



Cyclist spotlight report: fatalities and serious injuries

2021-2025

Data is current as of 2 March 2026

Prepared by the Research Department of the RSA

Date of issue 25 May 2026

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Background

- This report provides an overview of **fatalities and serious injuries among cyclists** for the years 2021-2025.
- 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 2022 onwards 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.
- Note, incidents that occur in **carparks and other non-public roads are excluded** from the RSA official figures per convention and consistent with all EU member states. However, AGS may include these collisions as they record incidents that have occurred in public places. This means RSA and AGS collision figures may differ.
- Note, International research evidence indicates that counting serious injuries from road crashes is challenging, and that using police data as the unique data source will understate their true number. More recently, the RSA has also started to study serious injuries in hospital data using Ireland's national database of hospital discharges. This hospital database is called HIPE (Hospital In-Patient Enquiry) and is managed by the HSE. For more information on this hospital data please see the following page on our website: [Analysis of road users reports from the RSA](#)

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 cyclists
- Summary statistics on cyclist fatalities 2021-2025
- Analysis of cyclist serious injuries 2021-2025:
 - Age group and gender
 - Time of day, day of week, Month of year
 - Speed limit, road character, light conditions, junction type, county
 - Collision type and cyclist/driver actions, trip purpose

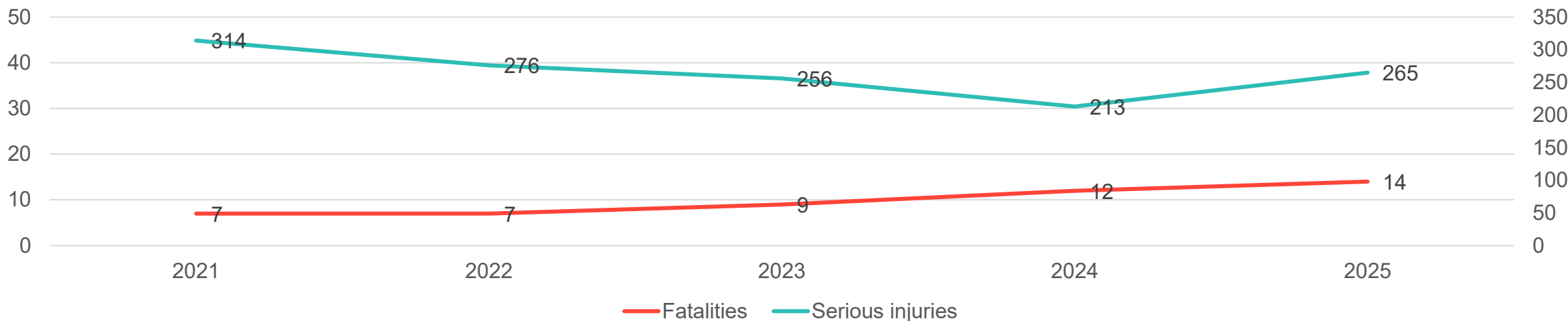


Trend of cyclist fatalities and serious injuries

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2021-2025



- Between 2021 and 2025, 49 cyclists were killed and 1,324 cyclists were seriously injured.
- An average of 10 cyclists were killed and an average of 265 cyclists were seriously injured each year during this five-year period.
- Cyclists represented 6% of fatalities and 17% of serious injuries during this time period.
- For every cyclist fatality there were approximately 27 cyclists seriously injured.

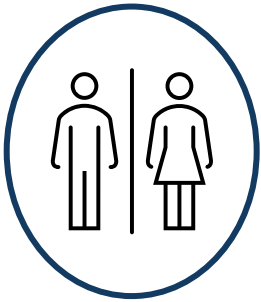
Note, figures for 2022-2025 are provisional and subject to change. There can be fluctuations in serious injury numbers until such a time as the data is deemed to be final. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA40 via the following weblink:

<https://data.cso.ie/table/ROA40>

Cyclist fatalities, 2021-2025 (n=49)

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Age and gender

A large share of cyclist fatalities was among those aged **56-74 years** (21, 43%).

Cyclist fatalities were most likely to be **male** (41, 84%).



Time and day

Over half of cyclist fatalities occurred between **8am and 2pm** (26, 53%).

Over half (25, 51%) of cyclist fatalities occurred between **Saturday and Sunday**.



Location

Dublin (33%, 16) and **Cork** (14%, 7) were the two counties which saw the largest number of cyclist fatalities.

A quarter (12, 24%) of fatalities occurred **at a junction**.



Collision type

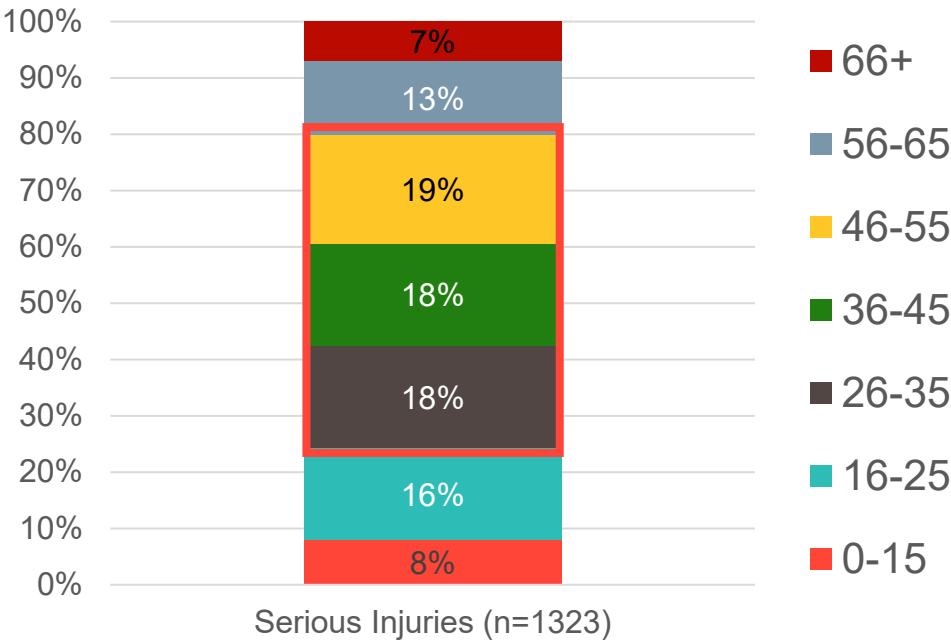
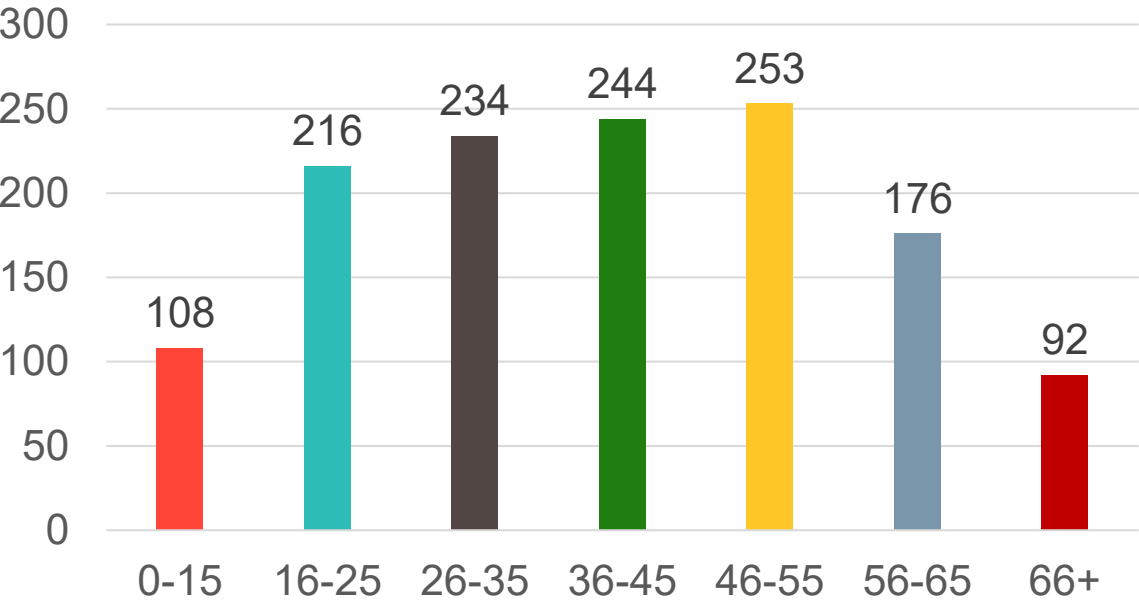
Almost two in three cyclists were killed in a collision **with another vehicle** (30, 61%).

