



RSA

Pedestrian spotlight report: fatalities and serious injuries

2018-2022

Data is current as of 27 July 2023

Prepared by the Research Department of the RSA

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Background

- This report provides an overview of **fatalities and serious injuries among pedestrians** 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



Report Outline

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

- Summary statistics on pedestrian fatalities 2018-2022

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

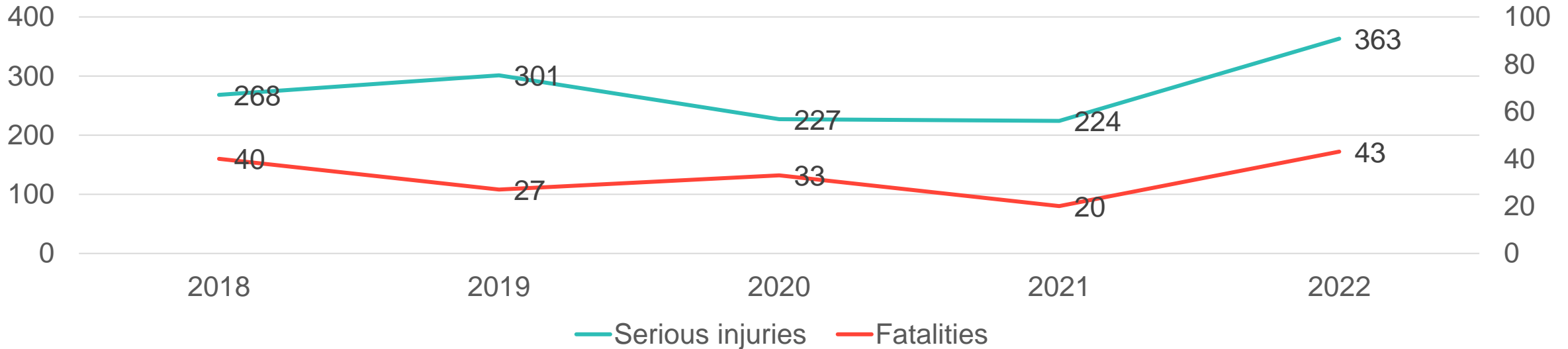


Trend of pedestrian fatalities and serious injuries

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2018-2022



- Between 2018 and 2022, 163 pedestrians were fatally injured, and 1,383 pedestrians were seriously injured.
- An average of 33 pedestrians were fatally injured and an average of 277 pedestrians were seriously injured each year during this five-year period.
- Pedestrians represented 23% of fatalities and 20% of serious injuries during this time period.
- For every pedestrian fatality there were approximately 8 pedestrians seriously injured.

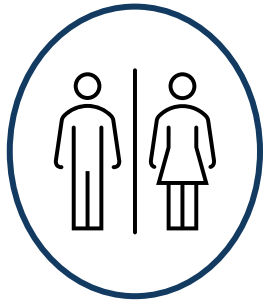
Note, figures for 2020-2022 are provisional and subject to change. There can be fluctuations in serious injury numbers until such a time as the data is deemed to be final.



Pedestrian fatalities, 2018-2022 (n=163)

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Age and gender

The greatest share of pedestrian fatalities was among those aged **75+ years (37, 23%)**.

pedestrian fatalities most likely to be **male (107, 66%)**.



Time and day

Over half (84, 52%) of pedestrian fatalities occurred between **4pm and midnight**.

Over a third (**59, 36%**) of pedestrian fatalities occurred **between Tuesday and Wednesday**.



Location

Half (82, 50%) occurred on an **urban road*** and **half (81, 50%)** occurred on a **rural road***.

Dublin (29, 18%) and **Cork (19, 12%)** were the two counties which saw the largest number of pedestrian fatalities.

Almost a fifth (**27, 17%**) of fatalities occurred **at a junction**.



Collision type

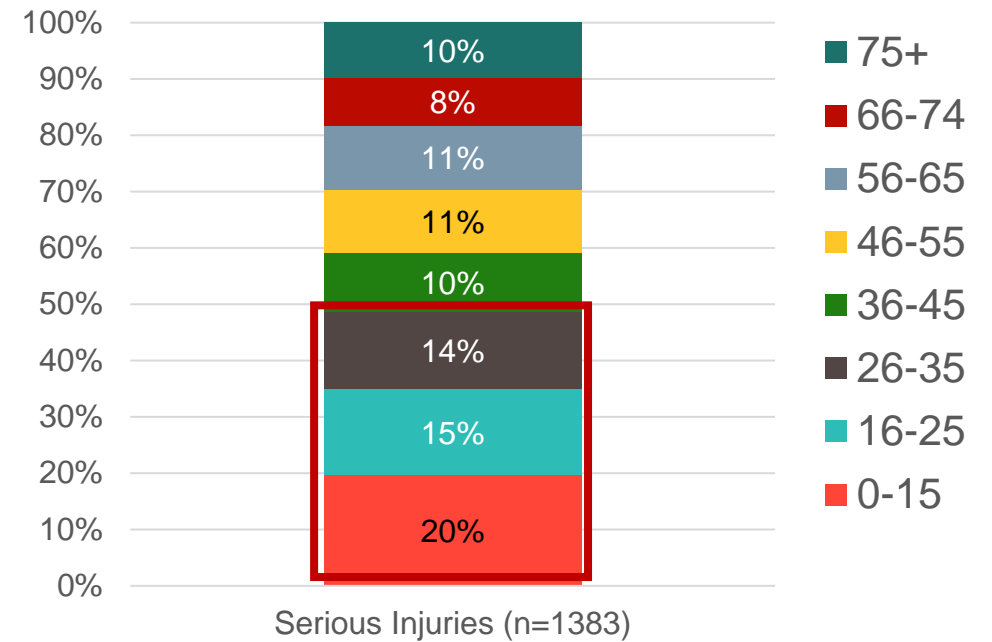
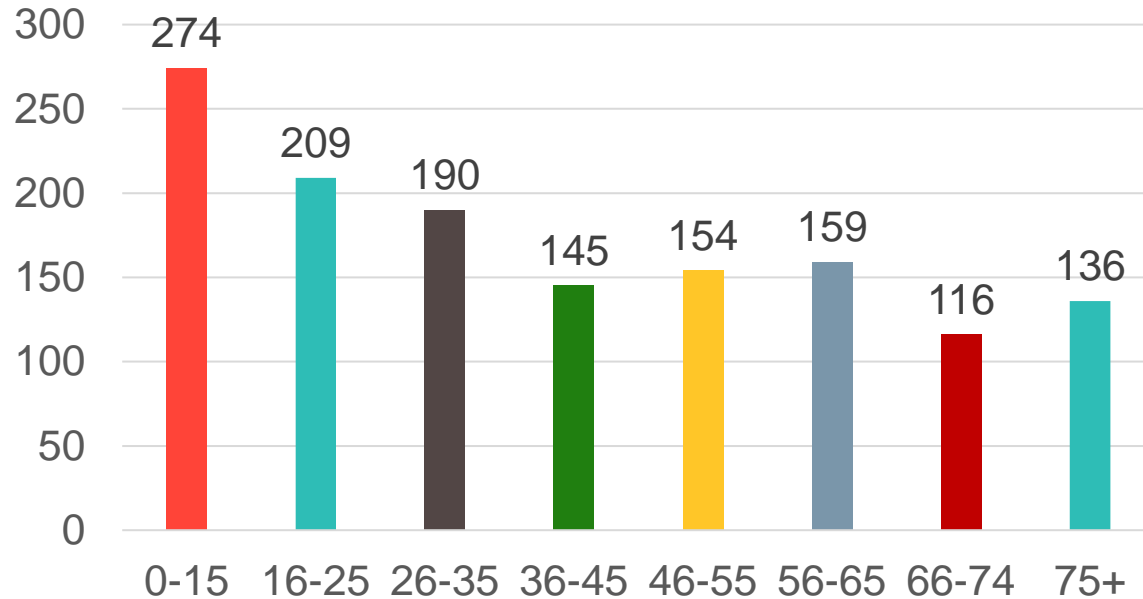
Of the 186 vehicles involved, a large proportion of vehicles involved in the fatal collisions was a **car (114, 61%)**.

