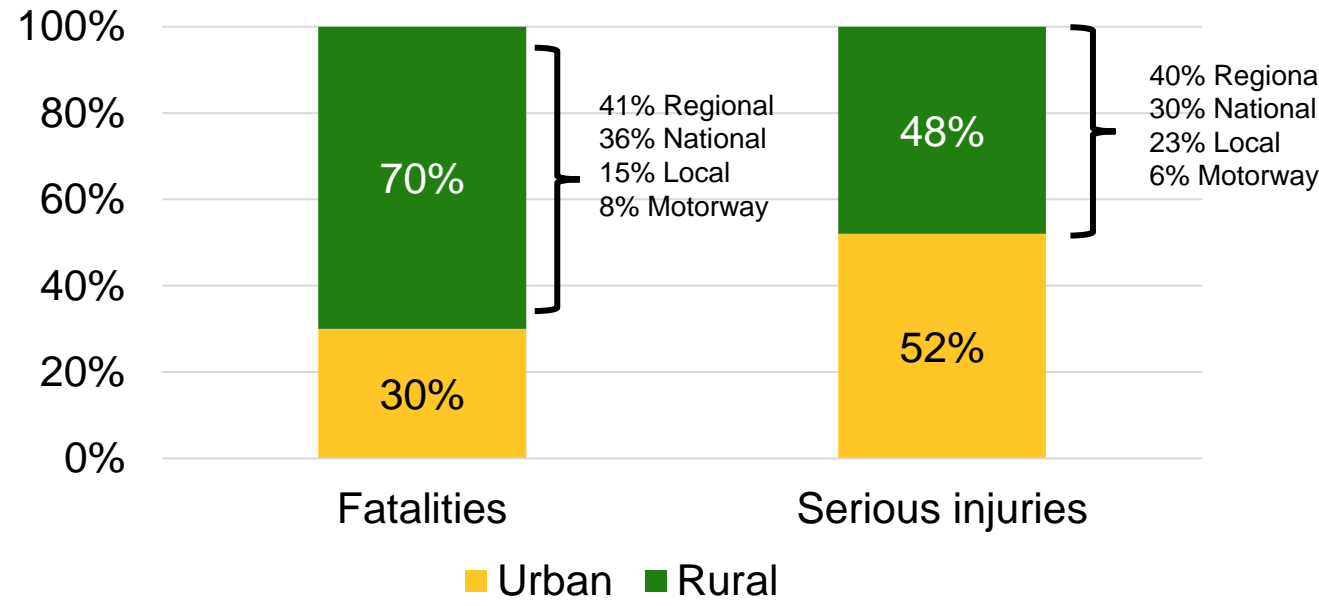
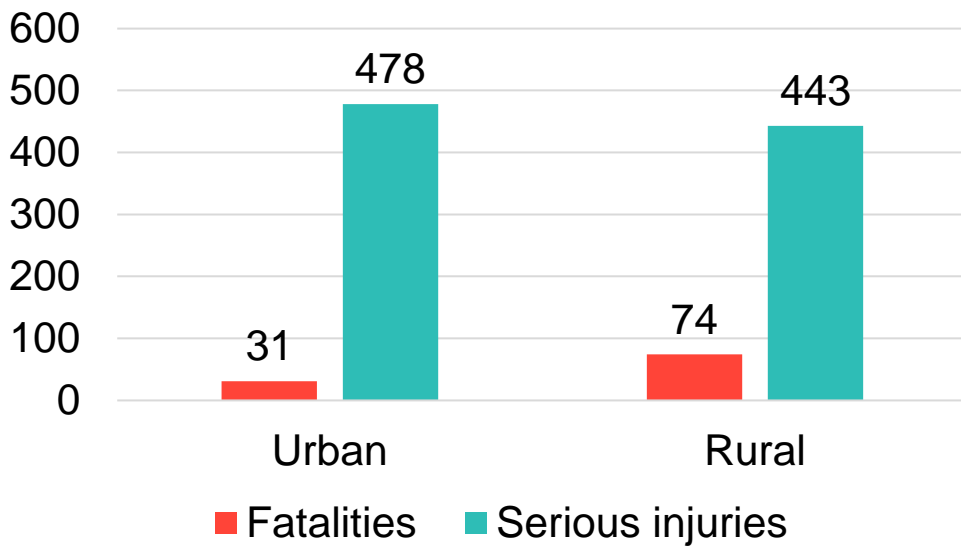
July saw the highest figures for motorcyclist fatalities (14, 13%) and June saw the highest figures for serious injuries (117, 13%).