Note, figures are provisional and subject to change.

Cyclist serious injuries by age group



2021-2025



Cyclist serious injuries highest among those aged 26-55 years (731, 55%).

Note, figures are provisional and subject to change. Age is currently unknown for one cyclist casualty. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA42 via the following weblink: <https://data.cso.ie/table/ROA42>

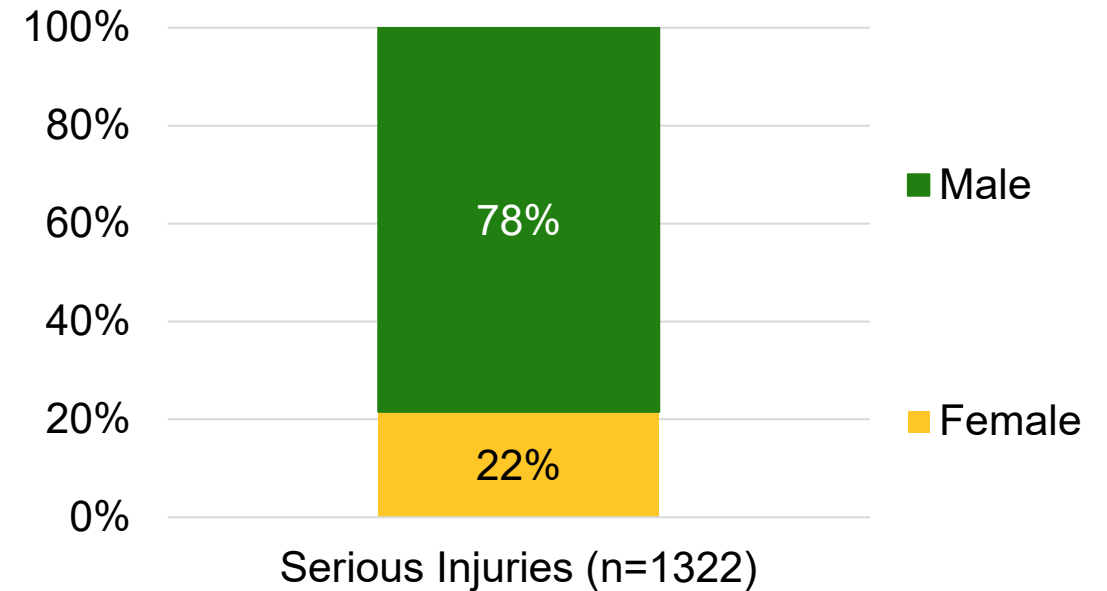
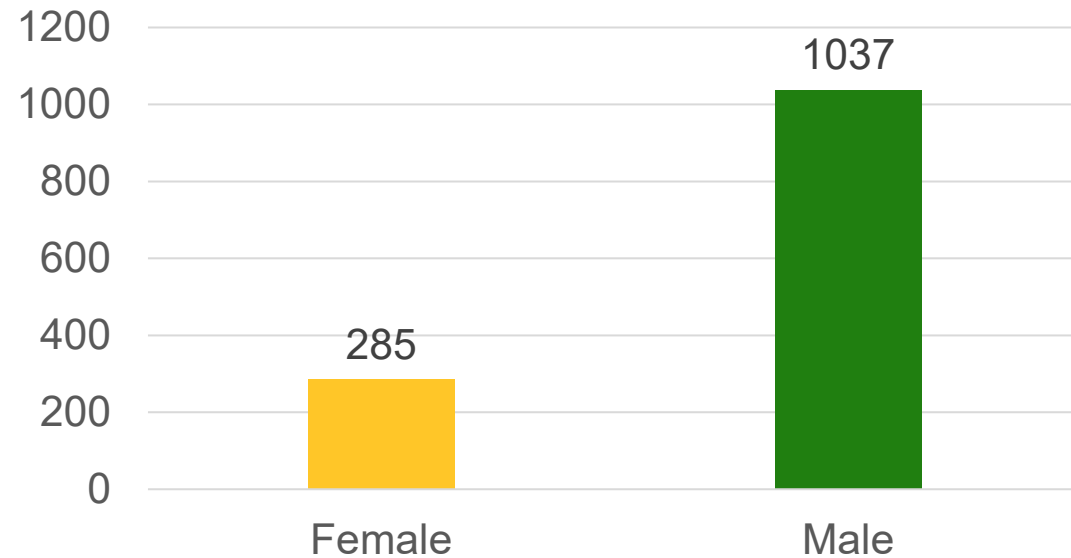


Cyclist serious injuries by gender

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2021-2025

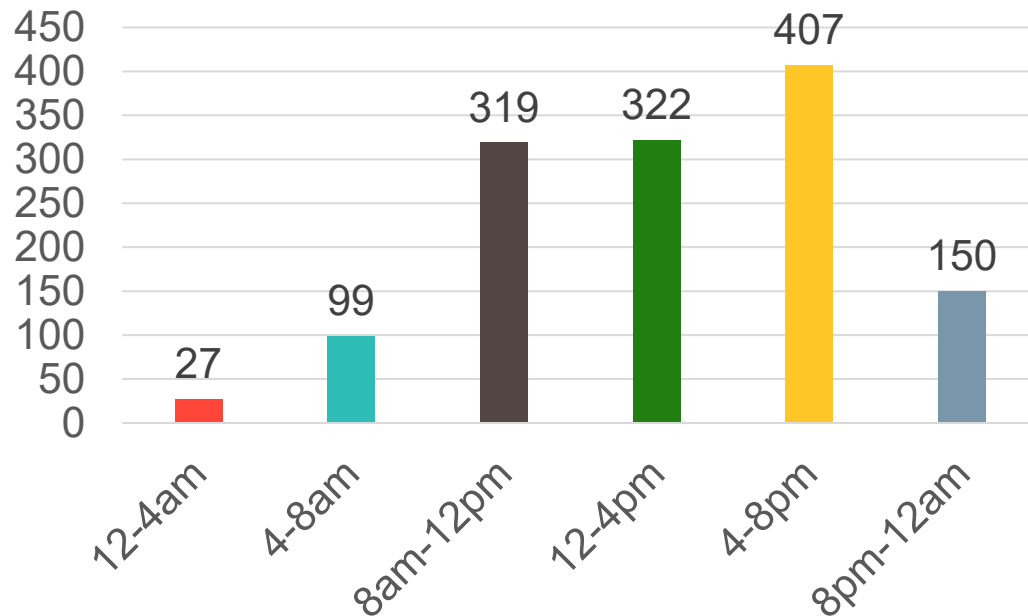


Of seriously injured cyclists, the majority were male.

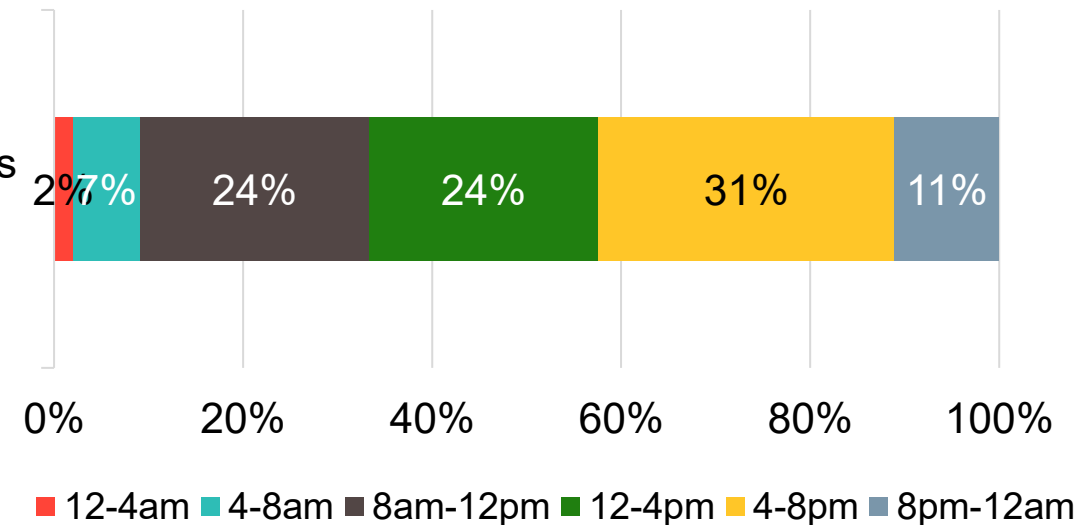
Note, figures are provisional and subject to change. Gender unknown for 2 cyclist casualties at present. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA41 via the following weblink: <https://data.cso.ie/table/ROA41>