Heavy goods vehicles represented **16% (30)**, and **Light goods vehicles 15% (28)** of vehicles involved.

*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*

Pedestrian serious injuries by age group

2018-2022



Almost half of pedestrian serious injuries are among those aged 35 years or less (673, 49%).

A fifth (274, 20%) of seriously injured pedestrians were aged 0-15 years, of which 93% were injured on an urban road (speed limit ≤ 60 km/h) and 68% were injured between the hours of 2pm and 8pm.

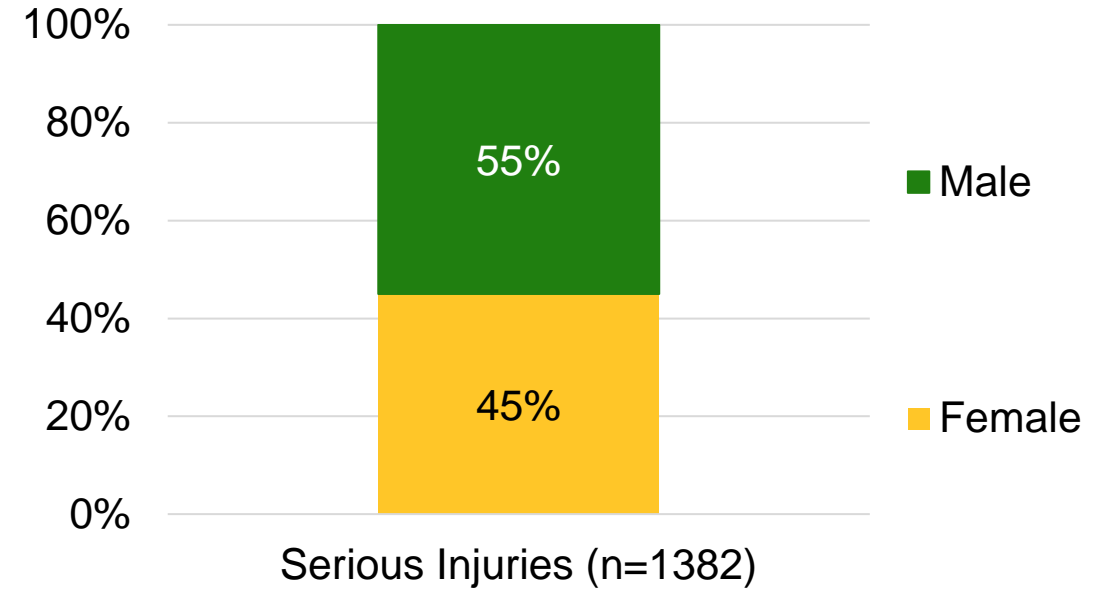
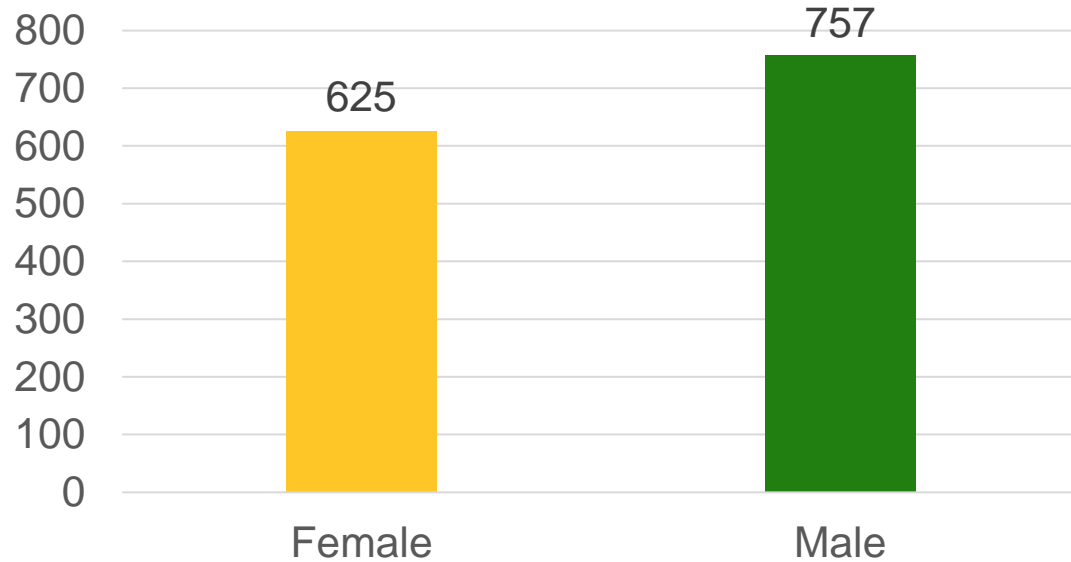
Note, figures are provisional and subject to change. Percentages do not add to 100% due to rounding of percentages.