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

# Motorcyclist casualties by urban/rural area



2019-2023



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.

Seven in ten motorcyclist fatalities occurred on rural roads (70%), while slightly more than half of motorcyclist serious injuries occurred on urban roads (52%).

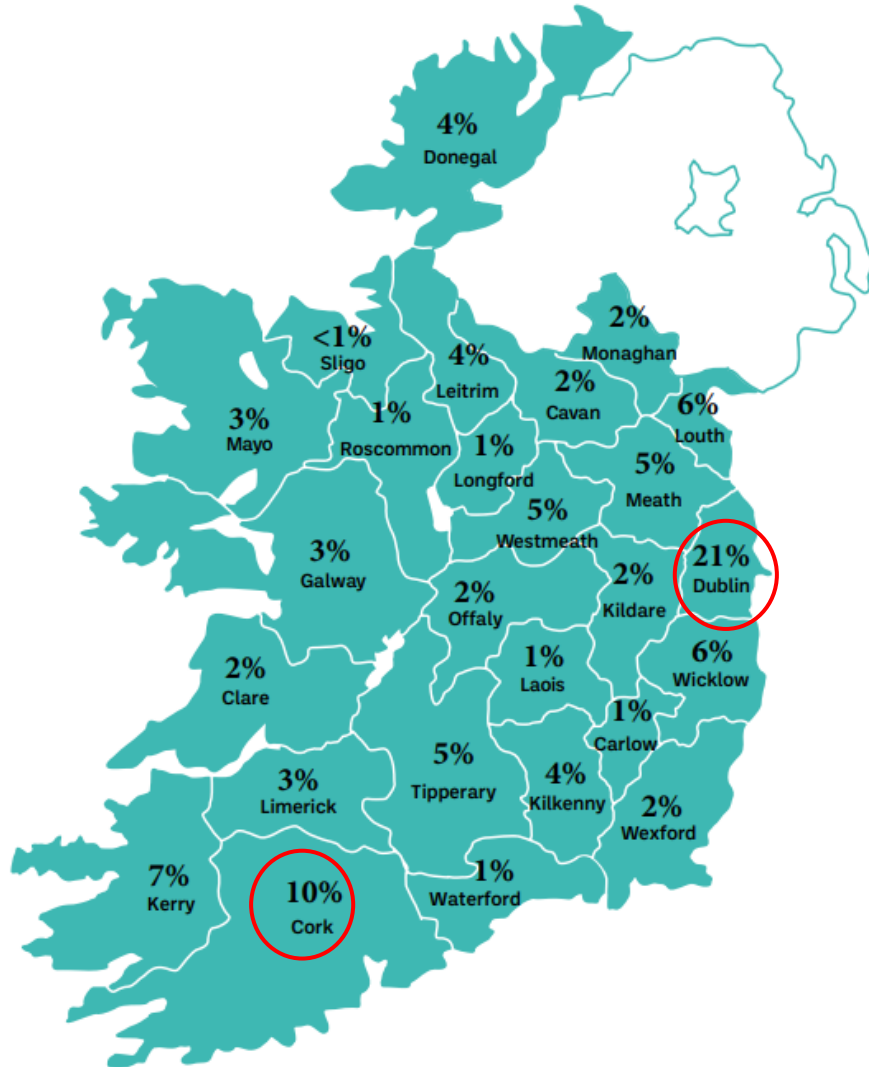
*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers.*