Cyclist serious injuries by time of day

2021-2025



Serious Injuries
(n=1324)

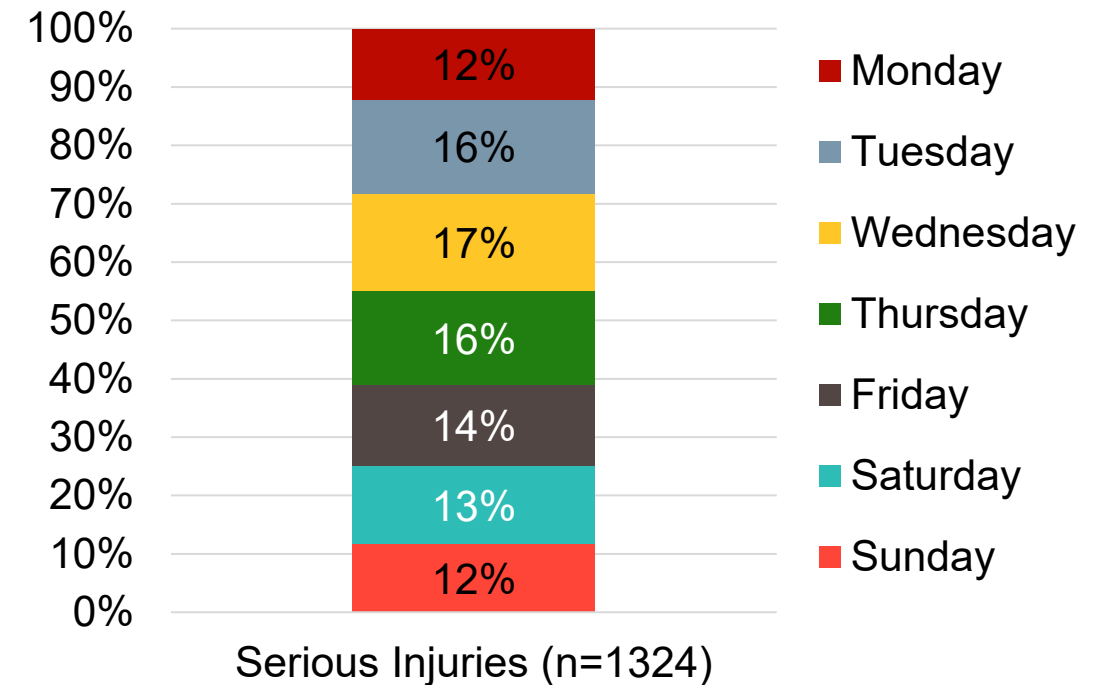
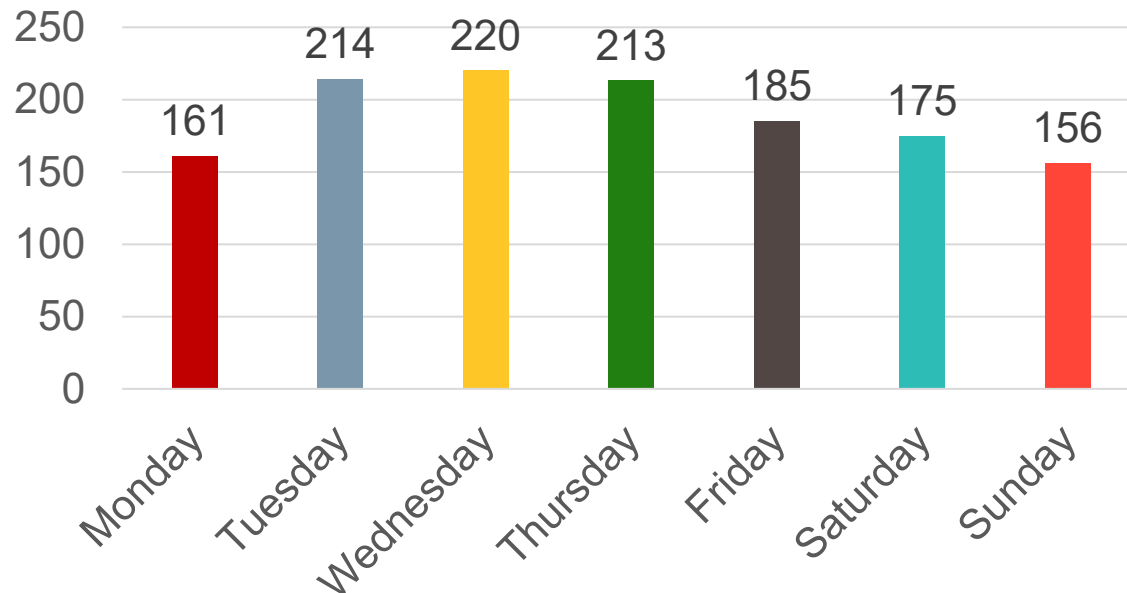


- Almost four in five cyclist serious injuries (1048, 79%) occurred between 8am-8pm.
- Notable proportion of serious injuries sustained late at night and in early morning.

Note, figures are provisional and subject to change. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA43 via the following weblink: <https://data.cso.ie/table/ROA43>

Cyclist serious injuries by day of week

2021-2025

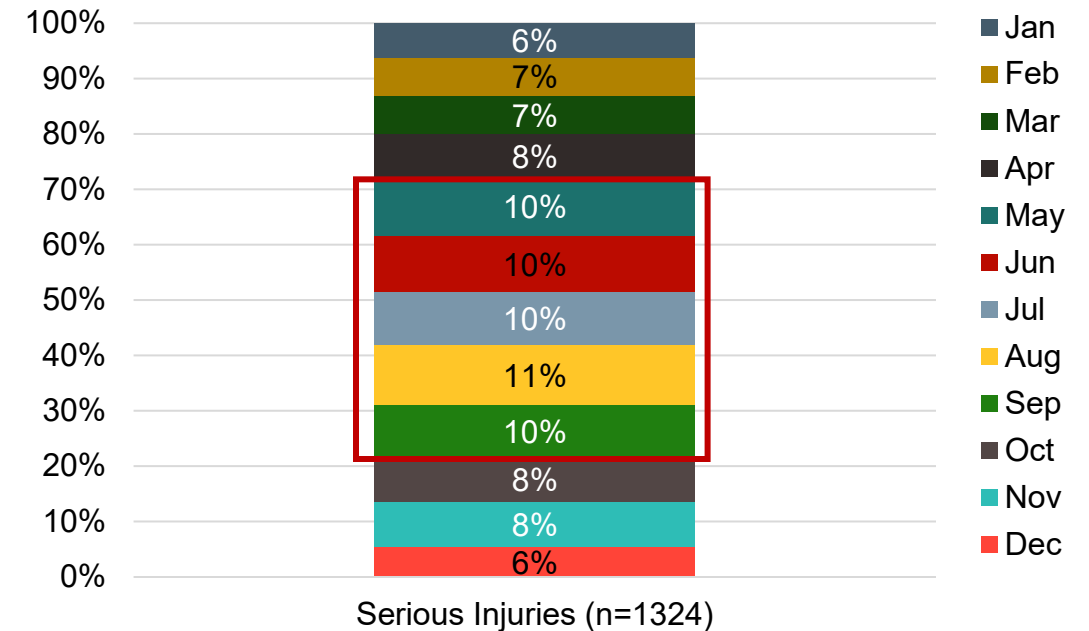
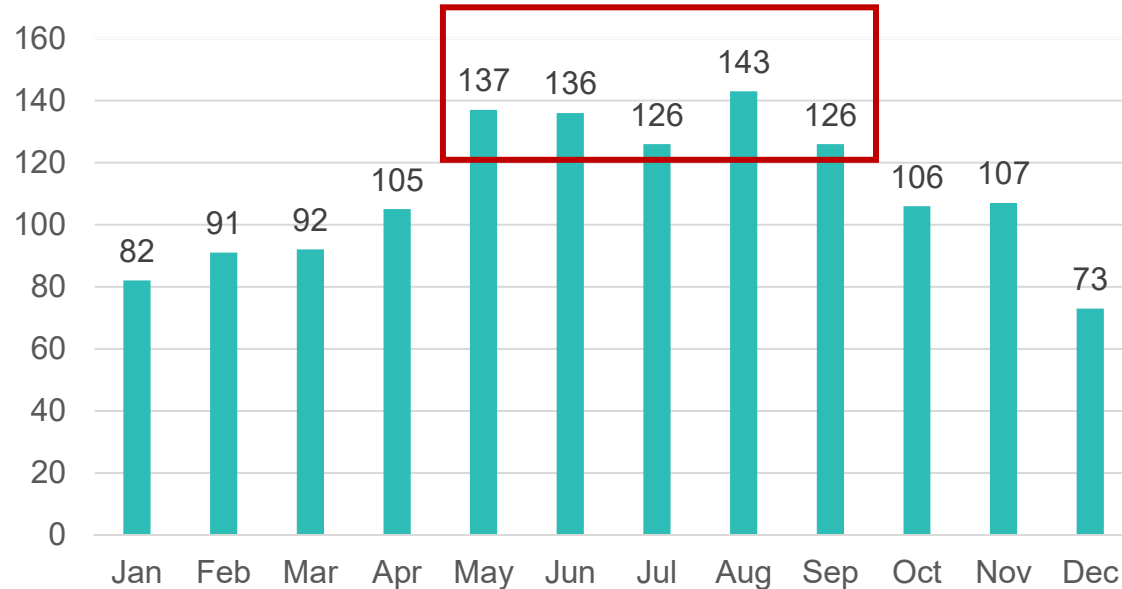


