



RSA

Pedestrian spotlight report: fatalities and serious injuries

2019-2023

Data is current as of 26 September 2024

Prepared by the Research Department of the RSA
Date of issue 8 October 2024

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Background

- This report provides an overview of **fatalities and serious injuries among pedestrians** 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 for 2020 onwards 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 2019-2023

- Analysis of pedestrian serious injuries 2019-2023:
 - Demographics
 - Time of day/Month/Year
 - Location information
 - Collision type and driver actions

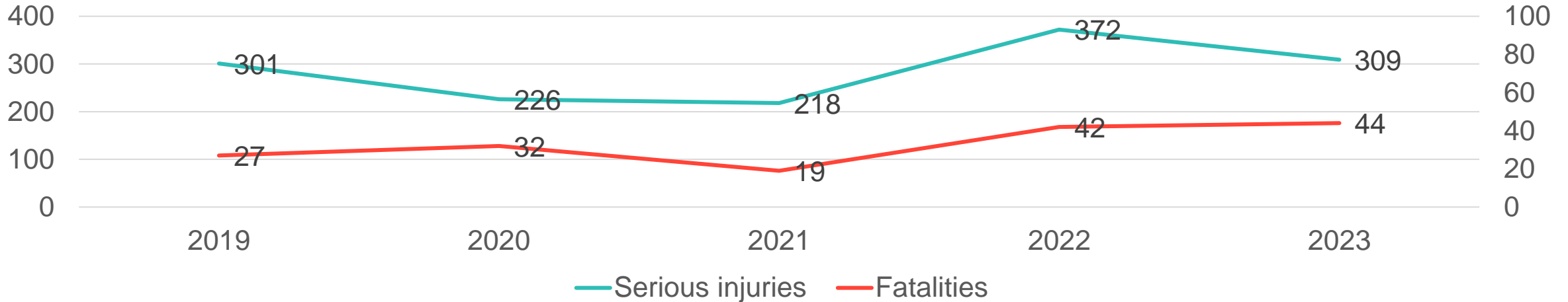


Trend of pedestrian fatalities and serious injuries

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2019-2023



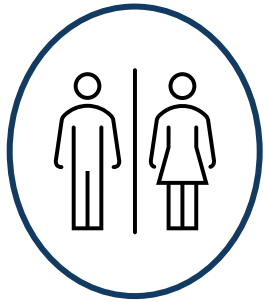
- Between 2019 and 2023, 164 pedestrians were killed, and 1,426 pedestrians were seriously injured.
- An average of 33 pedestrians were killed and an average of 285 pedestrians were seriously injured each year during this five-year period.
- Pedestrians represented 22% of fatalities and 20% of serious injuries during this time period.
- For every pedestrian fatality there were approximately 9 pedestrians seriously injured.
- While pedestrian fatalities declined in 2021, they more than doubled in 2022.
- Serious injuries decreased between 2019 and 2020, and again between 2020 and 2021. This was followed by a 71% increase between 2021 and 2022.
- 2023 saw the highest number of pedestrian fatalities since 2011 when there were 47 pedestrian fatalities.

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.

Pedestrian fatalities, 2019-2023 (n=164)

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Age and gender

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

Two-thirds were **male (109, 67%)**.



Time and day

Close to half (79, 48%) of pedestrian fatalities occurred between **4pm and midnight**.

Close to half (**81, 49%**) occurred **between Tuesday and Thursday**.



Location

Half (85, 52%) occurred on an **urban road*** and **almost half (78, 48%)** occurred on a **rural road***.

Dublin (30, 18%) and **Cork (18, 11%)** saw the largest number of pedestrian fatalities.

Almost a fifth (**28, 17%**) of fatalities occurred **at a junction**.



Collision type

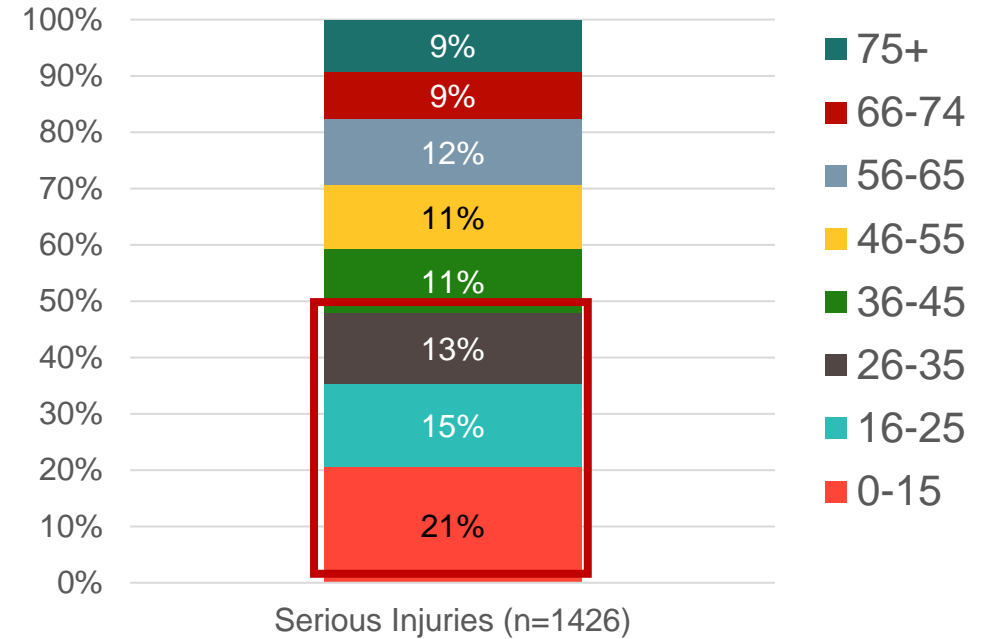
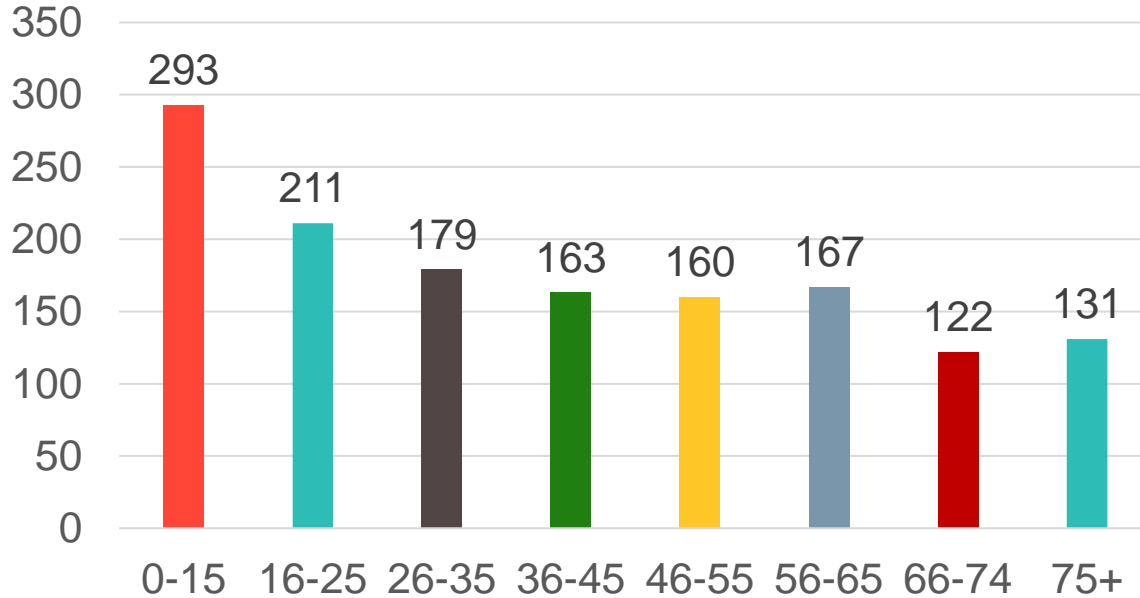
Of the 187 vehicles involved, a large proportion of vehicles involved in the fatal collisions were **cars (113, 60%)**.