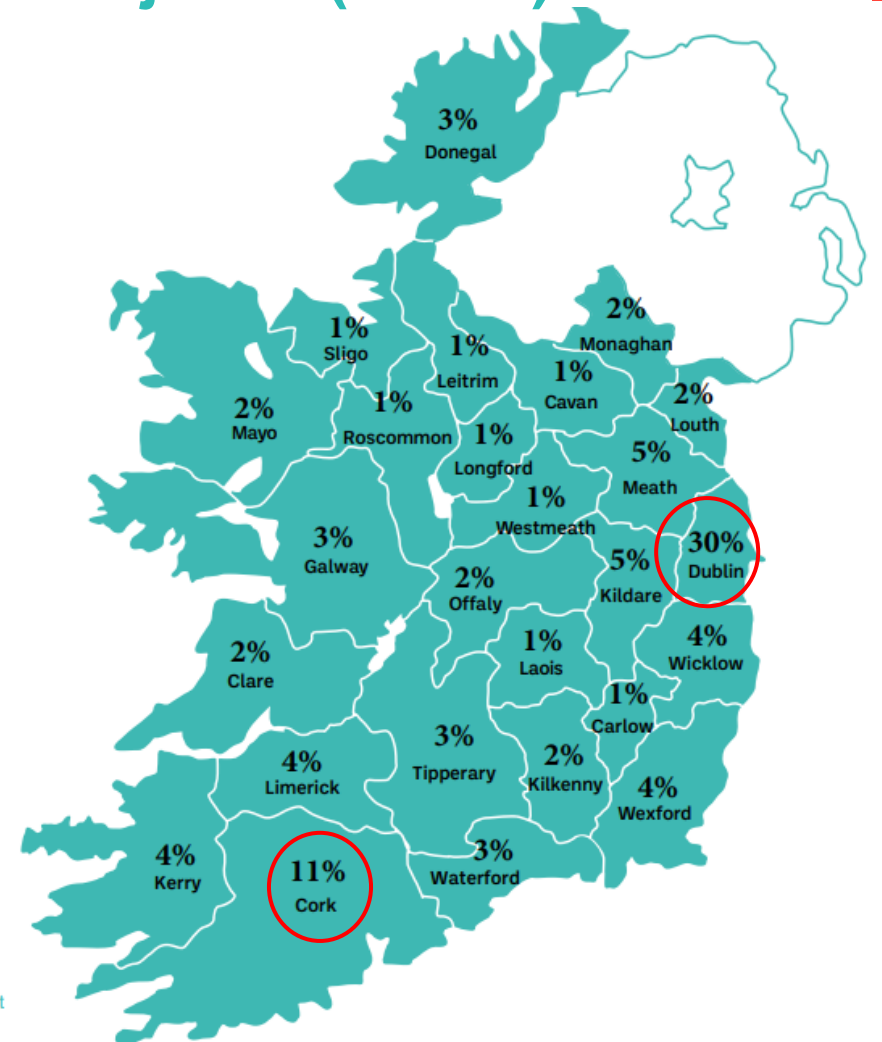
# Motorcyclist casualties by county



Fatalities (n=105)



Serious injuries (n=921)