Pedestrian serious injuries by gender

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2018-2022

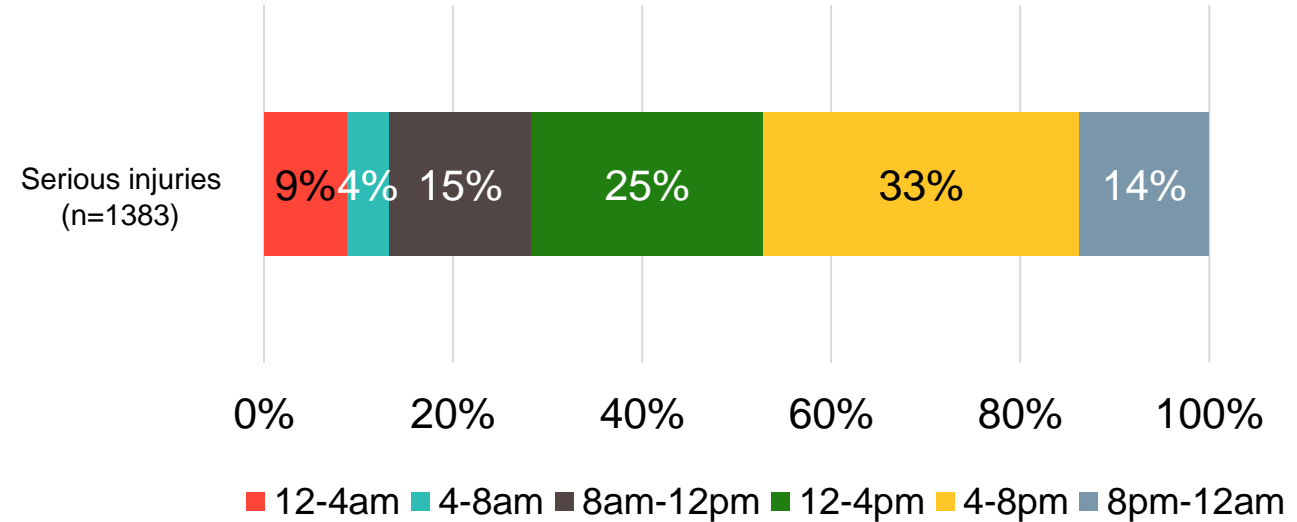
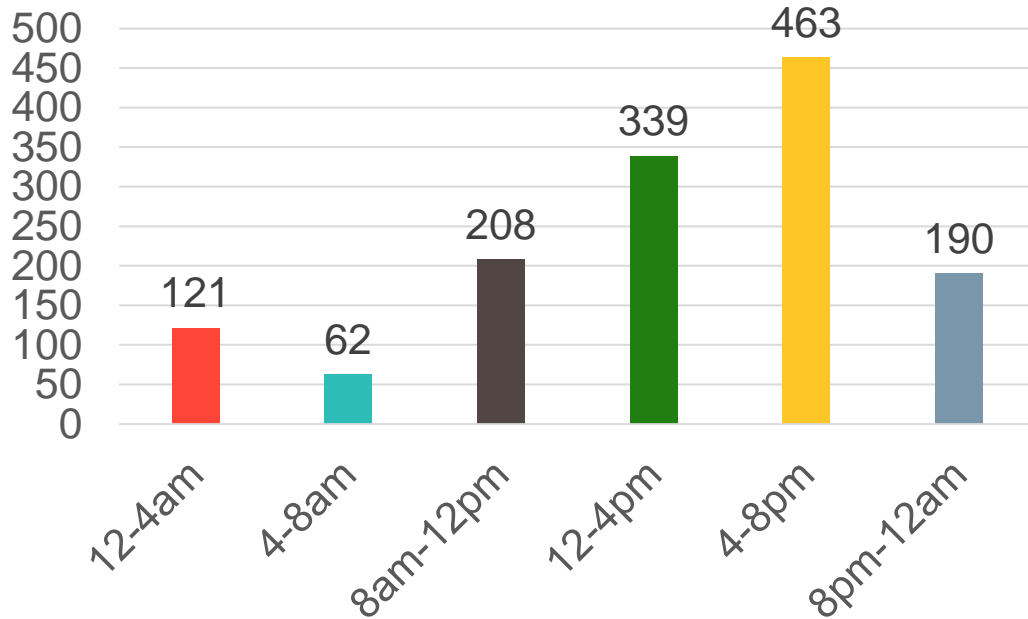


Of seriously injured pedestrians, slightly over half (55%) were male.

Note, figures are provisional and subject to change. Note, gender of one seriously injured pedestrian is unknown.

Pedestrian serious injuries by time of day

2018-2022



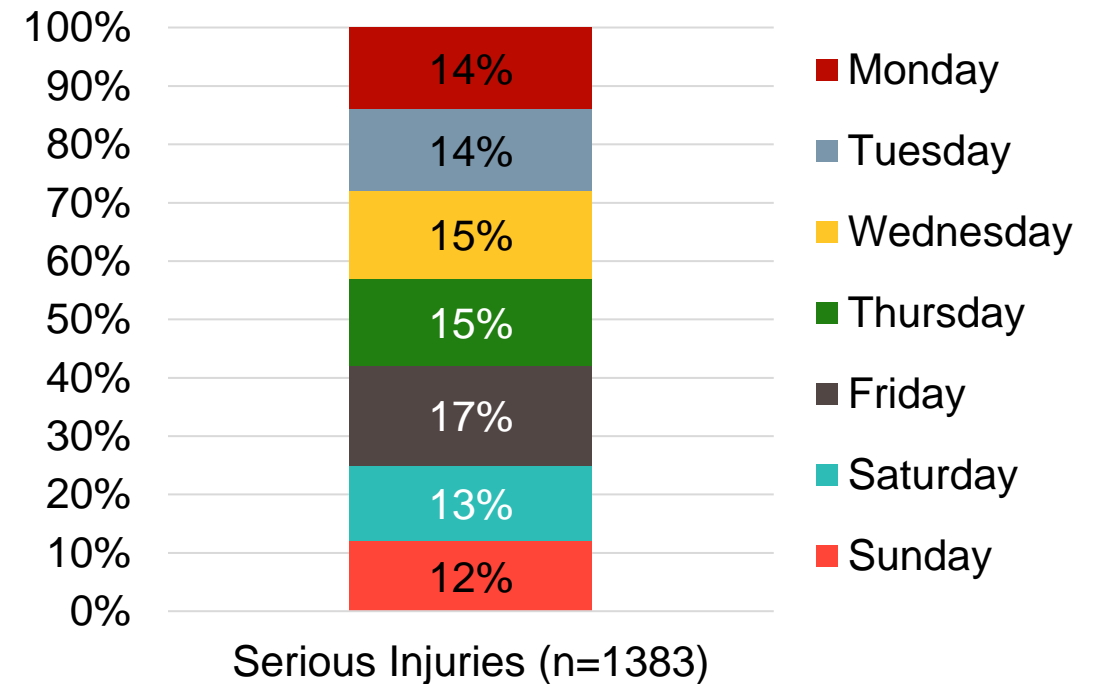
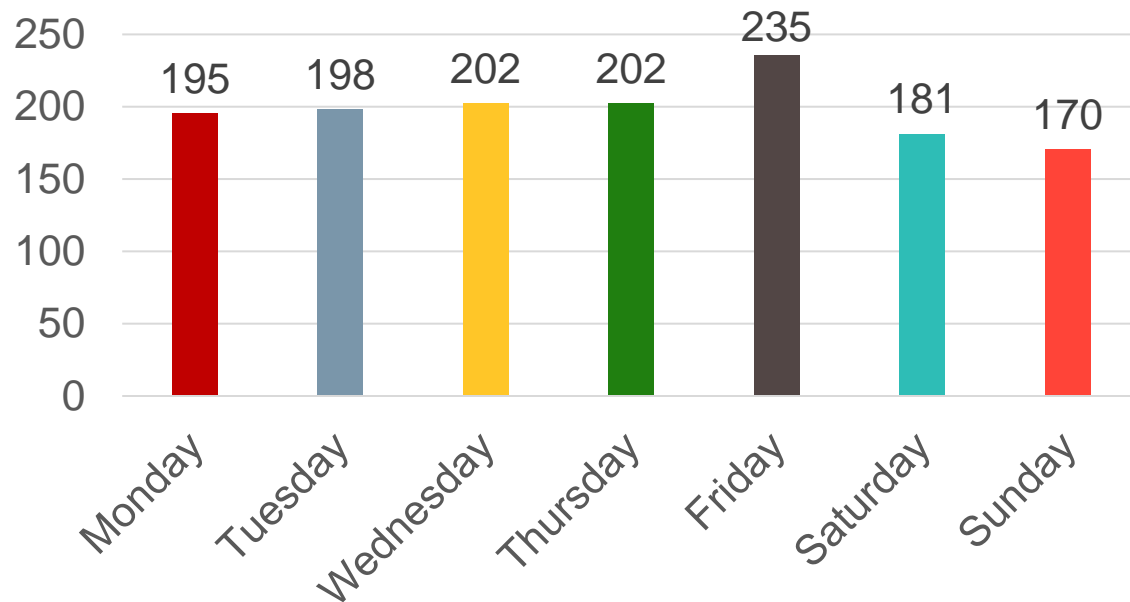
- Almost three in five pedestrian serious injuries (802, 58%) occurred between 12pm-8pm.
- Over a fifth sustained serious injuries late at night and in early morning (311, 22% between 8pm-4am).