- Serious injuries, peak from Tuesday to Thursday.
- Weekends show lower numbers of serious injuries.

Note, figures are provisional and subject to change. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA45 via the following weblink: <https://data.cso.ie/table/ROA45>

Cyclist serious injuries by month of year

2021-2025



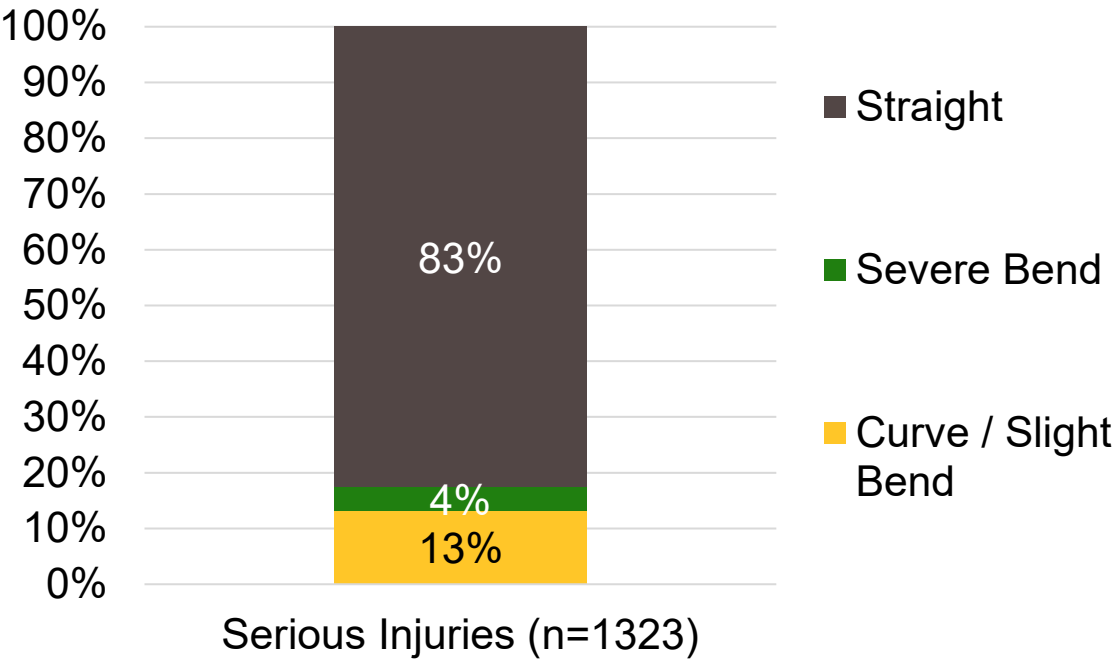
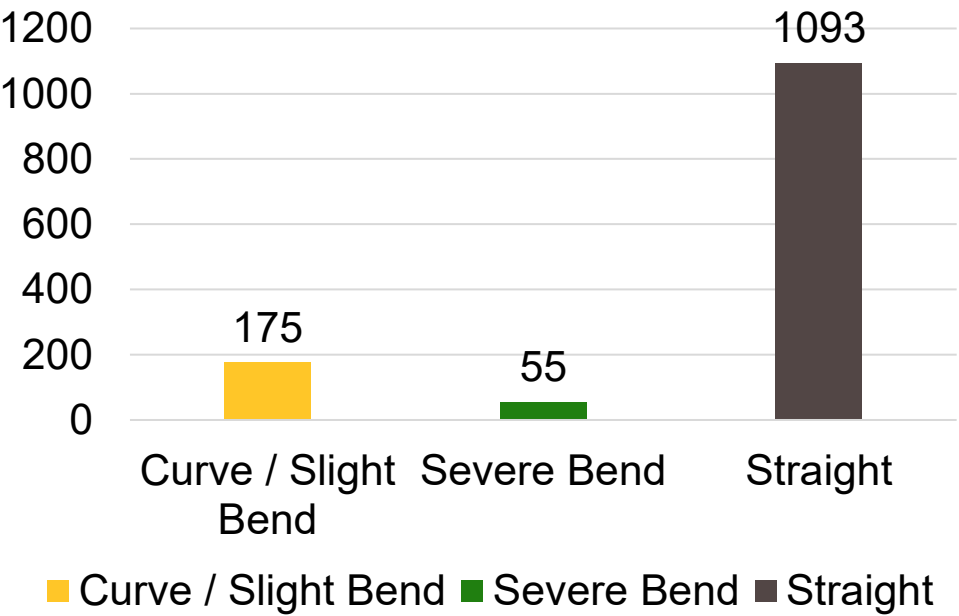
Serious injuries among cyclists increased from May through to September.

Note, figures are provisional and subject to change. Percentages may not add to 100% due to rounding of percentages. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA46 via the following weblink: <https://data.cso.ie/table/ROA46>