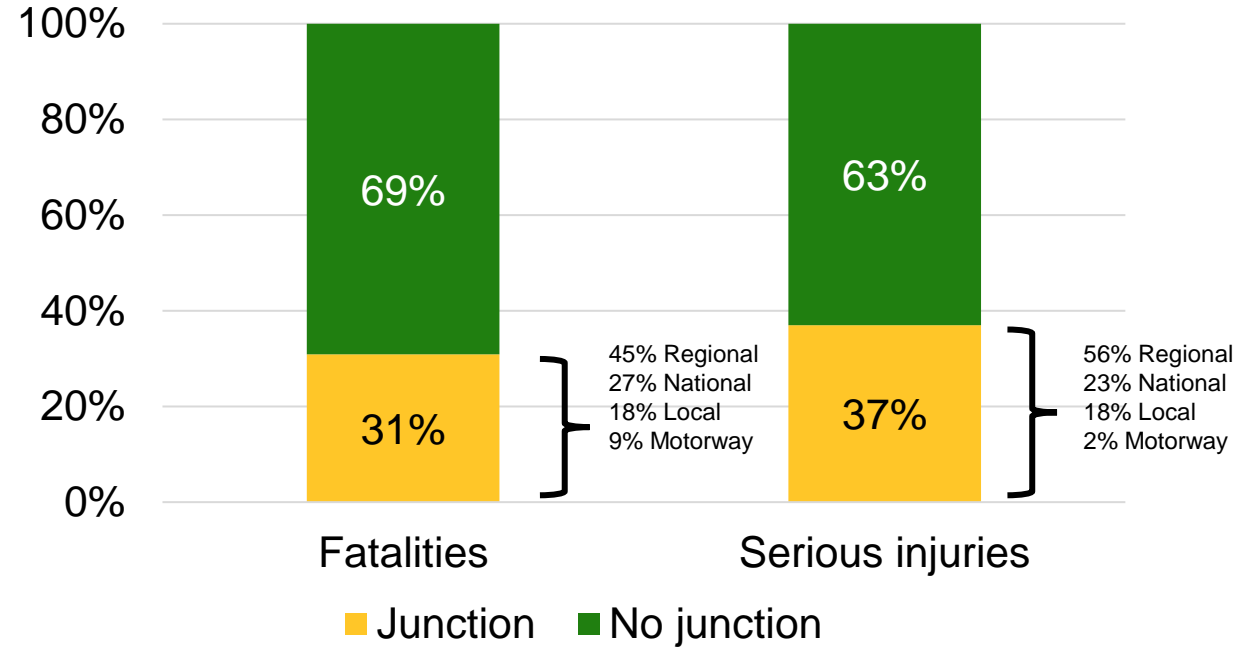
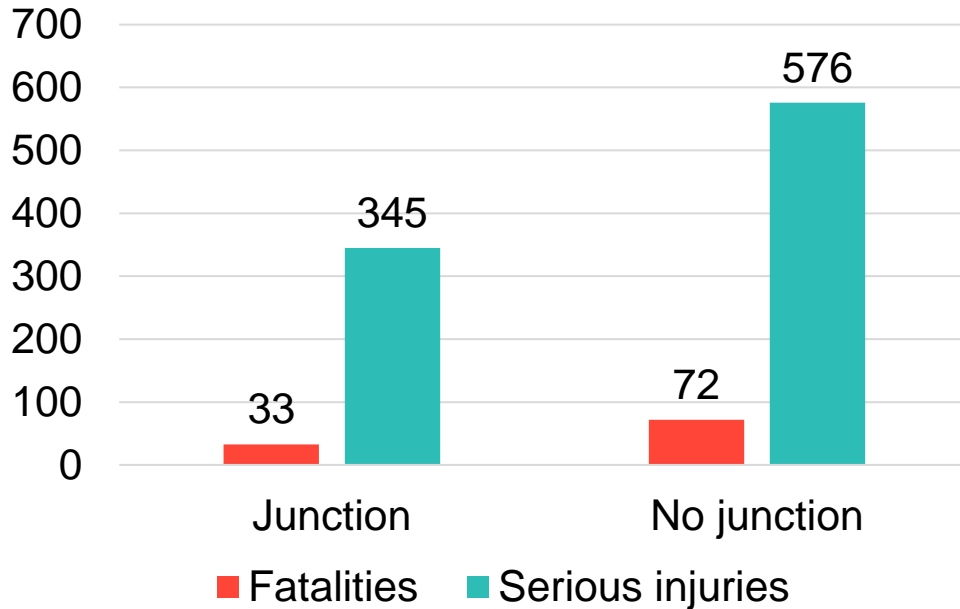