Heavy goods vehicles represented **17% (32)**, and **Light goods vehicles 12% (23)** 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. Speed limit of road unknown for one fatality at present.*

Pedestrian serious injuries by age group

2019-2023



Almost half of pedestrian serious injuries are among those aged 35 years or less (683, 48%).

A fifth (293, 21%) of seriously injured pedestrians were aged 0-15 years, of which the majority (94%, 275) were injured on an urban road (speed limit ≤ 60 km/h) and 58% (170) were injured between the hours of 1pm and 7pm.

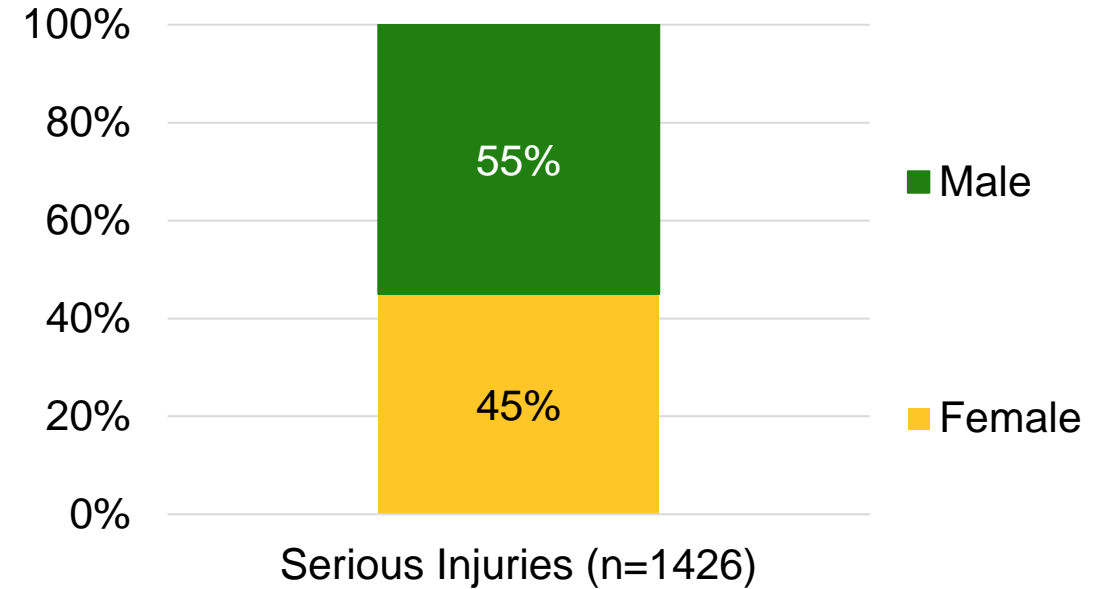
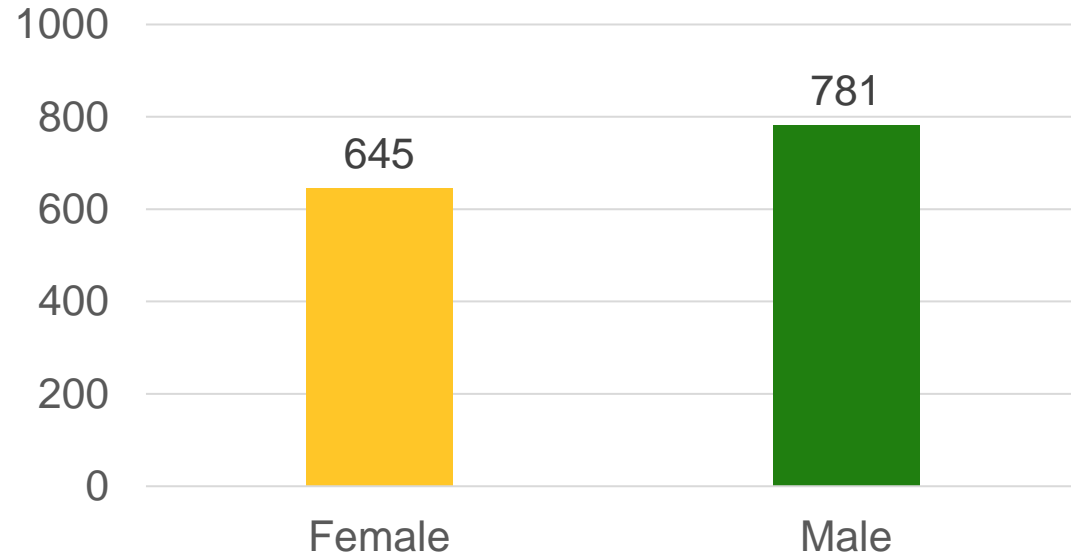
Note, figures are provisional and subject to change. Percentages do not add to 100% due to rounding of percentages.

