



Mid year review of fatalities

1 January- 27 July 2025

Data is current as of 9am 28 July



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Introduction

Definitions

- The RSA has a statutory remit to report on injury collisions that have occurred on a public road.
- 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).
- Information in this report for the years 2021 onwards is provisional and subject to change until such a time as this data are deemed final by the Research Department.
- Note, incidents that occur in car parks 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.
- As of 28 July 2025, An Garda Síochána have recorded 86 fatal collisions, which have resulted in 93 fatalities on Irish public roads and public places such as car parks. Two of these fatalities occurred in car parks and are not included in the figures published in this report. This report is based on 86 fatal collisions, which have resulted in 91 fatalities on Irish public roads over the period 1 January -27 July 2025.



Topline Findings 2025

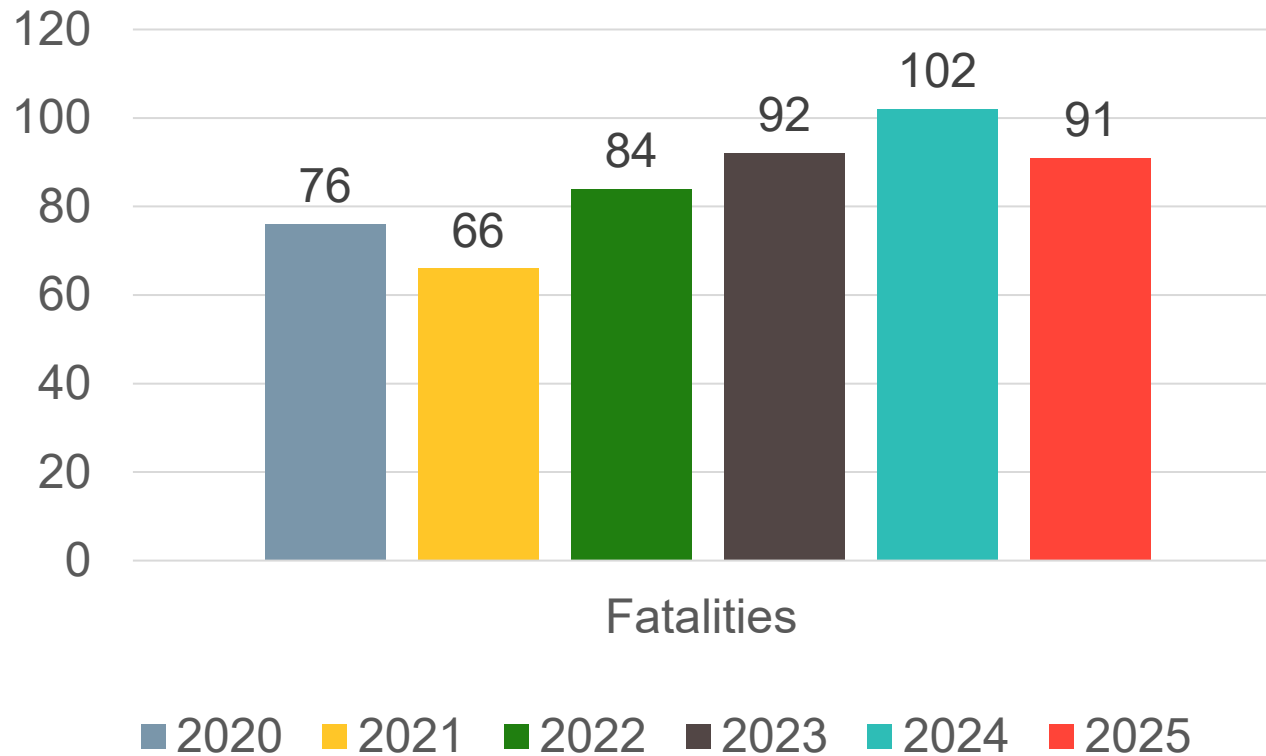
1 January – 27 July 2025

-  As of 27 July, there have been 91 fatalities on Irish roads which is 11 less deaths compared to the same period in 2024.
-  35 were drivers, 22 were pedestrians, 17 were motorcyclists, 8 were cyclists, 8 were passengers, and 1 was an e-scooter user.
-  A quarter (25%) of all fatalities were aged 25 years or less. There has been a decrease in the number of fatalities in this age cohort compared to this time last year (14 less fatalities). Fatalities in the age categories 46-65 years are highest they have been in the past six years.
-  Compared to this time last year, there has been a decrease of 16 passenger fatalities, but increases in fatalities among cyclists, pedestrians and motorcyclists compared to the historic trend.
-  27% occurred between 12pm and 4pm. A further 26% of all fatalities occurred between 8pm and 4am when traffic volumes tend to be lower. Friday through Monday saw the greatest number of fatalities.
-  Over half (56%) of all fatalities occurred on 80km/h and 100kmh roads.