Please note: Data is current as of 31 March 2024



# Motorcyclist casualties by junction

2019-2023



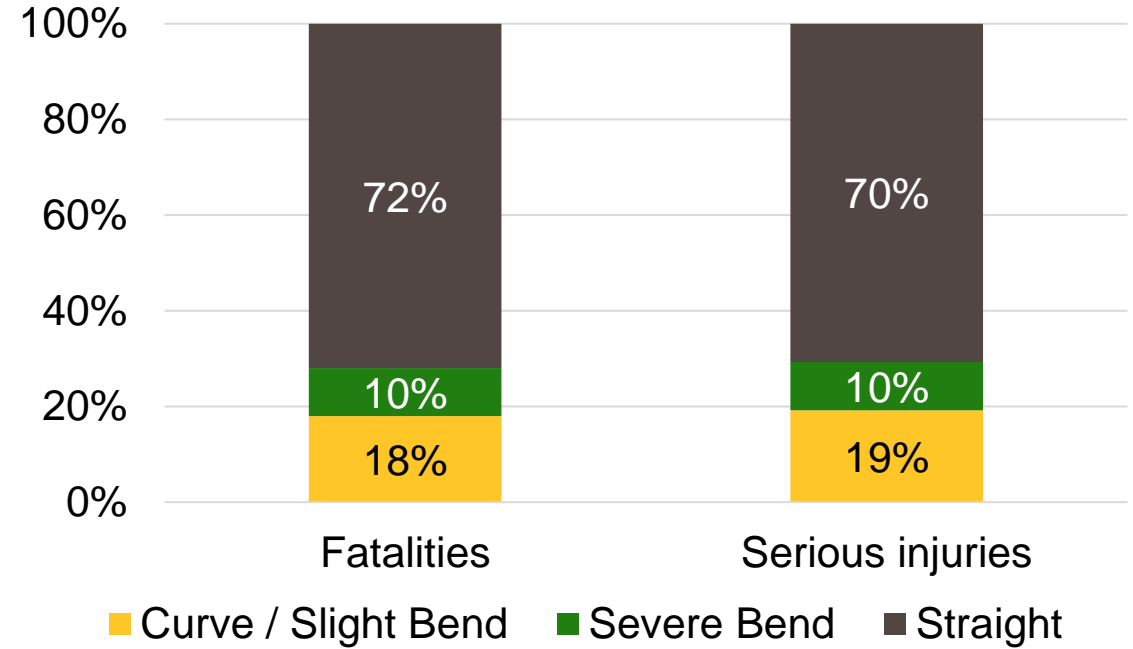
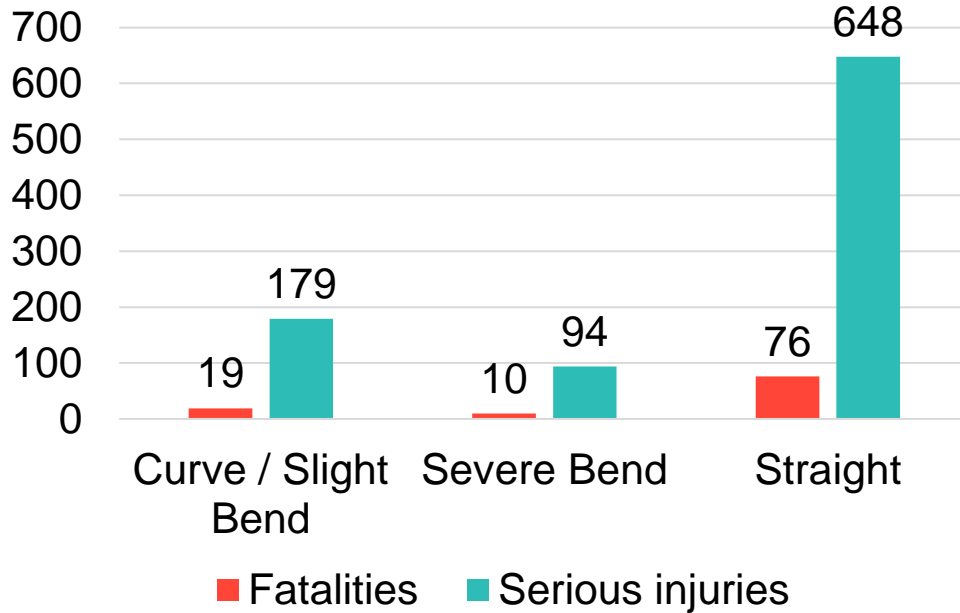
Of fatalities, 31% occurred at a junction, while 37% of serious injuries occurred at a junction.

Of those injured at a junction, the junction type was most likely to have been a T-junction (58% fatalities and 52% serious injuries at a junction occurred at a T-junction).