Pedestrian serious injuries by gender

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2019-2023

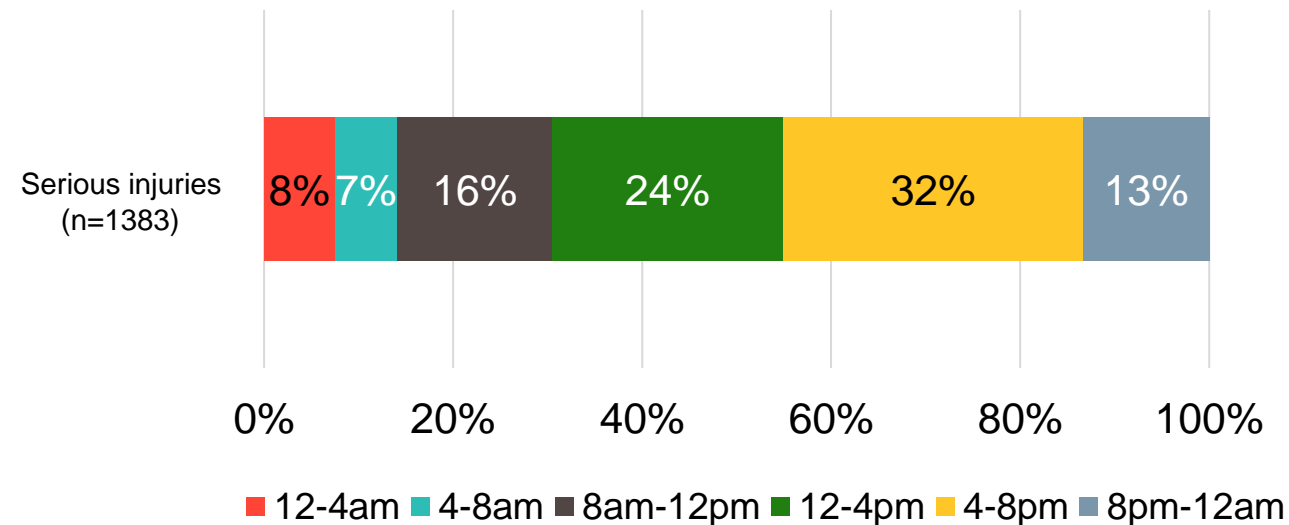
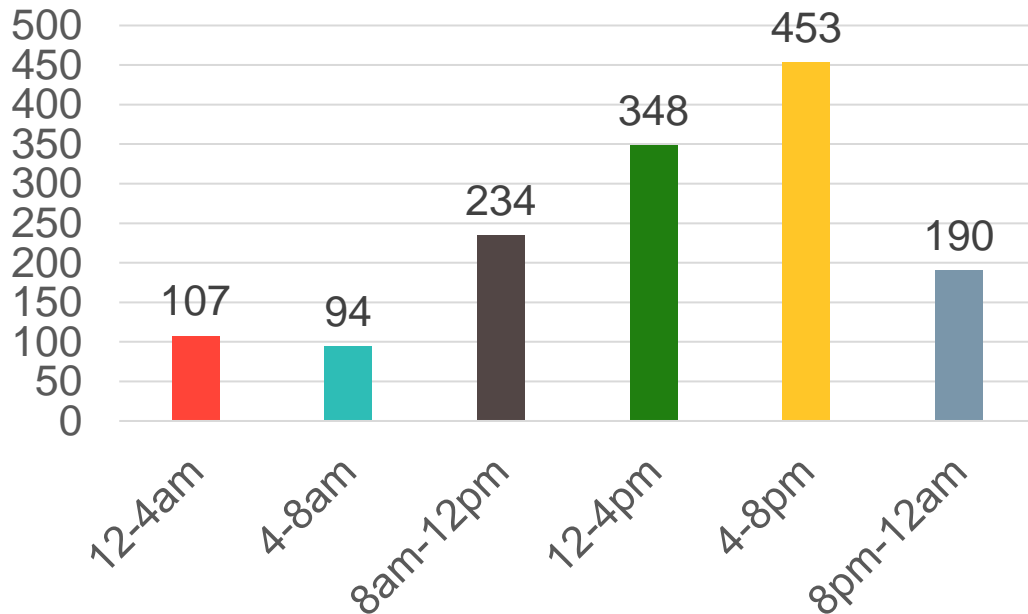


Of seriously injured pedestrians, slightly over half (55%) were male.

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

Pedestrian serious injuries by time of day

2019-2023



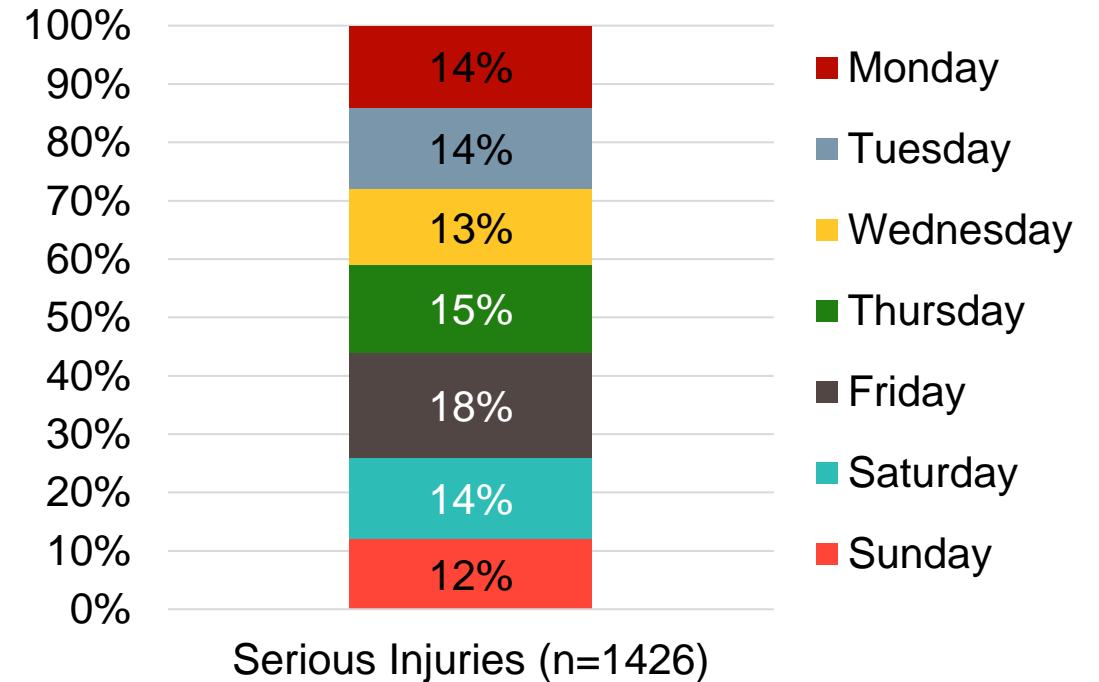
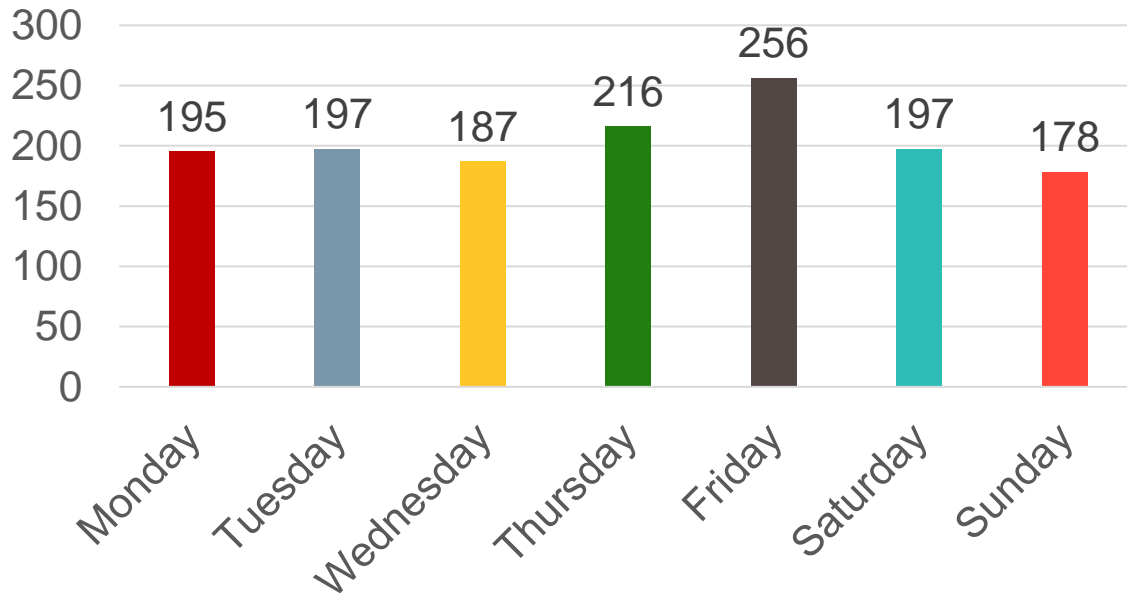
- Over half of pedestrian serious injuries (801, 56%) occurred between 12pm-8pm.
- Over a fifth sustained serious injuries late at night and in early morning (297, 21% between 8pm-4am).