Cyclist serious injuries by road character



2021-2025



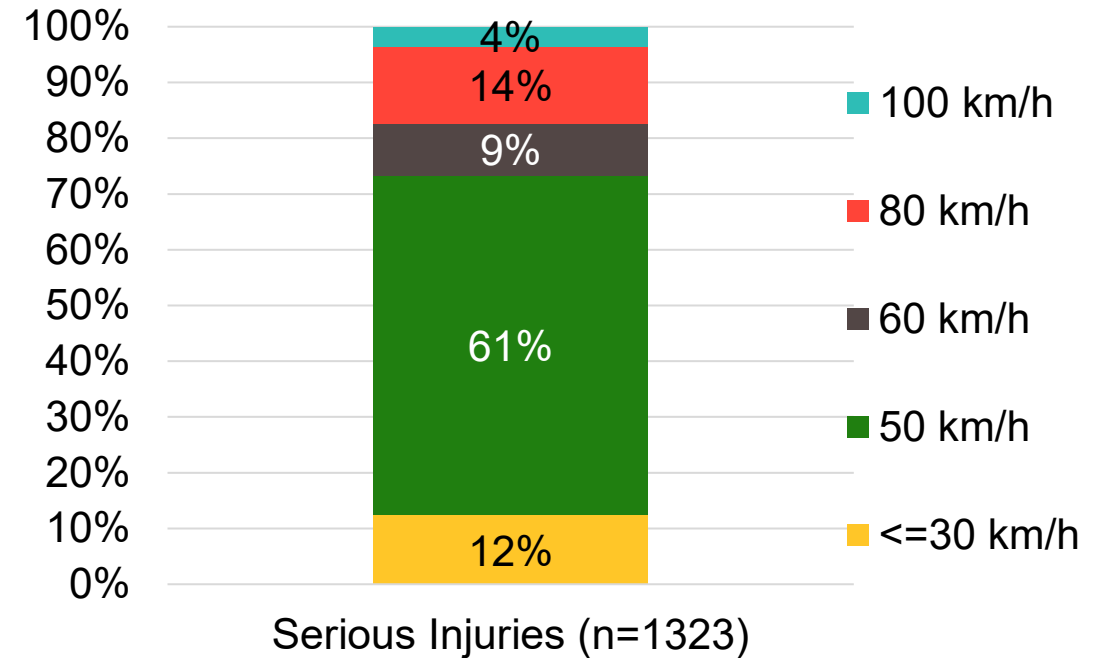
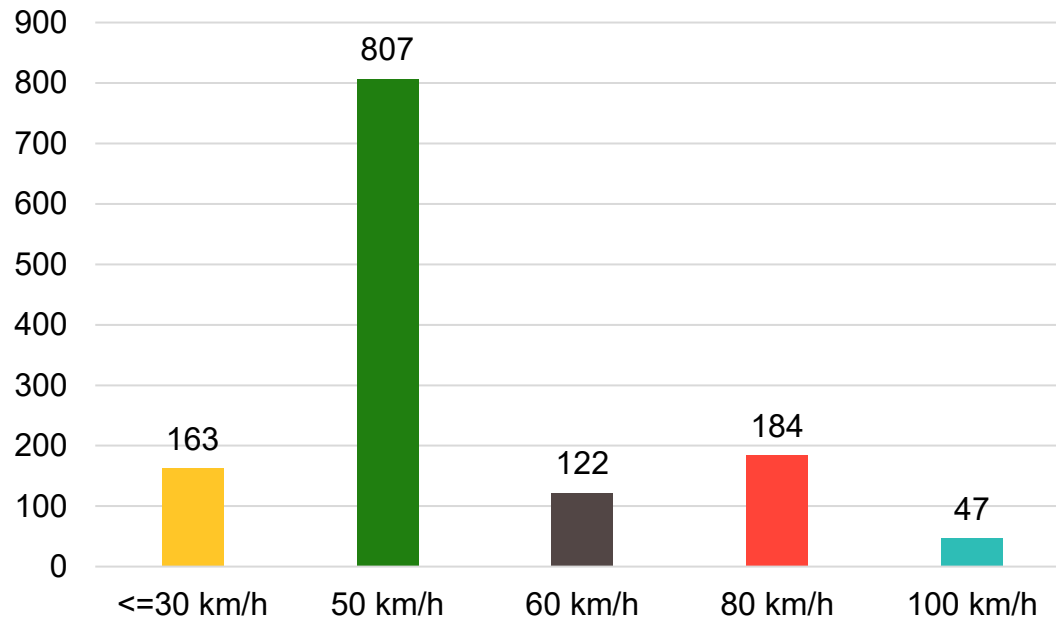
Majority of serious injuries occurred on a straight road.

Note, figures are provisional and subject to change. Road character currently unknown for one seriously injured cyclist. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA49 via the following weblink: <https://data.cso.ie/table/ROA49>



Cyclist serious injuries by speed limit

2021-2025



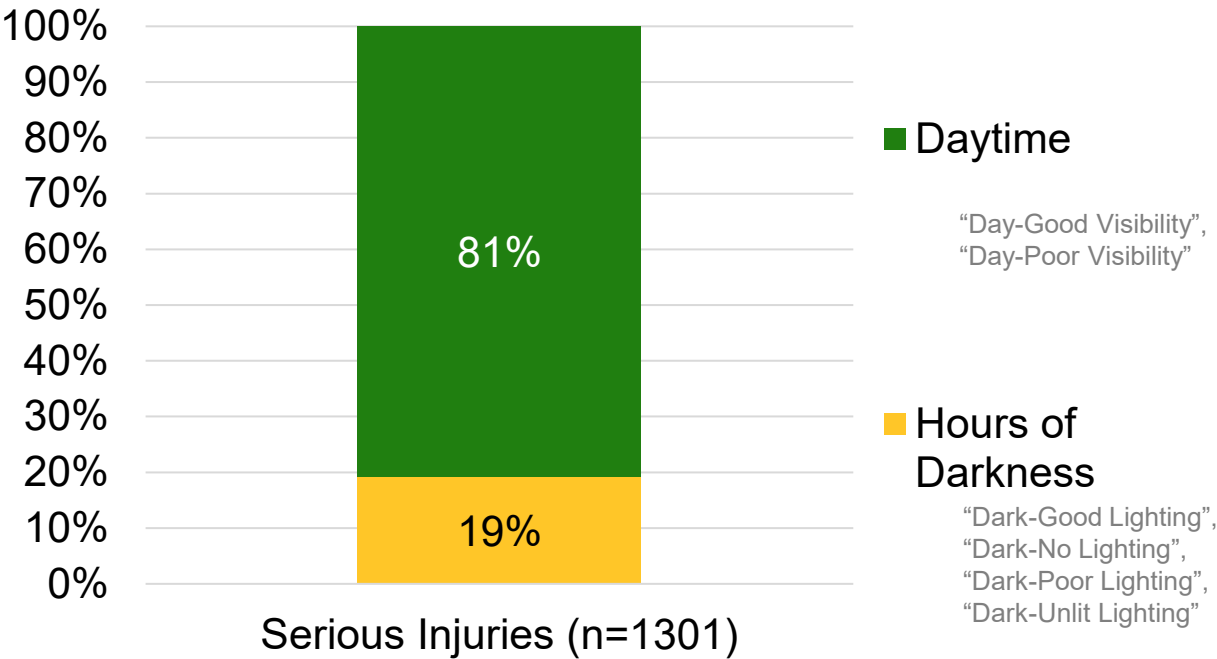
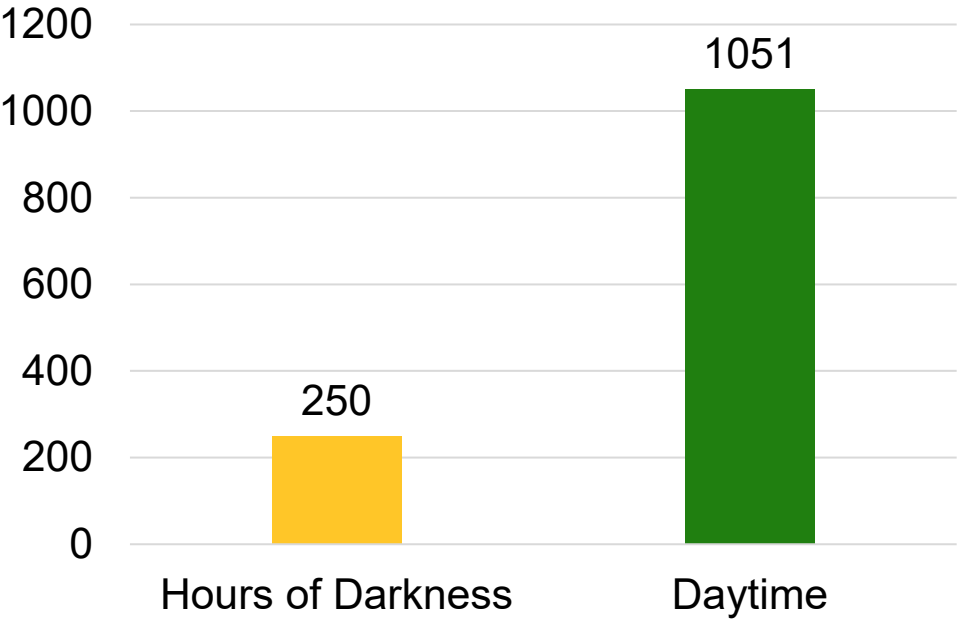
Close to three in four (73%) serious injuries occurred on lower speed roads (50km/h or less).

Note, figures are provisional and subject to change. Speed limit currently unknown for 1 seriously injured cyclist.