Note, figures are provisional and subject to change.



Pedestrian serious injuries by day of week

2018-2022



Of serious injuries, 17% (235) occurred on a Friday, of which 61% (143) occurred between midday and 8pm. Weekends (Saturday and Sunday) show lower numbers of injuries compared to weekdays.

Note, figures are provisional and subject to change.

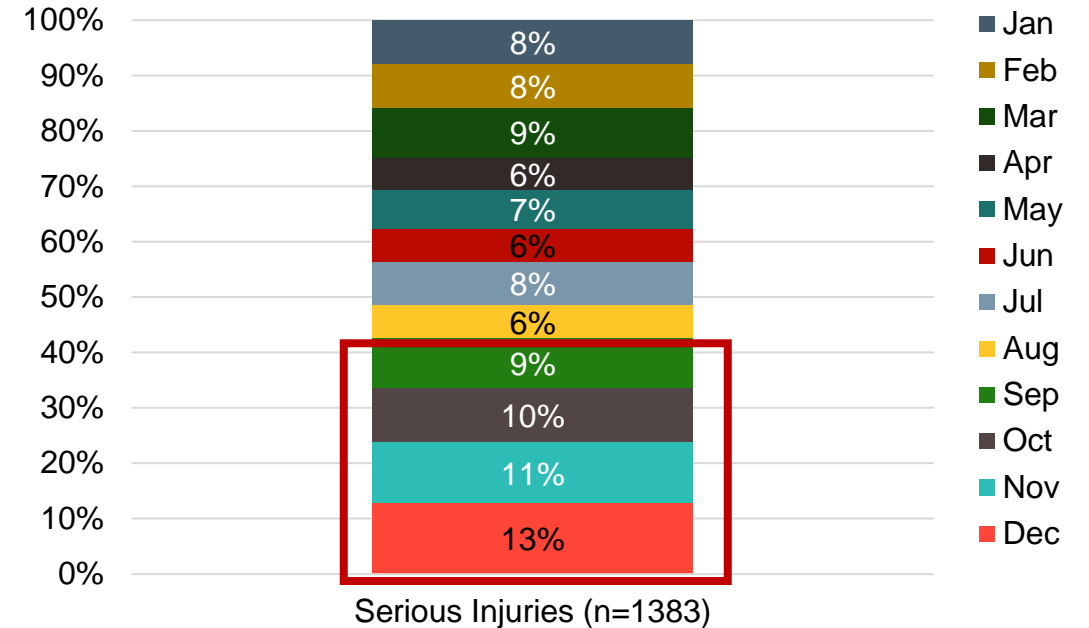
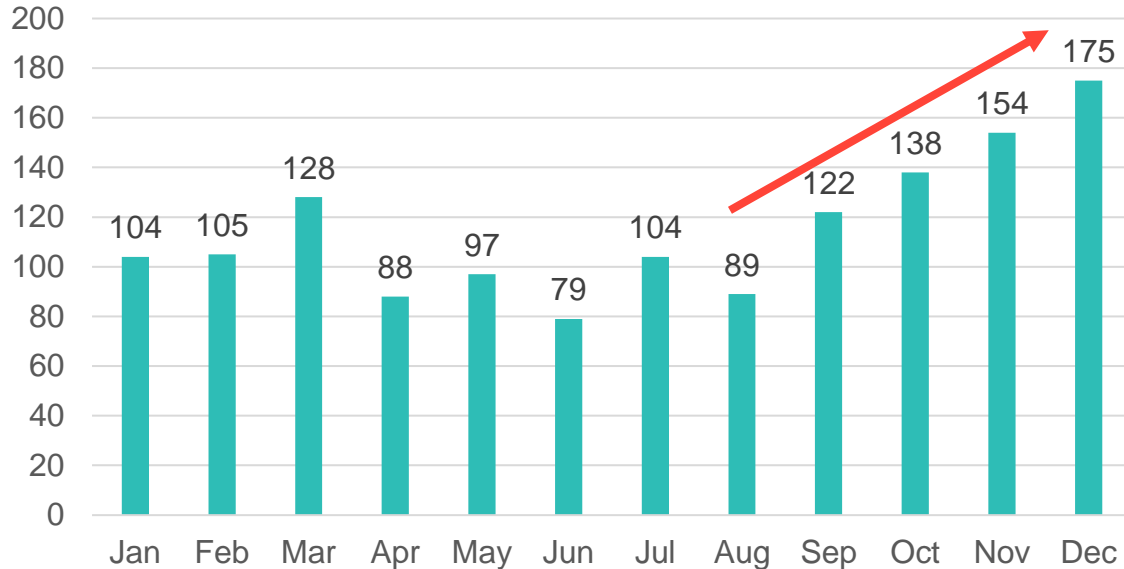


Pedestrian serious injuries by month of year

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2018-2022



Serious injuries among pedestrians increased consistently from Autumn to Winter with the highest figures occurring in December (175, 13%).

Of the 467 (34%) injuries which occurred during Q4 (Oct-Dec), 52% (239) occurred in hours of darkness.

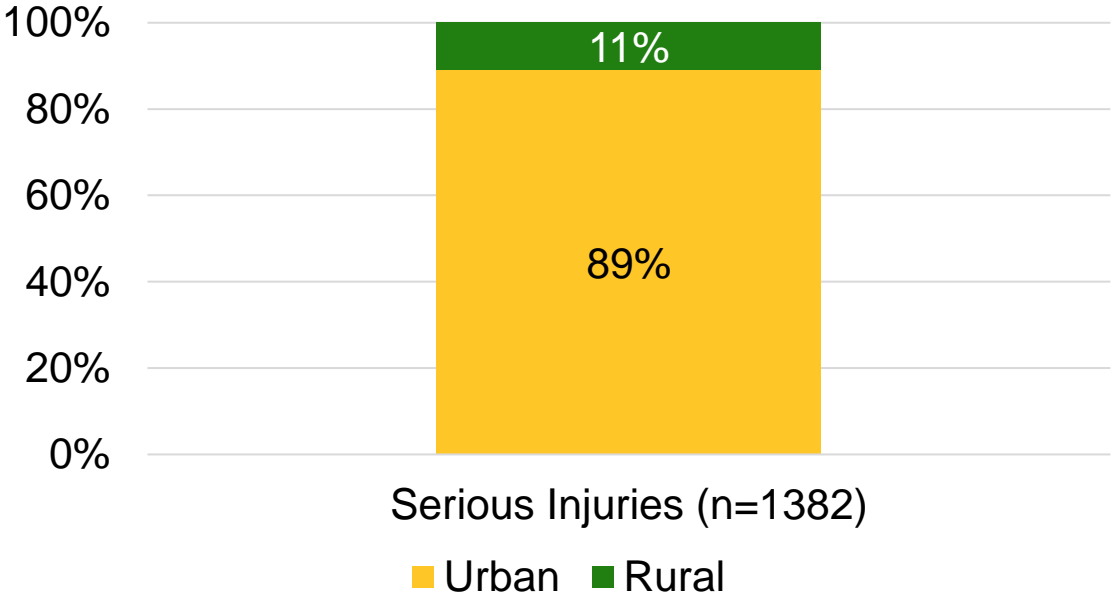
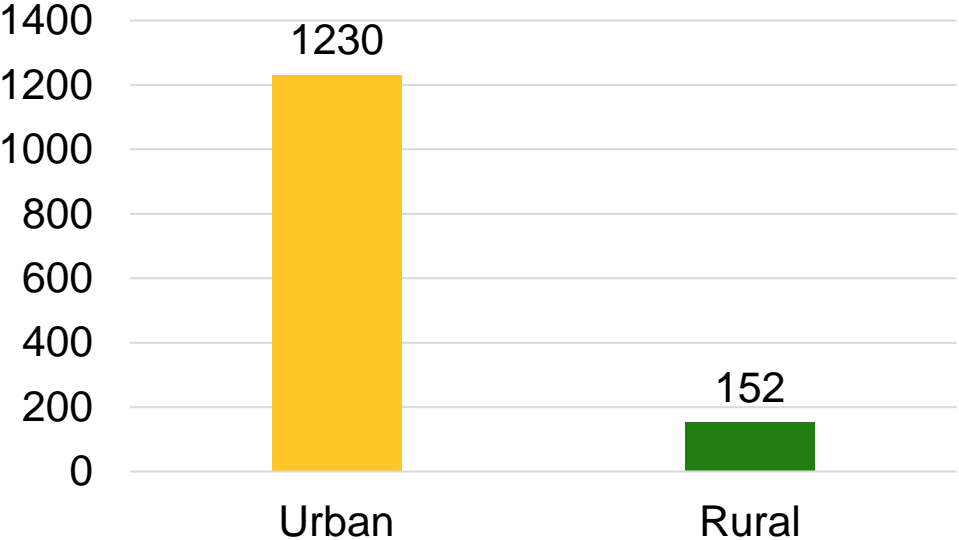
Note, figures are provisional and subject to change. Percentages do not add to 100% due to rounding of percentages.