Note, figures are provisional and subject to change.



Pedestrian serious injuries by day of week

2019-2023



Of serious injuries, 18% (256) occurred on a Friday, of which 57% (146) occurred between midday and 8pm.

Note, figures are provisional and subject to change.

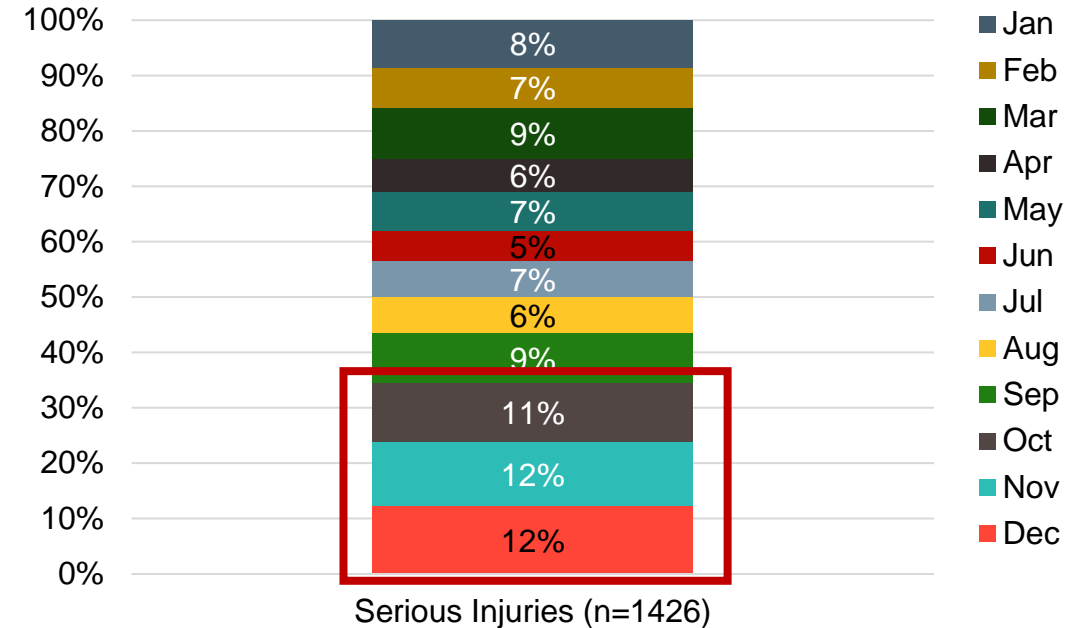
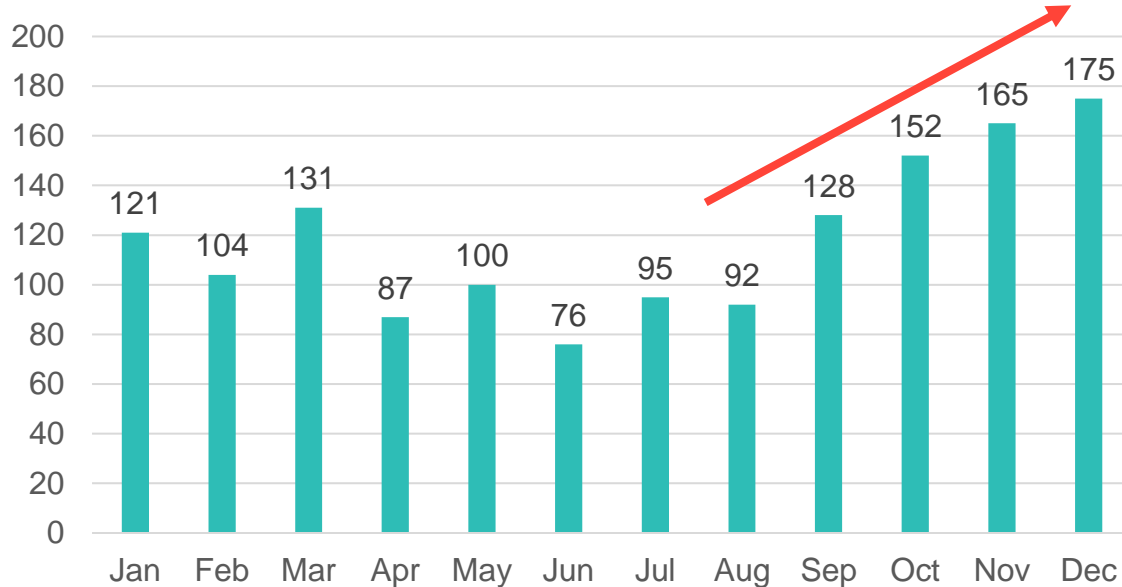


Pedestrian serious injuries by month of year

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2019-2023



Serious injuries among pedestrians increased consistently from Autumn to Winter with the highest figures occurring in December (175, 12%).

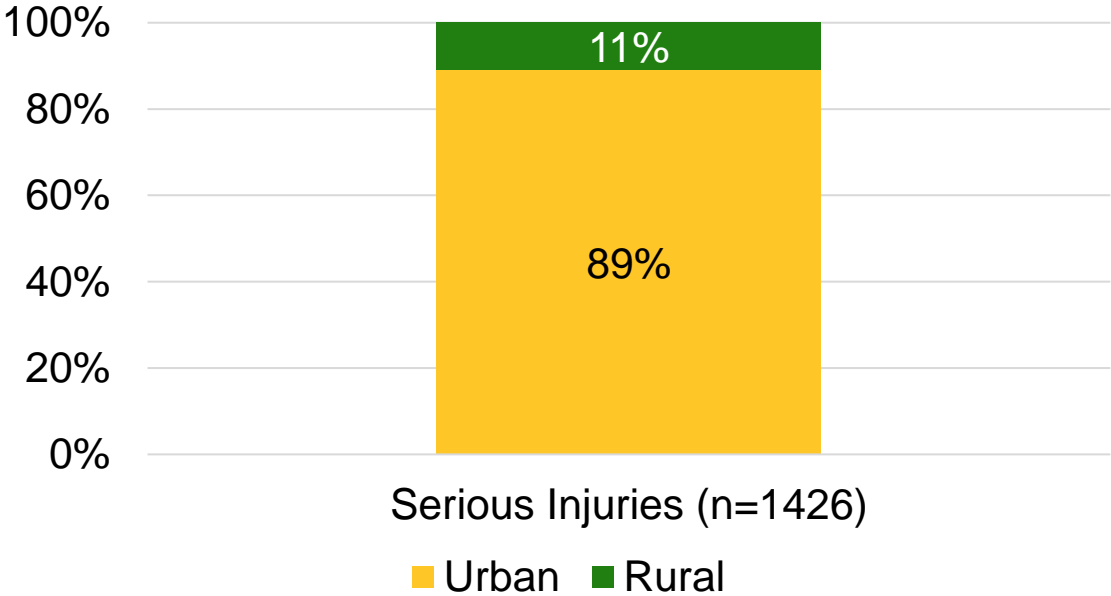
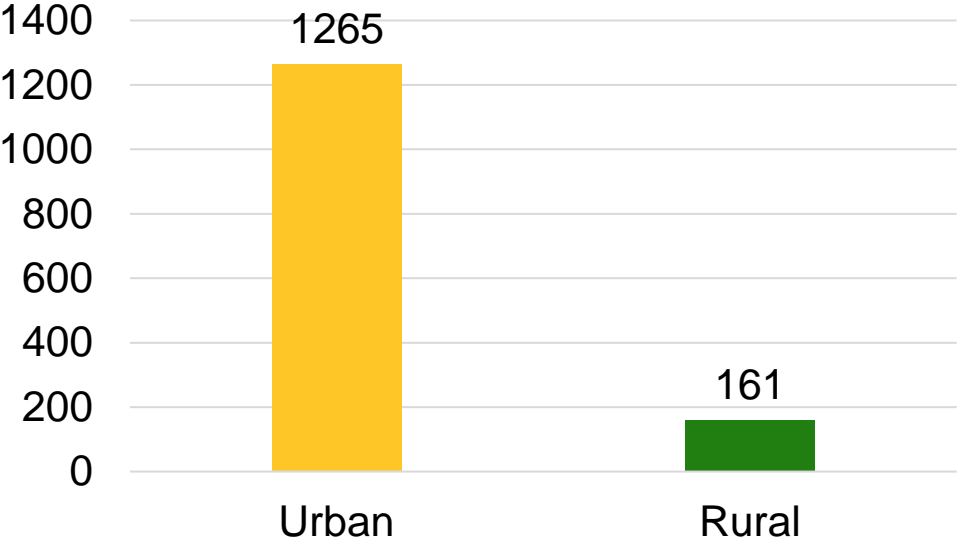
Of the 492 (34%) injuries which occurred during Q4 (Oct-Dec), half (50%, 247) occurred in hours of darkness.