Cyclist serious injuries by light conditions



2021-2025



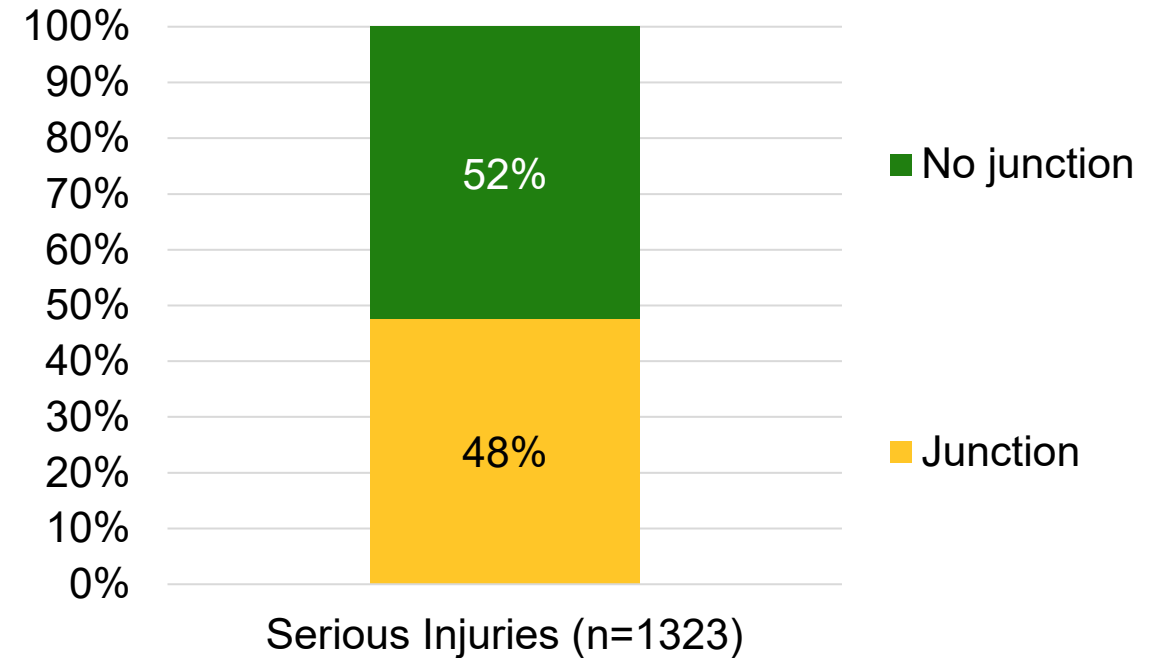
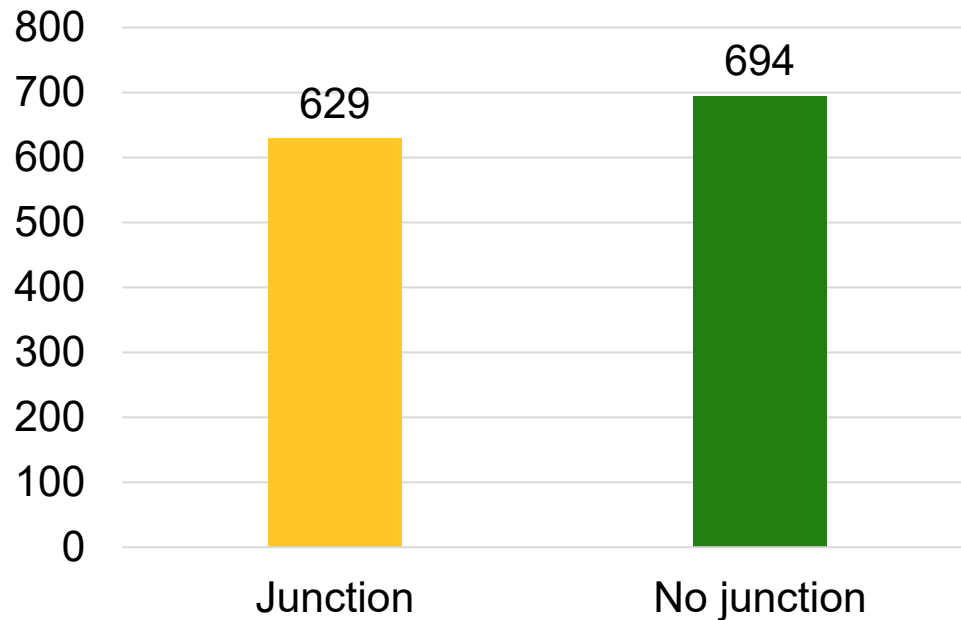
Over eight in ten cyclist serious injuries (1051, 81%) occurred in daytime.

Note, figures are provisional and subject to change. Light conditions unknown for 23 seriously injured cyclists. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA50 via the following weblink: <https://data.cso.ie/table/ROA50>



Cyclist serious injuries by junction

2021-2025

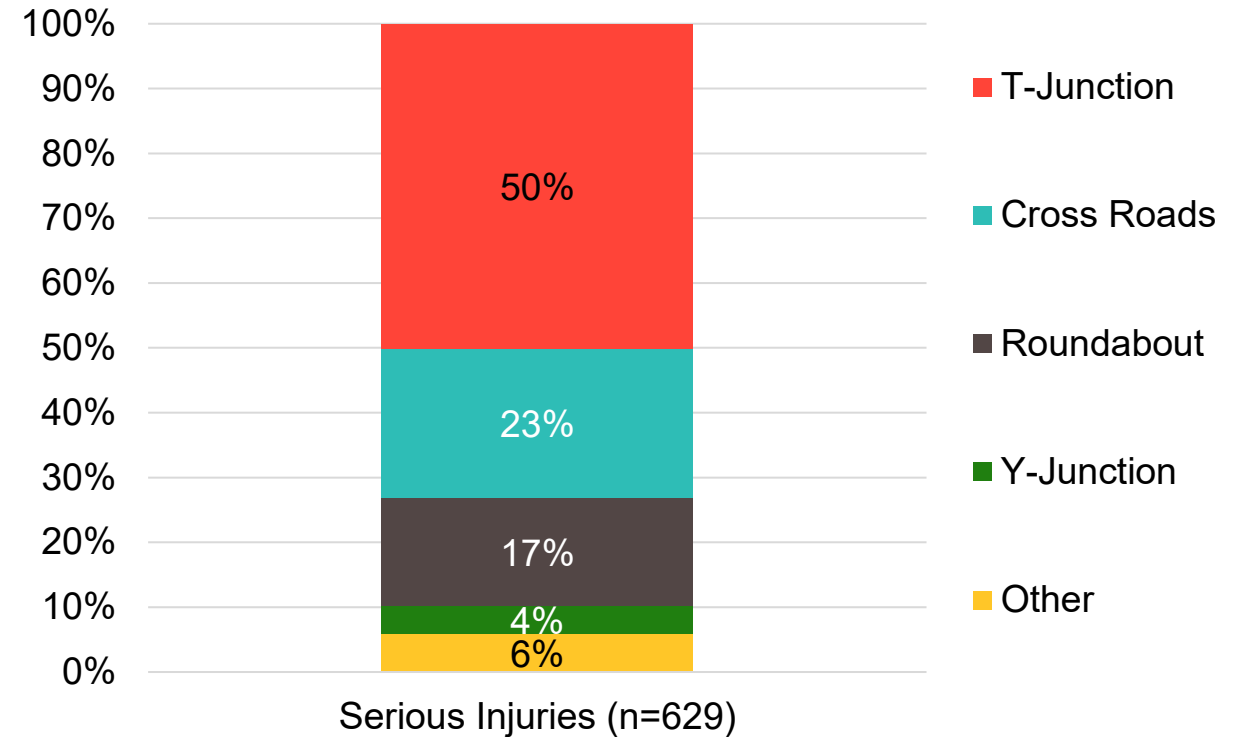
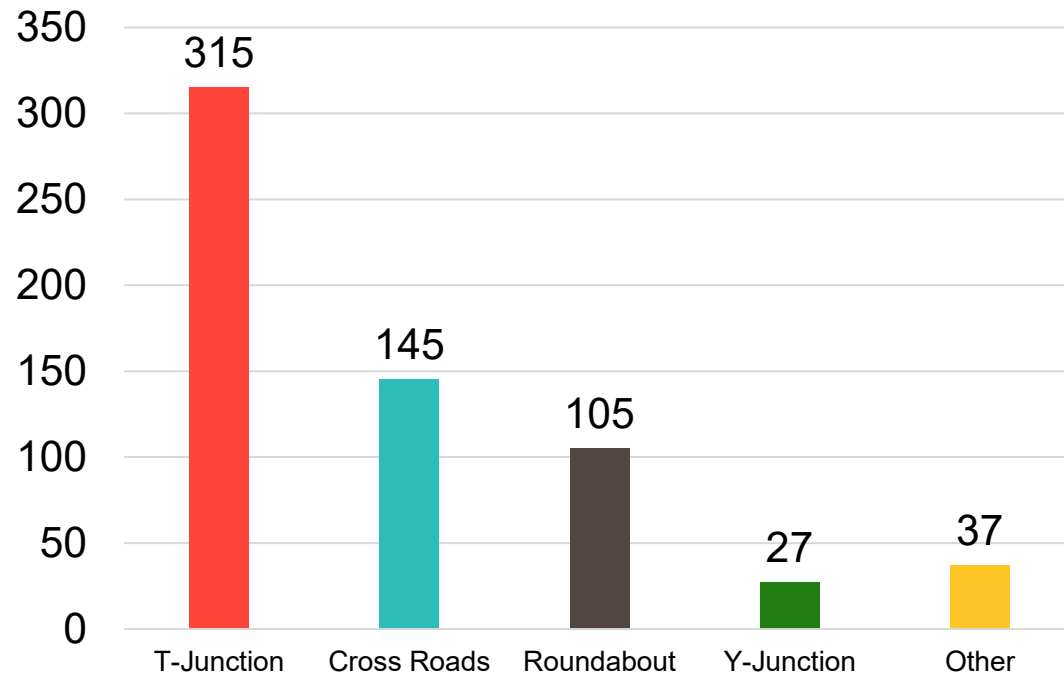