*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers.*

# Motorcyclist casualties by road character

2019-2023



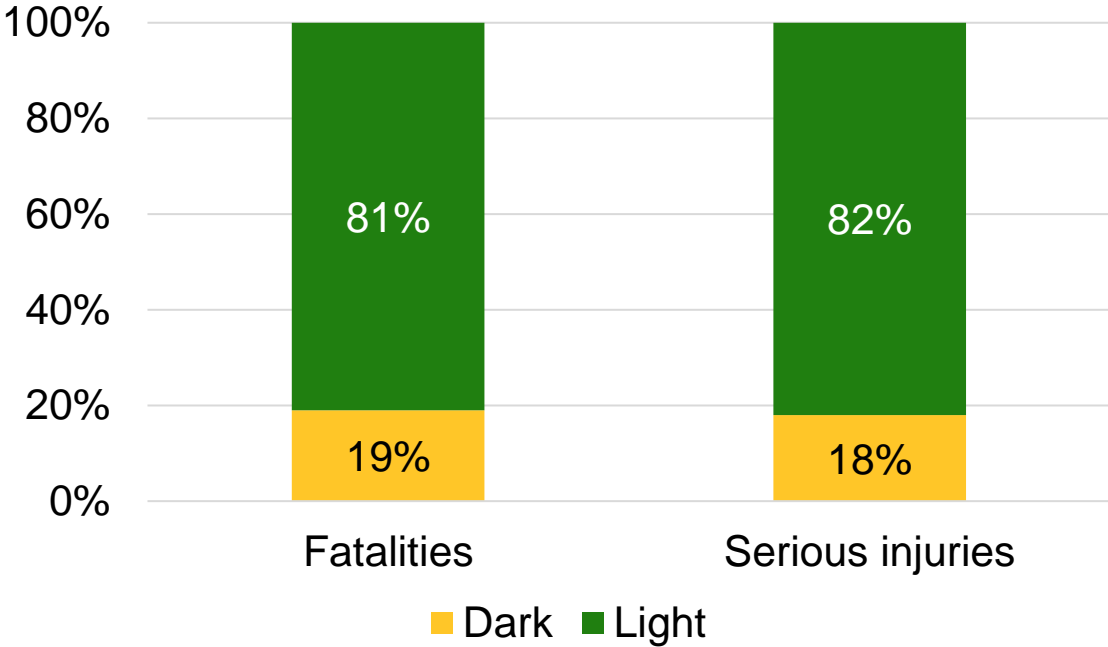
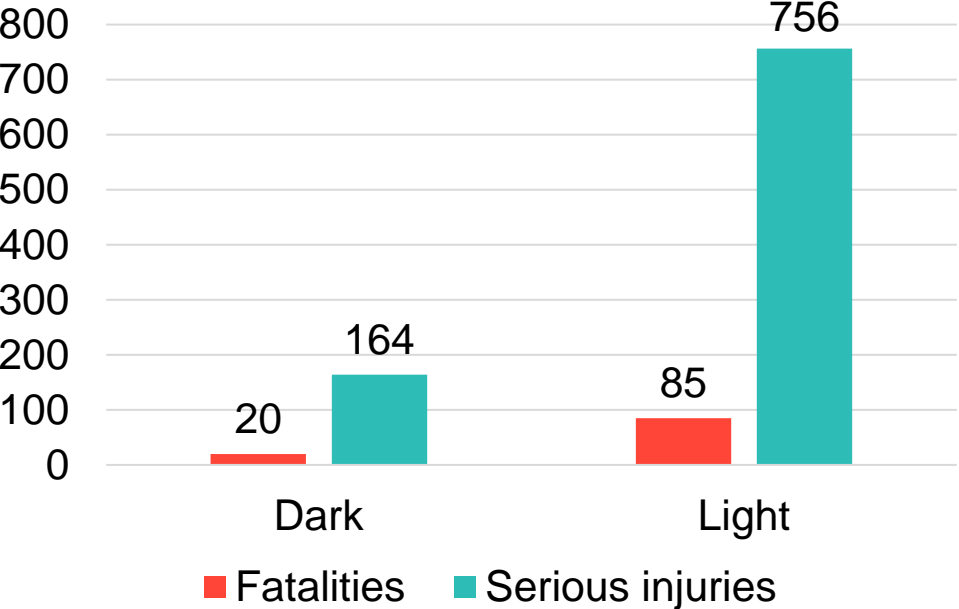
High proportions of fatalities (72%) serious injuries (70%) and occurred on a straight road.