Pedestrian 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**.

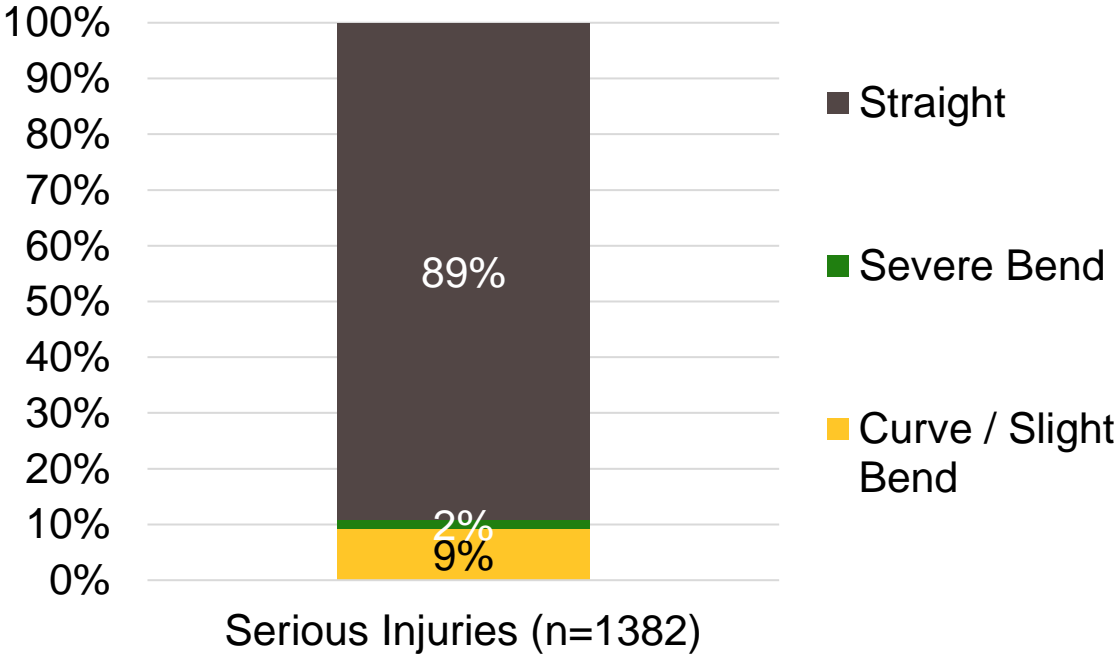
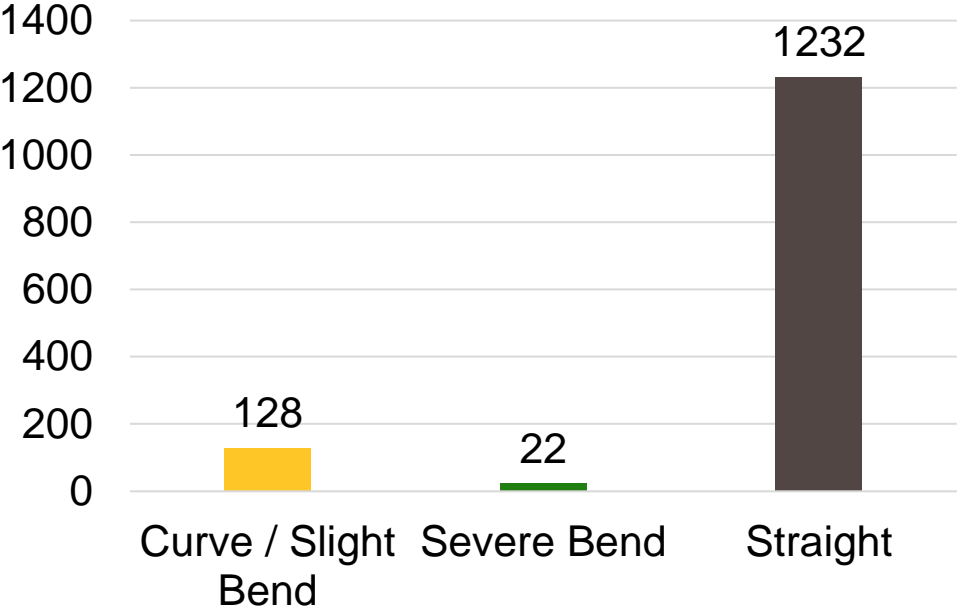
Almost nine in ten pedestrian serious injuries occurred on urban roads (1230 , 89%).

Note, figures are provisional and subject to change. Speed limit unknown for one seriously injured pedestrian.



Pedestrian serious injuries by road character

2018-2022



Majority of serious injuries occurred on a straight road.