48% (629) of serious injuries occurred at a junction.

Note, figures are provisional and subject to change. Junction type is currently unknown for one seriously injured cyclist at present. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA48 via the following weblink: <https://data.cso.ie/table/ROA48>

Cyclist serious injuries at a junction

2021-2025



T-junctions and cross roads are the most common junction type.

Note, figures are provisional and subject to change.

Cyclist serious injuries by county

2021-2025

Dublin and Cork saw the largest number of seriously injured cyclists, with over half of cyclist serious injuries occurring in Dublin (Dublin 52%, Cork 7%).



County	Serious Injuries (n=1324)	
	n	%
Dublin	694	52%
Cork	99	7%
Galway	53	4%
Limerick	53	4%
Wicklow	49	4%
Kerry	45	3%
Kildare	43	3%
Meath	31	2%
Louth	30	2%
Waterford	26	2%
Mayo	24	2%
Wexford	23	2%
Donegal	21	2%
Tipperary	20	2%
Other county	113	9%
Total	1324	100%

Note, figures are provisional and subject to change. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA52 via the following weblink: <https://data.cso.ie/table/ROA52>



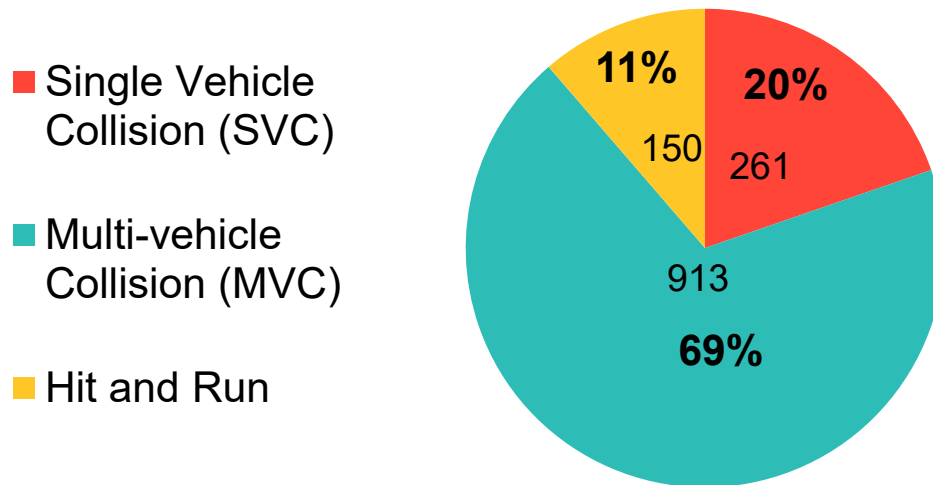
Cyclist serious injuries by collision type

2021-2025

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Serious injuries (n=1,324)



- The majority of cyclists were seriously injured in multiple vehicle collisions (69%).
- 20% 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 11% of cases.

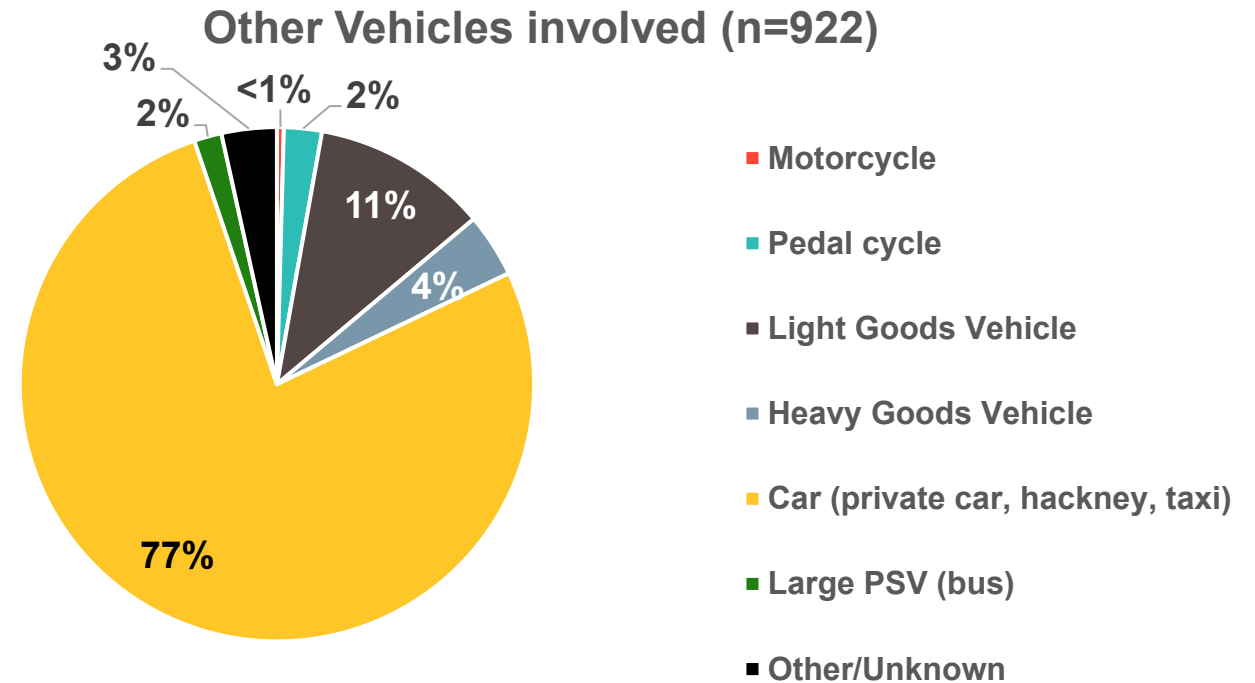
Note, figures are provisional and subject to change. A single vehicle collision involved the cyclist's pedal cycle only, while a multiple vehicle collision involved at least one other vehicle. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA51 via the following weblink:
<https://data.cso.ie/table/ROA51>

Other vehicles involved in a multiple vehicle collisions with seriously injured cyclists

2021-2025

As per slide 17, 913 cyclists were seriously injured in a collision with another vehicle.

Cars were most likely to be involved in these multiple vehicle collisions, followed by light goods vehicles.



Note, figures are provisional and subject to change. Note, the vehicles of seriously injured cyclists are not included in the graph.

Cyclist and Driver Actions

2021-2025

Single vehicle collisions

-  89% (232) of the 261 cyclists seriously injured were driving forward
-  17% (45) of the 261 cyclists seriously injured lost control
-  22% (58) of the 261 cyclists were injured at a junction.

Multiple vehicle collisions

-  87% (790) of the 913 cyclists seriously injured were driving forward, while 3% (31) were turning right.
-  44% (403) of the other 922 vehicles involved were driving forward, while 18% (162) were turning right, and 13% (117) turning left.
-  Failure to observe was the most frequently noted action for the other driver (407, 44%); and for the cyclist (211, 23%).

Note, figures are provisional and subject to change.