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

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**.

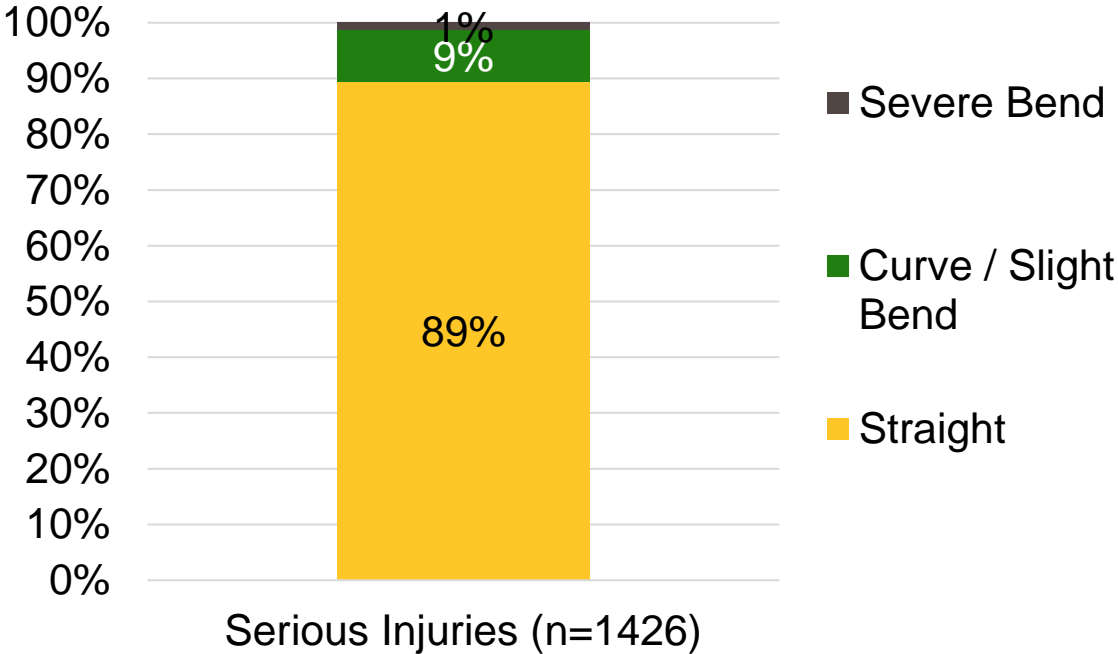
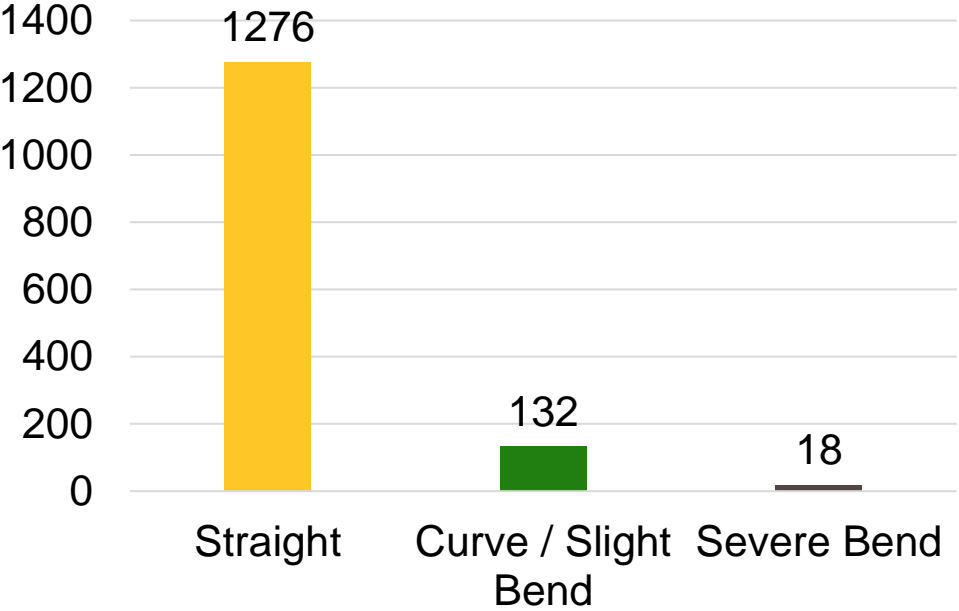
Almost nine in ten pedestrian serious injuries occurred on urban roads (1230 , 89%).

Note, figures are provisional and subject to change.



Pedestrian serious injuries by road character

2019-2023



Majority of serious injuries occurred on a straight road.