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

# Motorcyclist casualties by light conditions



2019-2023



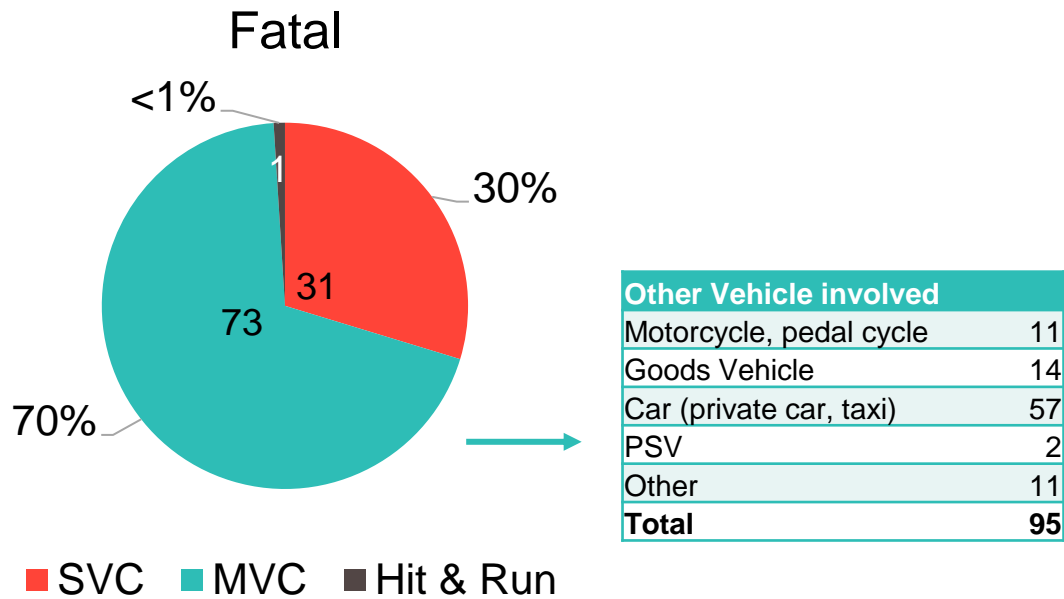
Four in five motorcyclist fatalities (81%) and motorcyclist serious injuries (82%) occurred in day light.

*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Light conditions unknown for one seriously injured motorcyclist.*