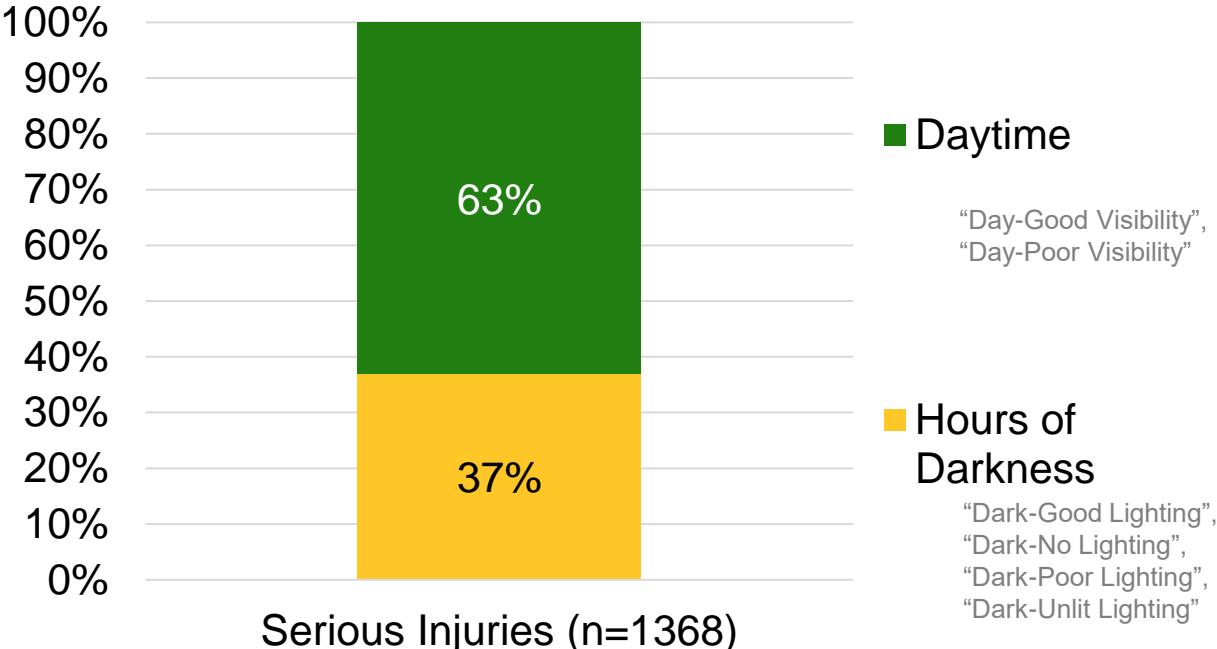
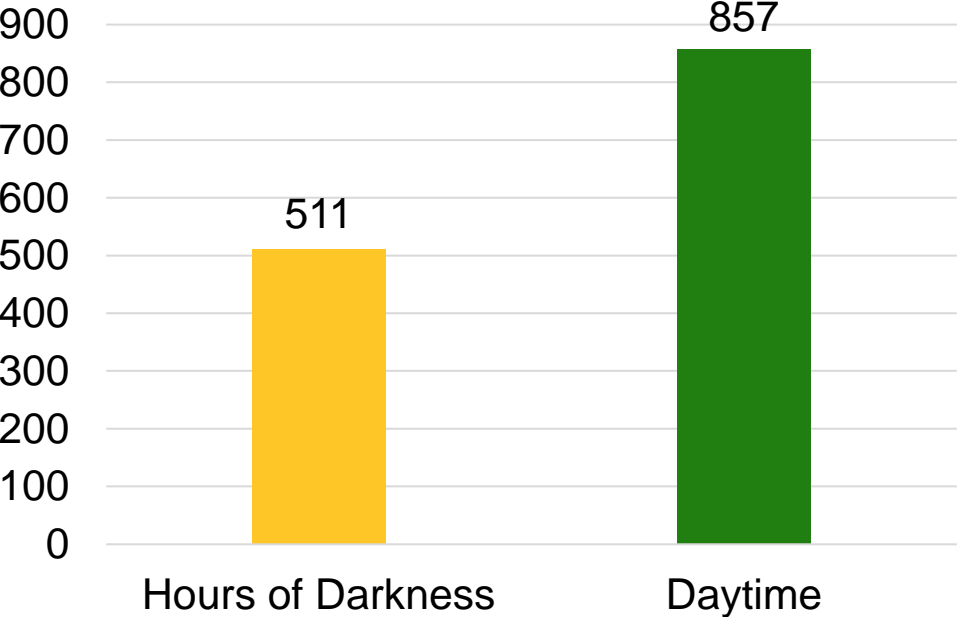
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pedestrian serious injuries by light conditions



2018-2022



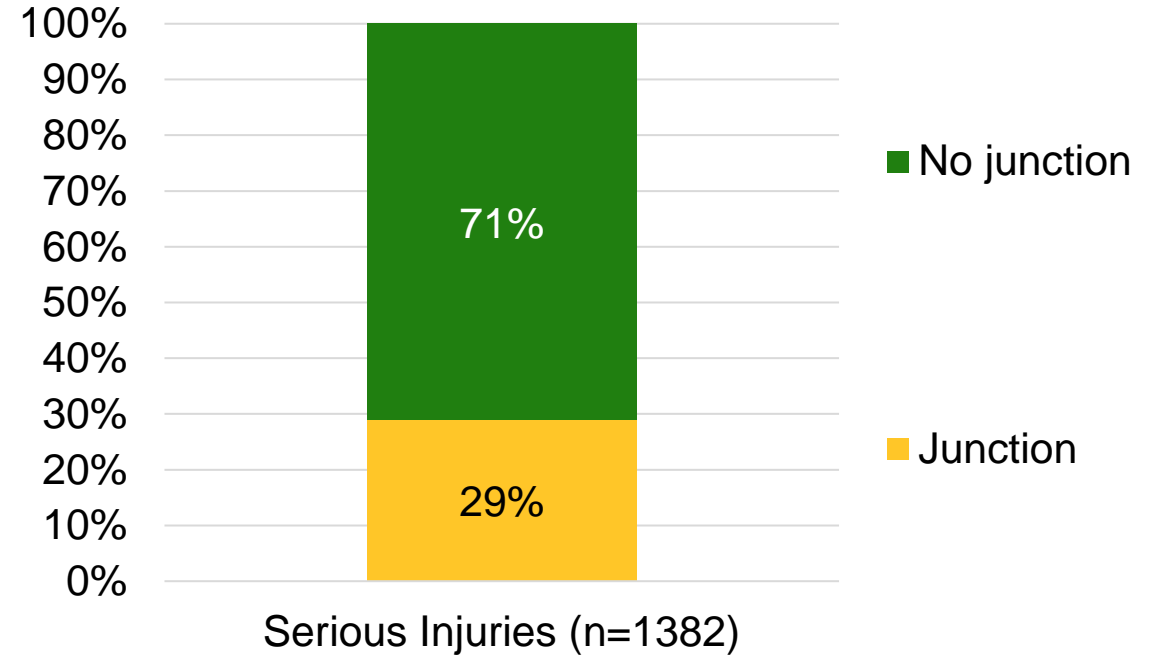
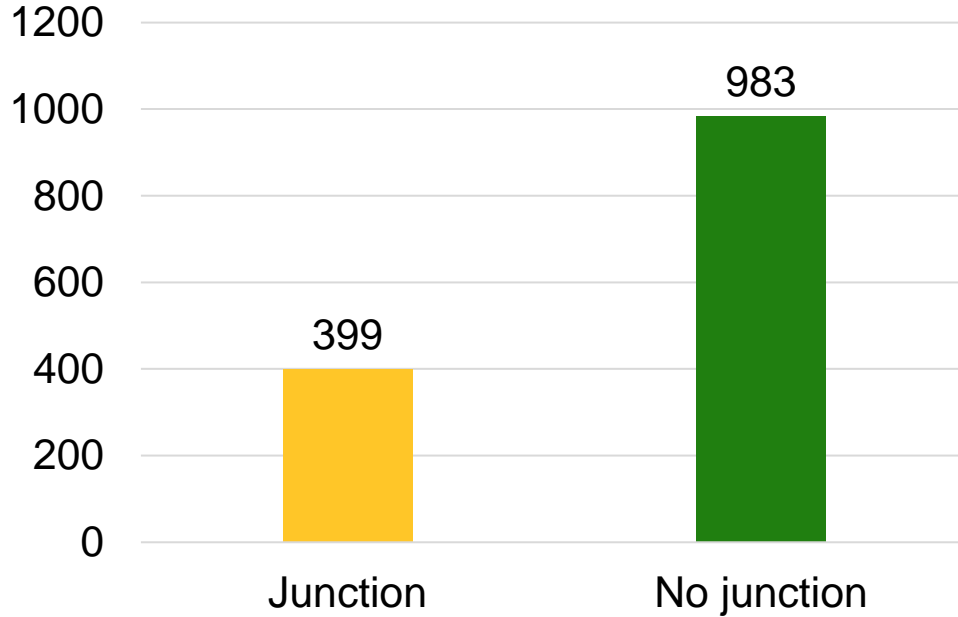
Approximately three in five pedestrian serious injuries (857, 63%) occurred in daytime.