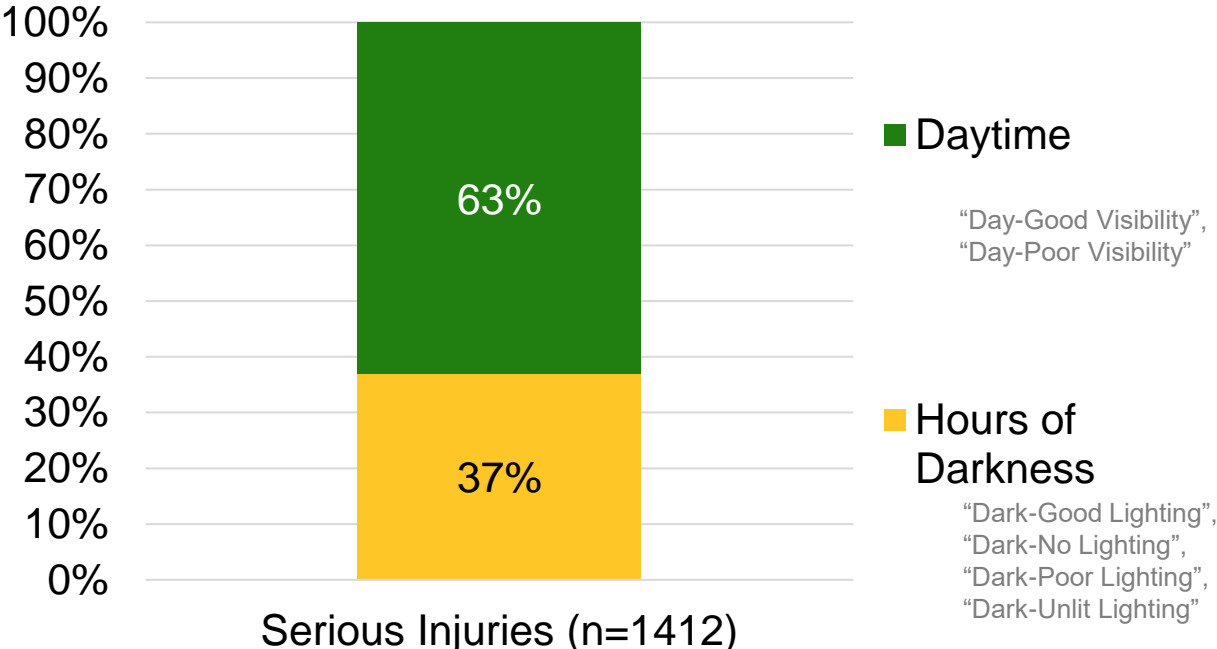
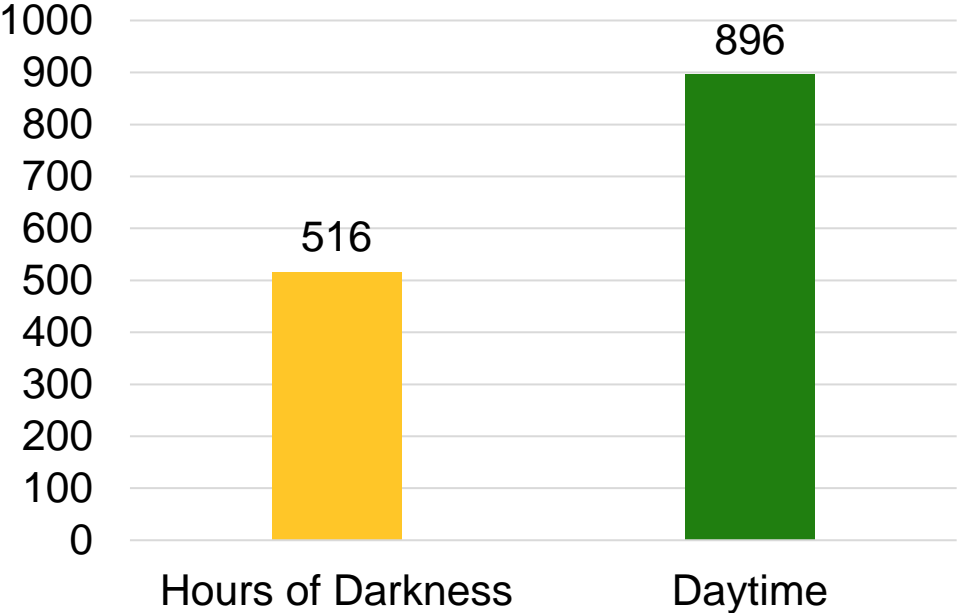
Note, figures are provisional and subject to change. Percentages do not add to 100% due to rounding of percentages.



Pedestrian serious injuries by light conditions



2019-2023



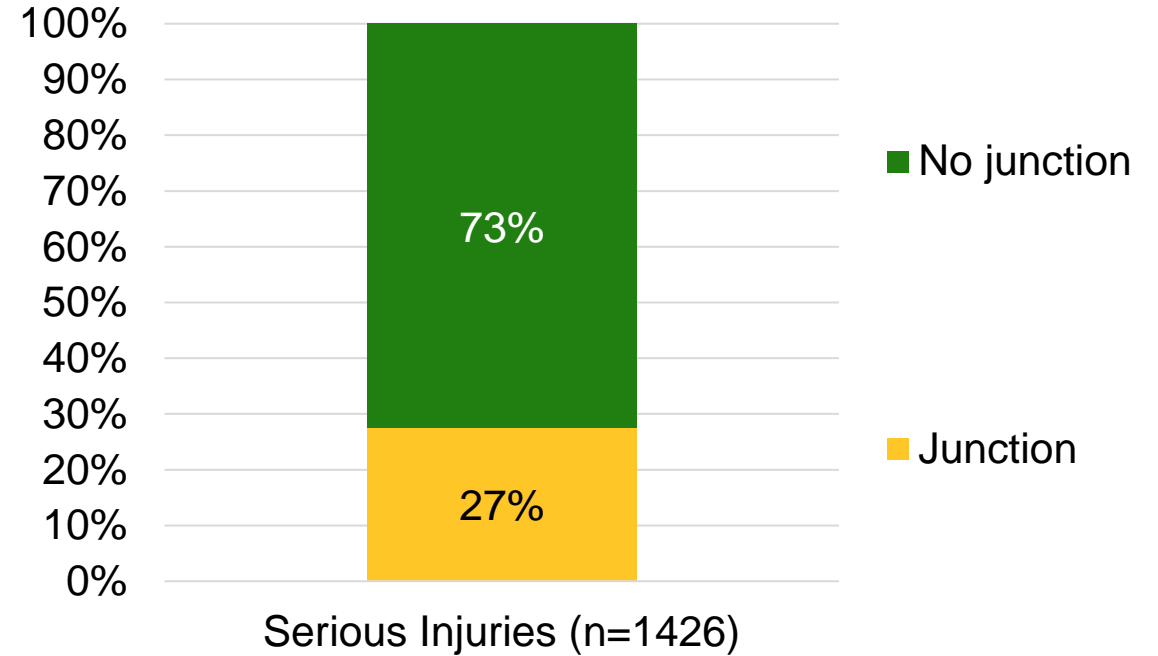
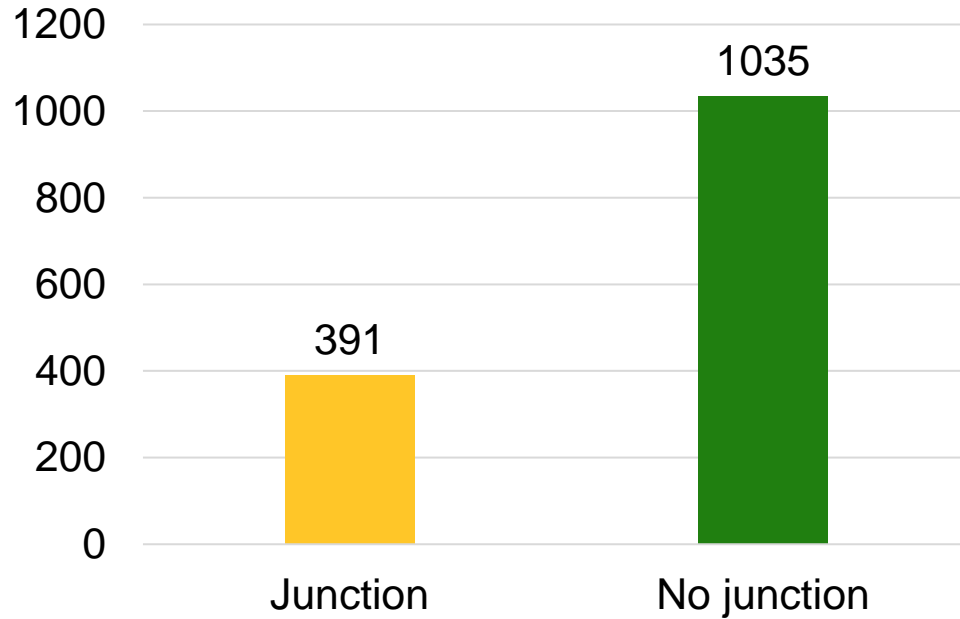
Approximately three in five pedestrian serious injuries (896, 63%) occurred in daytime.