Note: All data for 2021-2025 are provisional and subject to change.

Fatalities

1 January – 27 July



- As of 27 July, there have been **91** fatalities on Irish roads.
- This represents **11 less deaths** and **8 less fatal collisions** compared to the same period in 2024.
- Of the 91 fatalities in 2025, 35 were drivers, 22 were pedestrians, 17 were motorcyclists, 8 were cyclists, 8 were passengers, and 1 was an e-scooter user.
- To date this year there were 5 collisions which resulted in more than one death (one less multiple death collision compared to the same time period last year).
- To date, 53 (59%) were killed in single vehicle collisions, 36 (40%) in multiple vehicle collisions and 1 (1%) in hit and run collisions*.

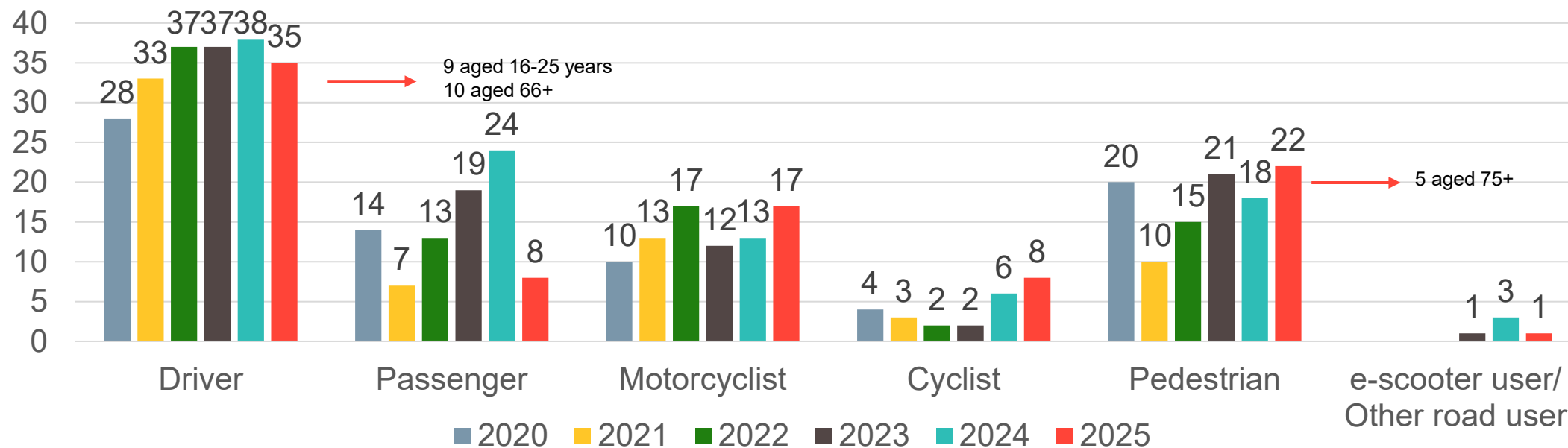
*Note: All data for 2021-2025 are provisional and subject to change. *For one fatality the collision type is currently unknown.*