Single Cyclist Collision scenario analysis

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Seriously injured cyclists in SVCs who were driving forward at the time of the collision

- Of the 261 seriously injured cyclists in SVCs, 232 (89%) were driving forward at the time of the collision.
- The top 5 scenarios identified for these 232 cyclists were:
 1. Road surface – oil, debris, potholes, ice, wet surface, etc (22, 9%)
 2. Avoiding another vehicle (17, 7%)
 3. Avoiding other cyclist/pedestrian (12, 5%)
 4. Colliding with or (dis)mounting kerb/footpath (12, 5%)
 5. Issue with bike (brakes/chain came off, tyre blew) (7, 3%)
- Three in ten (70, 30%) of the 232 cyclist's scenarios fall into one of the five scenarios listed above. There was no other information for the other 70% of cyclists seriously injured.

Note, figures are provisional and subject to change. The above is based on information available in the free text narrative field in the road traffic collision data.



Cyclist serious injuries in MVCs

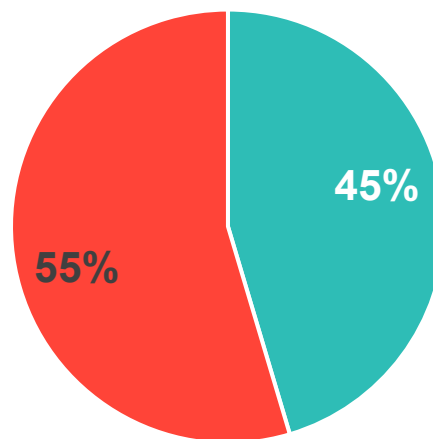
2021-2025

Seriously injured cyclists (n=912)

At a junction (498, 55%)

55% of cyclists seriously injured in MVCs were injured at a junction

At these junctions, 42% (211) of the other 502 vehicles were driving forward, 27% (135) were turning right, 20% (98) were turning left, while the majority of cyclists were driving forward (428, 86%)



Not at a junction (414, 45%)

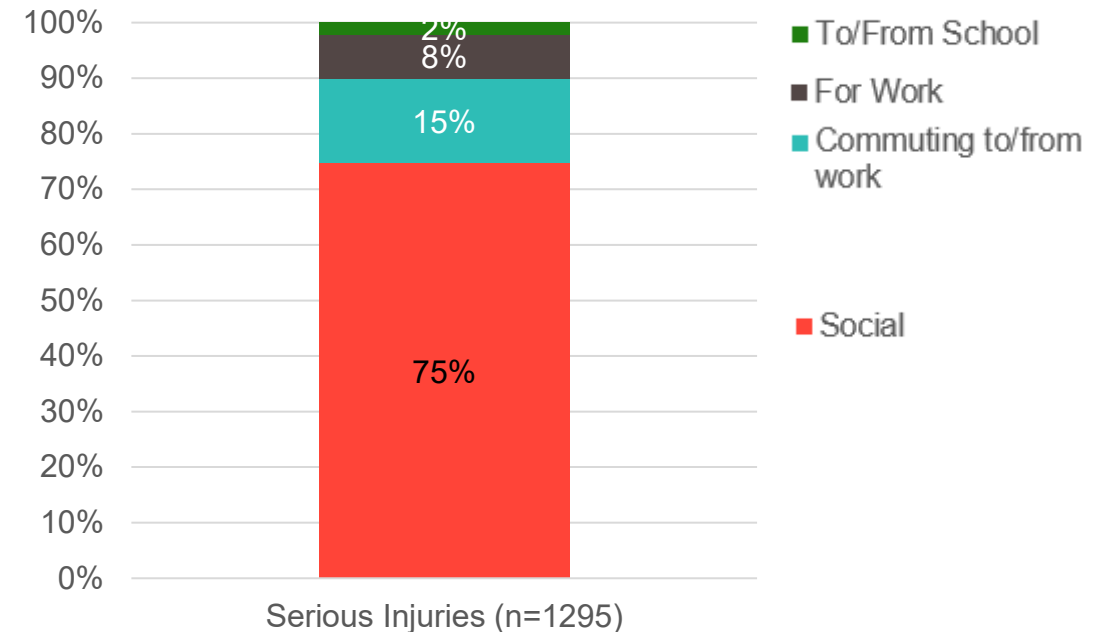
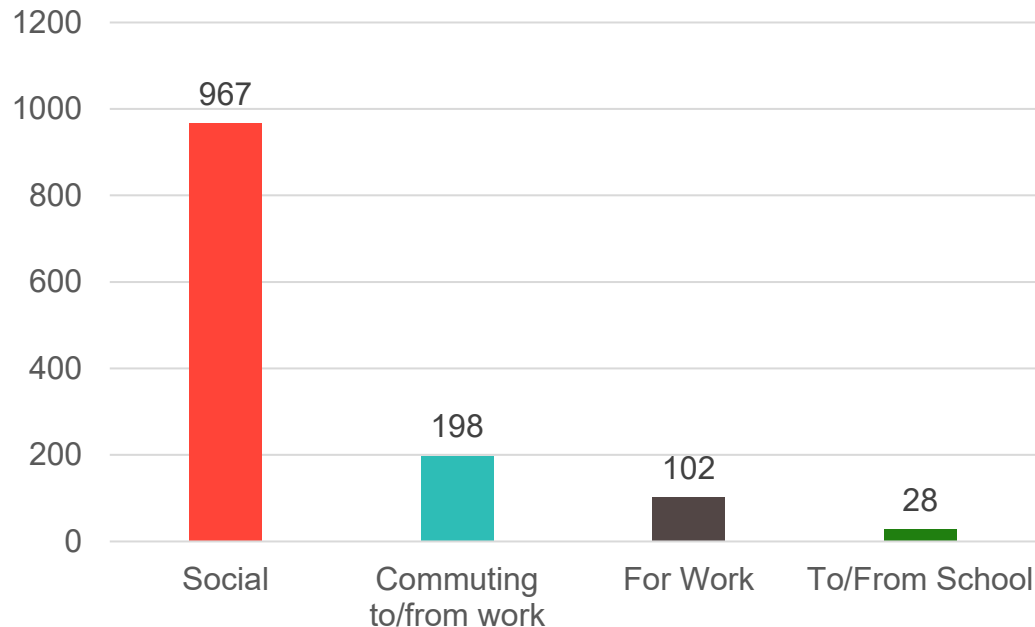
Of the other 419 vehicles involved in cyclist serious injuries that did not occur at a junction, 60 (14%) were parked/stationery.

In these 60 collisions, the cyclist was most likely to have either rear-ended (16, 27%) the parked vehicle or collided with an open door or attempted to avoid an open door (29, 48%) .

Note, figures are provisional and subject to change. Junction type currently unknown for one cyclist seriously injured in a MVC.

Cyclist serious injuries by trip purpose

2021-2025



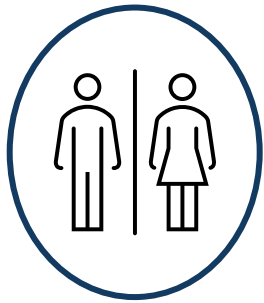
The greatest share of serious injuries was among those cycling for social purposes (75%). Of the 198 cyclist seriously injured commuting to/from work, 87% (172) were aged 16-55 years. Majority of cyclists injured commuting to/from work were injured in Dublin (148, 75%).

Note, figures are provisional and subject to change. Note, trip purpose of 29 injured cyclists are unknown.

Summary: cyclist serious injuries, 2021-2025

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Age and gender

Over half (55%) of cyclists seriously injured were **aged 26-55 years**.

Seriously injured cyclists were most likely to be **male (78%)**.



Time, day, month

Almost four in five (79%) cyclists were injured between **8am and 8pm**. **4pm-8pm** had the highest share (31%).

High proportions of serious injuries **Tuesday-Thursday** and **May-September**



Location

Over half (52%) of serious injuries occurred **in Dublin**.

Almost half (48%) of serious injuries occurred **at a junction**.

Majority of injuries were sustained on a **straight road (83%)**.



Collision type

20% seriously injured in a **single vehicle collision**

11% seriously injured in a **hit and run collision**

69% seriously injured in **multiple vehicle collisions**, most commonly with a **car or light goods vehicle**.

Note, figures are provisional and subject to change.



Cyclist spotlight report: fatalities and serious injuries

2021-2025



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