Note, figures are provisional and subject to change. Light conditions unknown for 14 seriously injured pedestrians.



Pedestrian serious injuries by junction

2019-2023



Over a quarter (27%, 391) of pedestrian serious injuries occurred at a junction. The majority (95%, 372) of the 391 serious injuries at a junction occurred on urban roads*.

*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.*

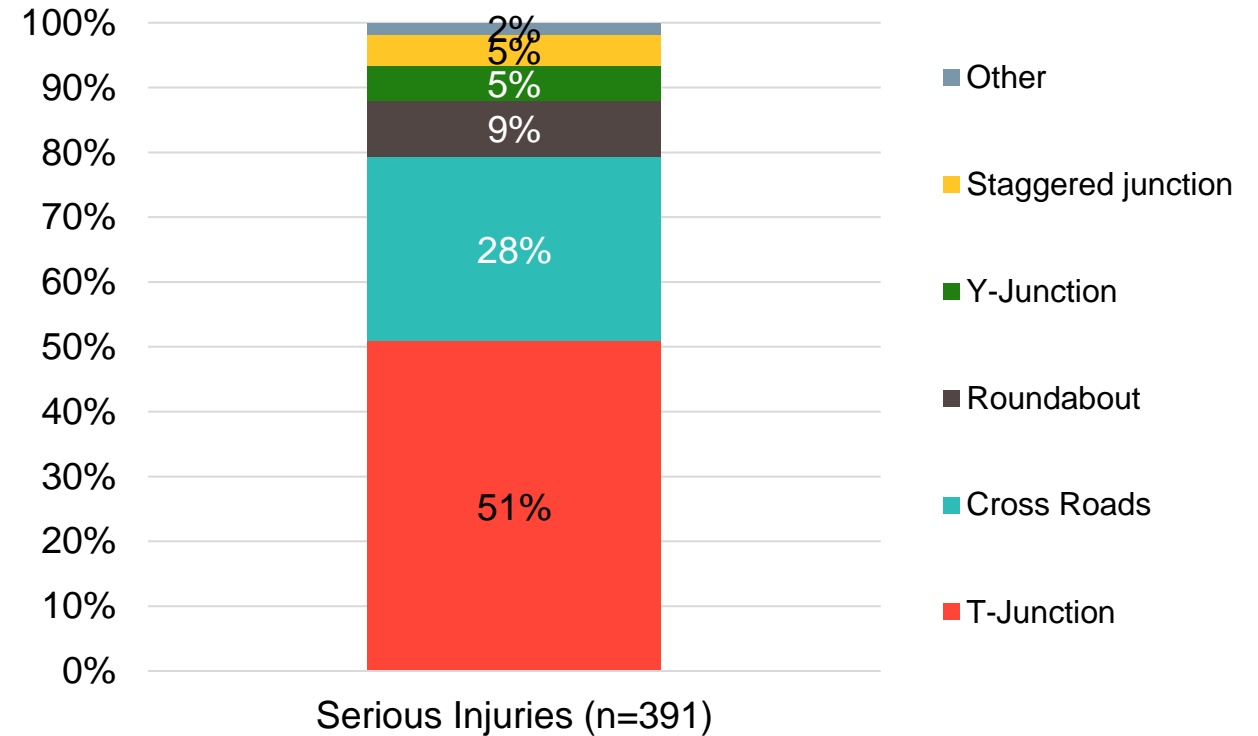
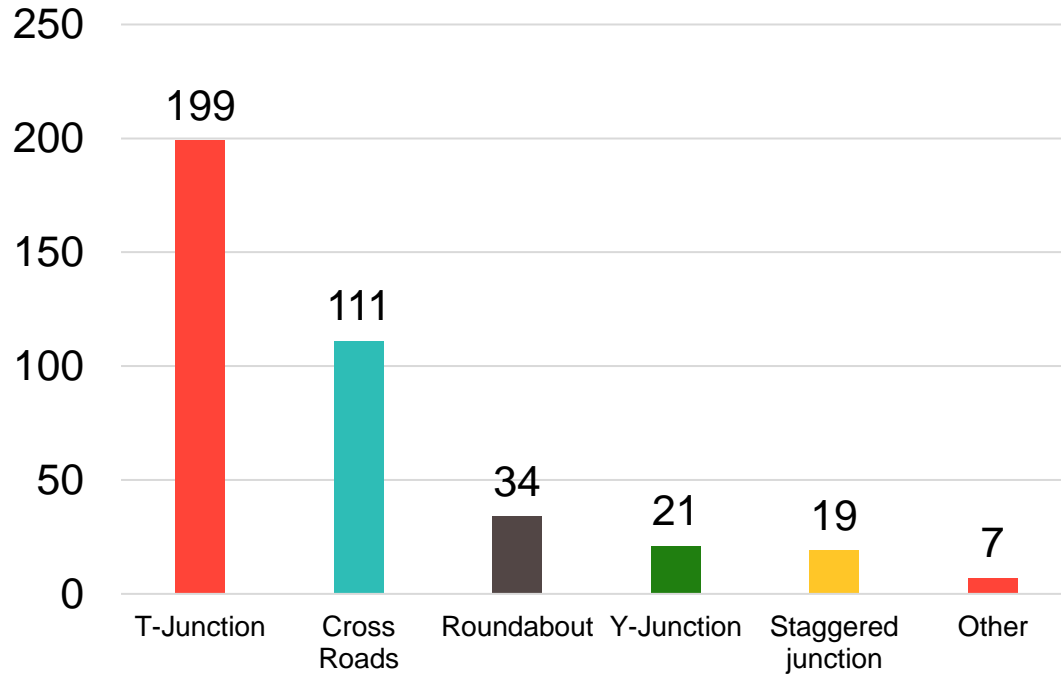