Note, figures are provisional and subject to change. Light conditions unknown for 15 seriously injured pedestrians.



Pedestrian serious injuries by junction

2018-2022



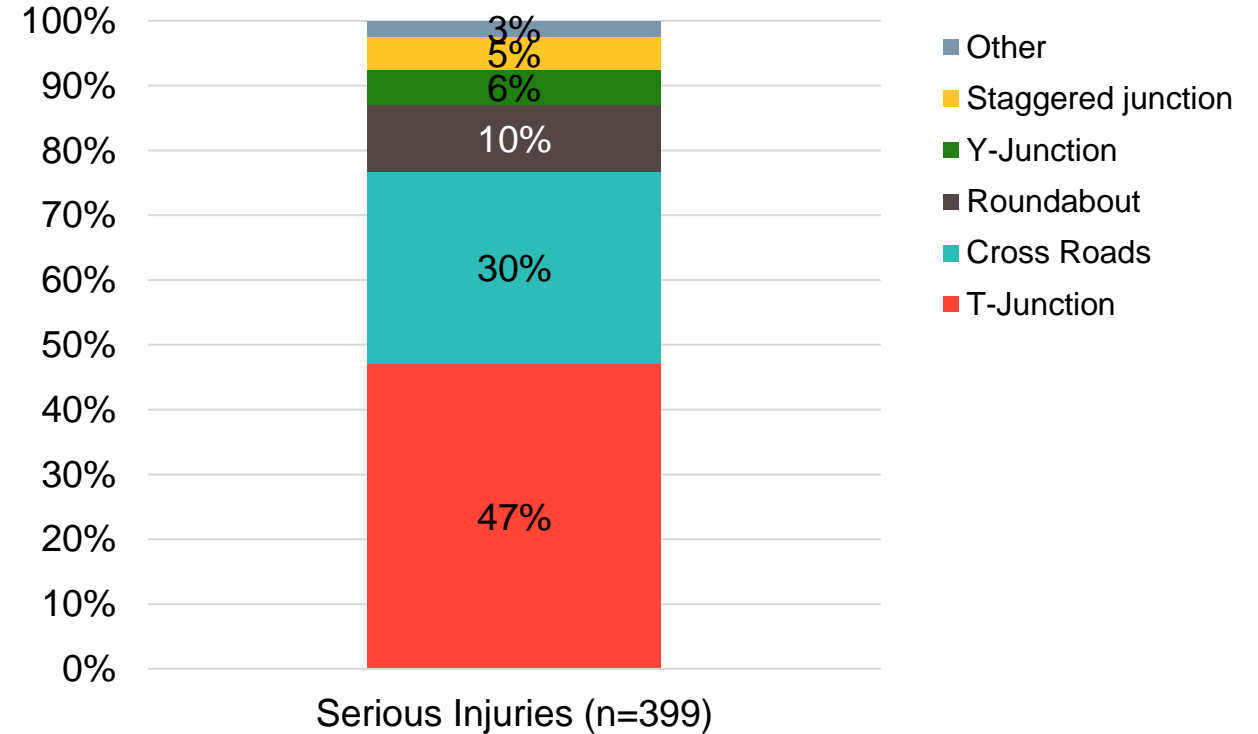
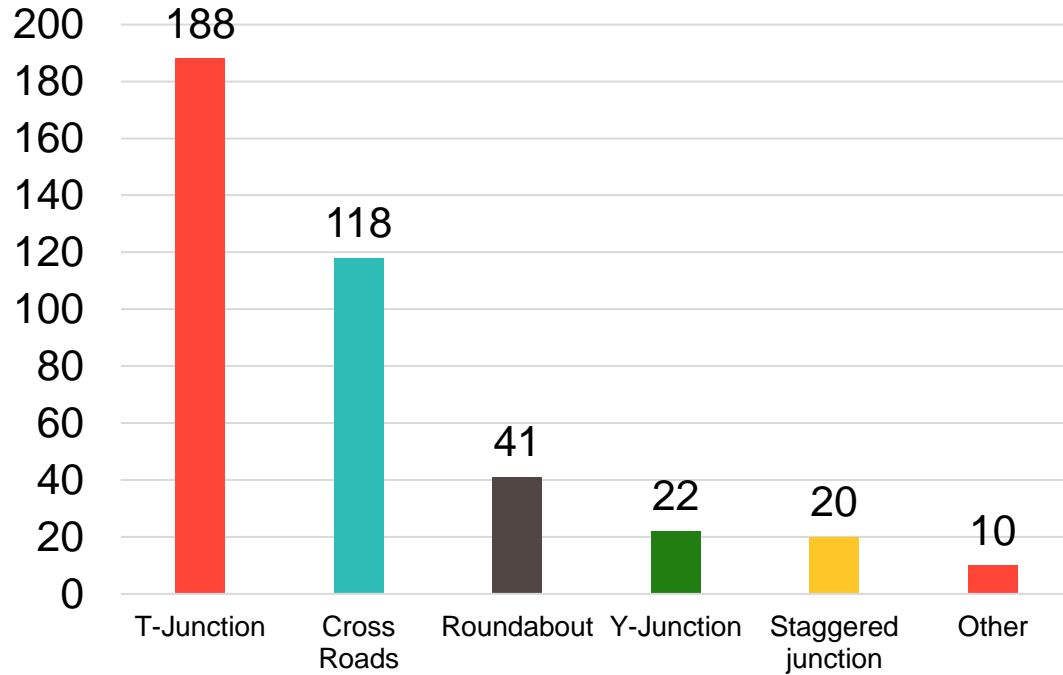
29% (399) of pedestrian serious injuries occurred at a junction.
 95% of the 399 serious injuries at a junction occurred on urban roads*.
 Of those which were injured when there was no junction.