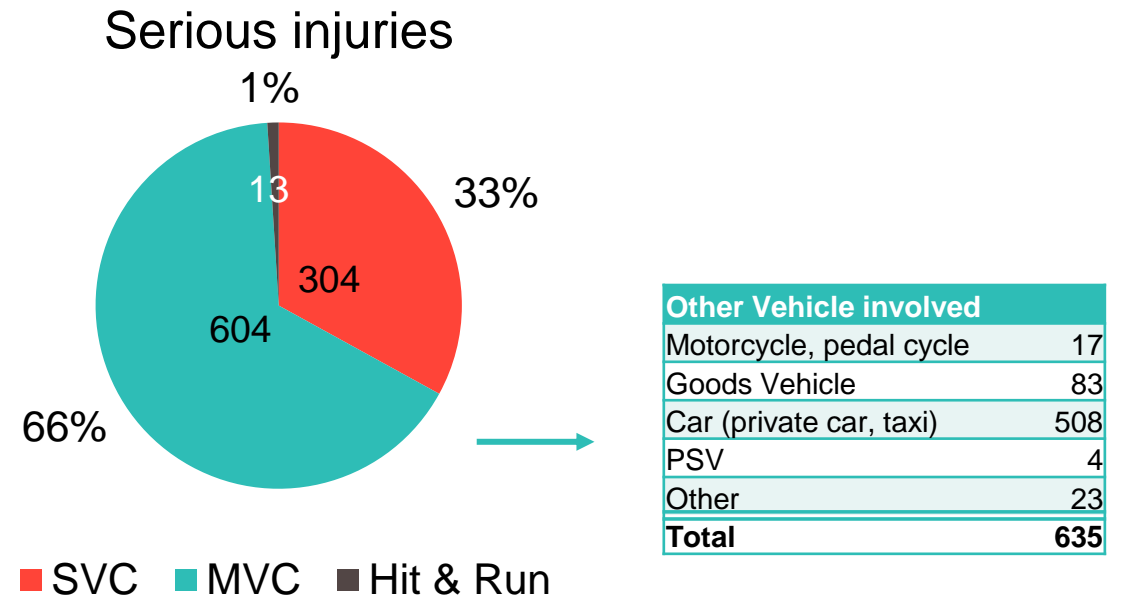


# Motorcyclist casualties by collision type

2019-2023



Of fatalities, 30% were involved in a single vehicle collision (SVC) and 70% were involved in a multiple vehicle collision (MVC). In multiple vehicle collisions, the other vehicle was most likely to be a car.



Of seriously injured motorcyclists, 33% were involved in a single vehicle collision (SVC) and 66% were involved in a multiple vehicle collision (MVC). In multiple vehicle collisions, the other vehicle was most likely to be a car.




Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. A single vehicle collision involved the motorcyclist's motorcycle only, while a multiple vehicle collision involved at least one other vehicle.

# Motorcyclist and Driver Actions




## Collisions where a motorcyclist was fatally injured

2019-2023

### Single vehicle collisions

-  All 31 fatally injured motorcyclist were driving forward
-  58% (18) of the 31 motorcyclists fatally injured lost control
-  7 collided with a “Road Edge ditch”, and a further 6 collided with a “wall”.

### Multi-vehicle collisions\*

-  84% (62) of the 74 motorcyclists fatally injured were driving forward, while 15% (11) were attempting to overtake, one action unknown.
-  54% (51) of other 95 vehicles involved were driving forward, while 24% (23) were turning right.
-  Failure to observe was the most frequently noted action for the other driver (16, 17%); and for the motorcyclist (13, 18%).

*Note, figures are provisional and subject to change. \*Here Multi-vehicle collisions include hit and run collisions referenced on the previous slide.*






# Motorcyclist and Driver Actions




## Collisions where a motorcyclist was seriously injured

2019-2023

### Single vehicle collisions

-  87% (264) of the 304 seriously injured motorcyclist were driving forward
-  49% (148) of the 304 motorcyclists seriously injured lost control
-  22% (66) collided with a “Road Edge-ditch”

### Multi-vehicle collisions\*

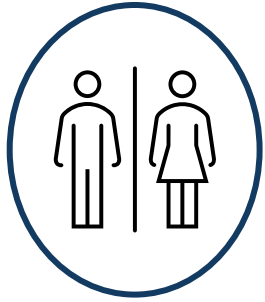
-  80% (493) of the 617 motorcyclists seriously injured were driving forward, while 10% (64) were attempting to overtake.
-  36% (226) of other 635 vehicles involved were turning right, and 35% (222) were driving forward.
-  Failure to observe was the most frequently noted action for the other driver (24, 38%); and for the motorcyclist (143, 23%).

*Note, figures are provisional and subject to change. \*Here Multi-vehicle collisions include hit and run collisions referenced on the previous slide.*

# Summary of motorcyclist casualties, 2019-2023

VISION  
ZERO

RSA



## Age and gender

There has been an increasing trend in motorcyclist fatalities over the last five years.

Over four in five (83%) casualties were **aged 16-55 years**.

Casualties were most likely to be **male**.



## Time, day, month

A third (34%) of casualties were injured between **4pm and 8pm**.

**Sunday** was the most dangerous day (20%) for motorcyclist casualties

Steady increase in **serious injuries** from **January to June**, with the **peak-time** for serious injuries between **May and September**.



## Location

Seven in ten fatalities occurred on **rural roads**, over half of serious injuries occurred on **urban roads**.

High proportions of injuries were **not** sustained **at a junction**, and **majority** were sustained on **straight road**.



## Collision type

Eight in ten casualties were injured in **daylight**.

Over two thirds (67%) of casualties were injured in **multiple vehicle collisions**.

**Failure to observe** was the most frequently noted action for the motorcyclist and the other driver.

*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers.*