Pedestrian serious injuries at a junction

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2019-2023



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

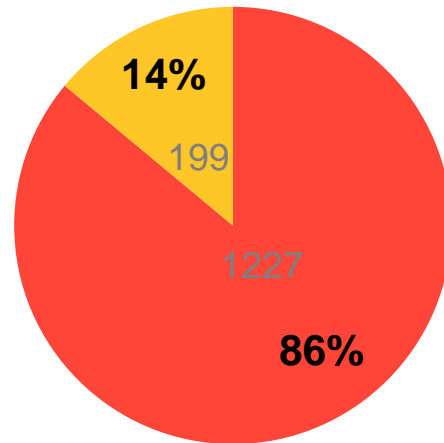
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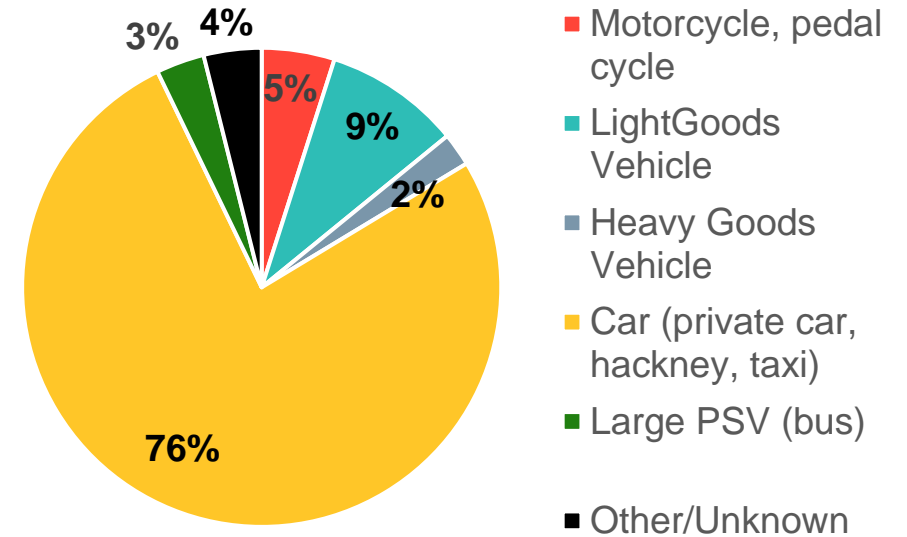
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Serious injuries (n=1,426)

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



Vehicles involved (n=1,382)



- Cars and light goods vehicles were most frequently involved vehicles (86% of vehicles involved).
- Of the 1,382 vehicles involved, vehicles were most likely to be driving forward (991, 72%) and a lesser proportion were turning right (94, 7%).

Note, figures are provisional and subject to change.

Actions* of road users involved

2019-2023

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

Of the 1,426 seriously injured pedestrians:

- 21% (304) failed to observe
- 17% (238) were crossing the road at the time of the collision
- 4% (56) were standing/playing in the roadway
- 3% (38) disobeyed traffic signal

Of the 1,279 other road users in control of the vehicles involved:

- 31% (401) failed to observe
- 3% (36) were blinded by the sun/headlights
- 3% (36) 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

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2019-2023

Dublin and Cork saw the largest number of seriously injured pedestrians, with half of pedestrian serious injuries occurring between Dublin (40%) and Cork combined (10%).

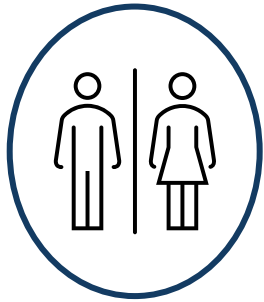
County	Serious Injuries (n=1426)	
	n	%
Dublin	575	40%
Cork	140	10%
Galway	72	5%
Limerick	58	4%
Kildare	56	4%
Louth	51	4%
Donegal	43	3%
Meath	42	3%
Wexford	40	3%
Wicklow	34	2%
Tipperary	34	2%
Other counties	281	20%
Total	1426	100%

Note, figures are provisional and subject to change.

Summary: Pedestrian serious injuries, 2019-2023

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Age and gender

Almost half were aged **35 years or less** (48%).

A fifth (21%) were aged **15 years or less**.

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



Time, day, month

Over half (56%) occurred between **12pm-8pm**

18% 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**.

One in four occurred at a **junction**; **majority** of injuries sustained on a **straight road**.



Collision type

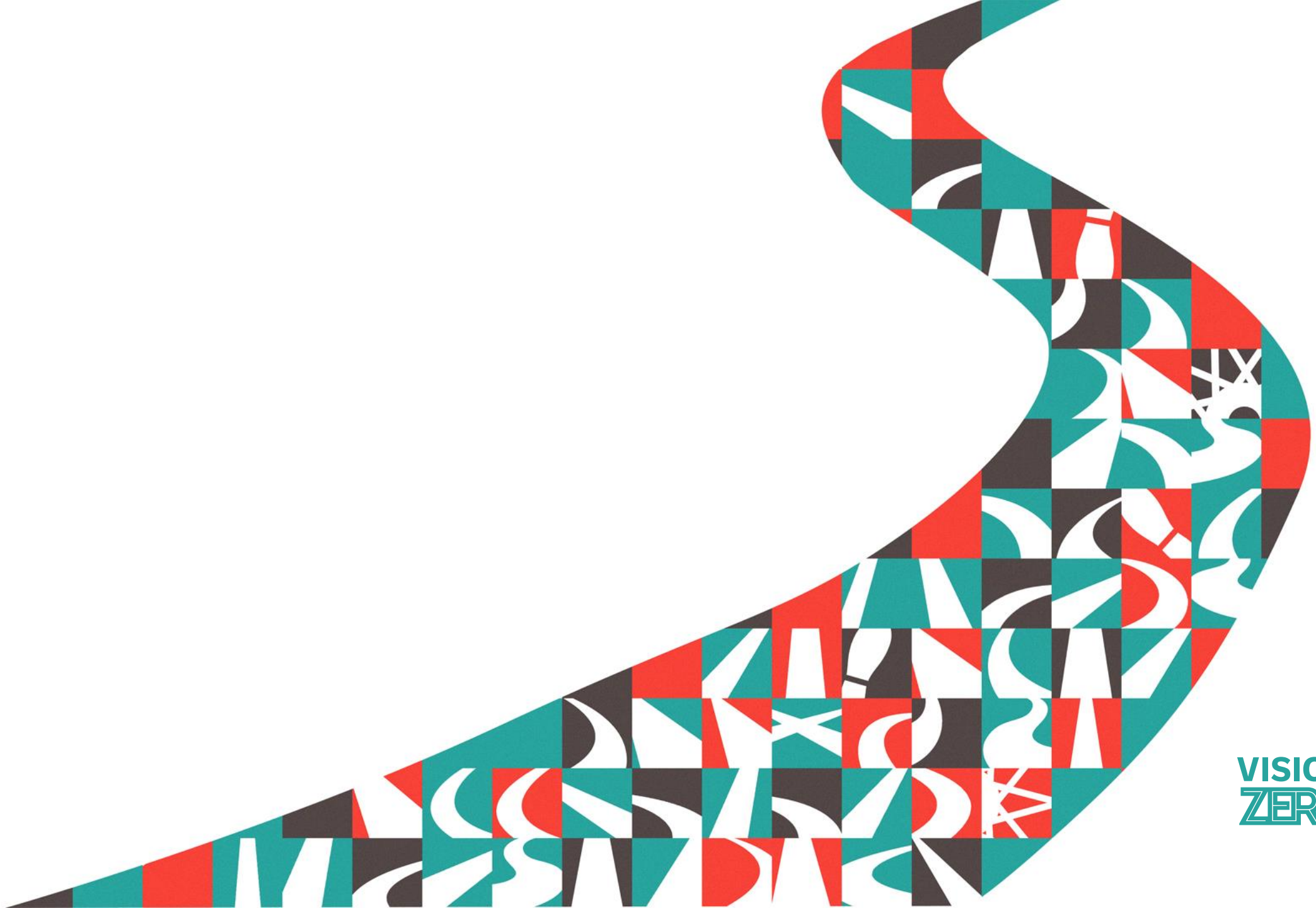
Vehicle involved was most commonly a **car or light goods vehicle**

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

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, **31% failed to observe**.

Note, figures are provisional and subject to change.



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