*Note, figures are provisional and subject to change. Junction information unknown for one seriously injured pedestrian. *Urban roads have a speed limit of 60km/h or less.*



Pedestrian serious injuries at a junction

2018-2022



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

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



Pedestrian serious injuries by collision type

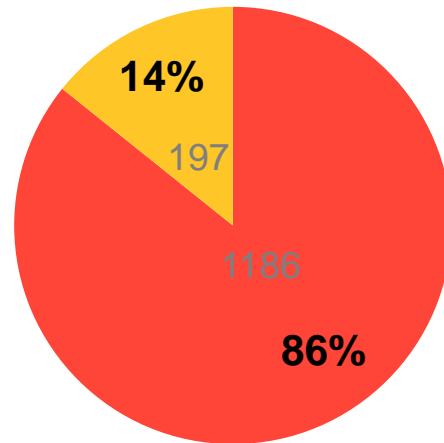
2018-2022

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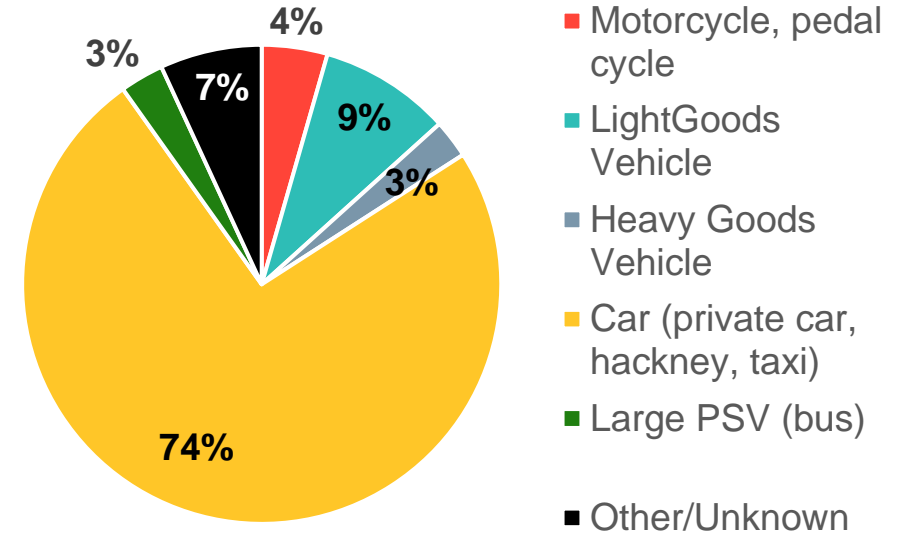
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Serious injuries (n=1,383)

- Driver of the vehicle remained at the scene
- Driver of the vehicle failed to remain at the scene (Hit and Run)



Vehicles involved (n=1,352)



- Cars and light goods vehicles were most frequently involved (83% of vehicles involved).
- Of the 1,352 vehicles involved, vehicles were most likely to be driving forward (971, 72%) and a lesser proportion were turning right (97, 7%)

Note, figures are provisional and subject to change.

Actions* of road users involved

2018-2022

**These actions are the opinion of the Garda based on provisional information at the early stage of the investigation.*

Of the 1,383 seriously injured pedestrians:

- 21% (286) failed to observe
- 17% (233) were crossing the road at the time of the collision
- 4% (62) were standing in the roadway
- 3% (43) disobeyed traffic signal

Of the 1,212 other road users in control of the vehicles involved:

- 30% (363) failed to observe
- 3% (32) were blinded by the sun/headlights
- 3% (31) Failed to stop or yield

Note, figures are provisional and subject to change. Pedestrians may have had more than one associated action.



Pedestrian serious injuries by county



2018-2022

Dublin and Cork saw the largest number of seriously injured pedestrians, with over half of pedestrian serious injuries occurring between Dublin (41%) and Cork combined (10%).

County	Serious Injuries (n=1383)	
	n	%
Dublin	569	41%
Cork	143	10%
Galway	71	5%
Limerick	68	5%
Kildare	60	4%
Louth	47	3%
Donegal	39	3%
Meath	39	3%
Wexford	32	2%
Wicklow	32	2%
Kerry	30	2%
Other counties	253	18%
Total	1383	100%

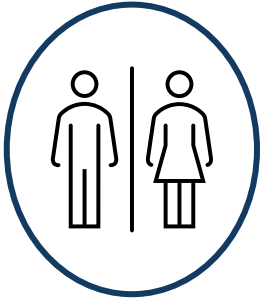
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Summary: Pedestrian serious injuries, 2018-2022

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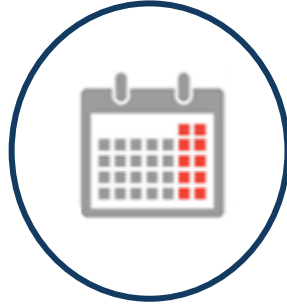


Age and gender

Almost half were aged **35 years or less** (49%).

A fifth (20%) were aged **15 years or less**.

Slightly over half (55%) were **male**.



Time, day, month

Almost three in five (58%) occurred between **12pm-8pm**

17% occurred on a **Friday**, and **a third** (34%) in **quarter 4** (Oct-Dec).



Location

Almost nine in ten pedestrian serious injuries occurred on **urban roads**; **four in ten** occurred in **Dublin**.

Three in ten occurred at a **junction**; **majority** of injuries sustained on a **straight road**.



Collision type

Vehicle involved was most commonly a **car or light goods vehicle**

1 in 7 (14%) pedestrians were seriously injured in a **hit and run**.

A fifth of pedestrians **failed to observe**, while **17%** were **crossing the road** at the time of the collision.

Of the other Road Users involved, **30%** **failed to observe**.

Note, figures are provisional and subject to change.



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Pedestrian spotlight report: fatalities and serious injuries

2023

Data is current as of 25 January 2024

Prepared by the Research Department of the RSA



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Pedestrian fatalities 2023

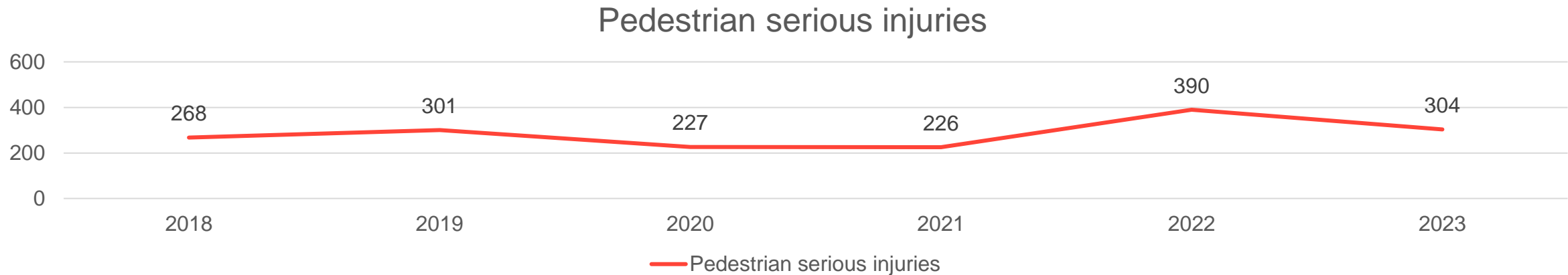


- There were 44 pedestrian fatalities in 2023 (23% of total fatalities).
- The last time there was a higher number of pedestrian fatalities was in 2011 (47).
- 16 of the pedestrians killed were aged 66 years and older, 15 were aged 35 years and younger.
- 23 fatalities occurred on urban roads, 20 on rural roads, and for 1 fatality it is unknown at present.
- 11 pedestrian fatalities occurred between 4pm and 8pm, 20 occurred between 8pm and 6am.
- 20 pedestrians were crossing the road at the time of the collision.

*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**.*



Pedestrian serious injuries 2023



- There were 304 pedestrians seriously injured in 2023 (22% of total serious injuries).
- 36% of seriously injured pedestrians were aged 25 years or less
- 89% were injured on urban roads where the speed limit was 60km/h or less
- 56% of seriously injured pedestrians were injured between the hours of 12pm and 8pm
- 14% of seriously injured pedestrians were injured crossing the road at the time of the collision

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.