Road Users

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1 January – 27 July

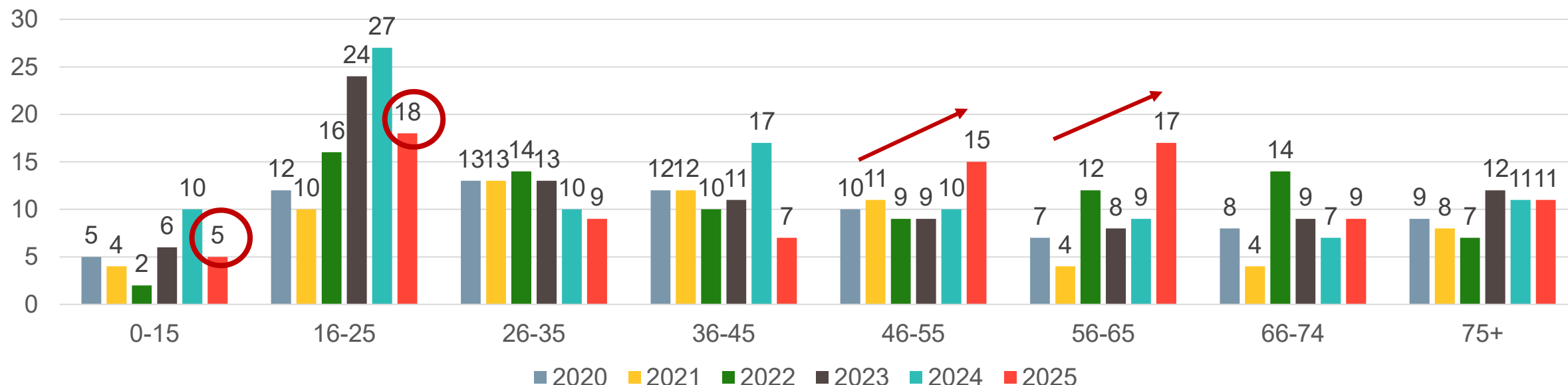


- Of the 91 fatalities in 2025, 35 (38%) were drivers, 22 (24%) were pedestrians, 17 (19%) were motorcyclists, 8 (9%) were cyclists, 8 (9%) were passengers, and 1 (1%) was an e-scooter user.
- Compared to this time last year, there has been a decrease of 16 passenger fatalities, but increases in fatalities among cyclists, pedestrians and motorcyclists compared to the historic trend.
- Of all fatalities, 67 (74%) were male and 24 (26%) were female.

Note: All data for 2021-2025 are provisional and subject to change.

Age Group

1 January – 27 July

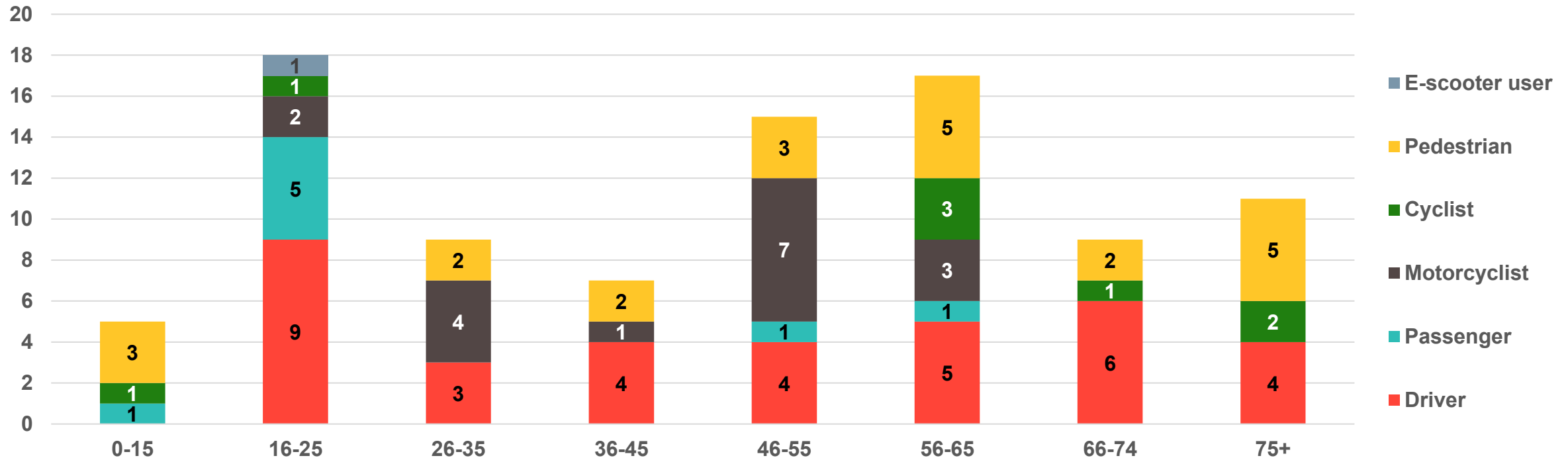


- A quarter (25%) of all fatalities were aged 25 years or less, 10% aged 26-35 years, 8% aged 36-45 years, 16% aged 46-55 years, 19% aged 56-65 years, and 22% aged 66+ years.
- There has been a decrease in the number of fatalities aged 25 years or less compared to this time last year (14 less fatalities). Fatalities in the age categories 46-65 years are highest they have been in the past six years.

Note: All data for 2021-2025 are provisional and subject to change. Age is unknown for one fatality in 2024 at present.

Road User Type by Age Group

1 January – 27 July 2025 (n=91)

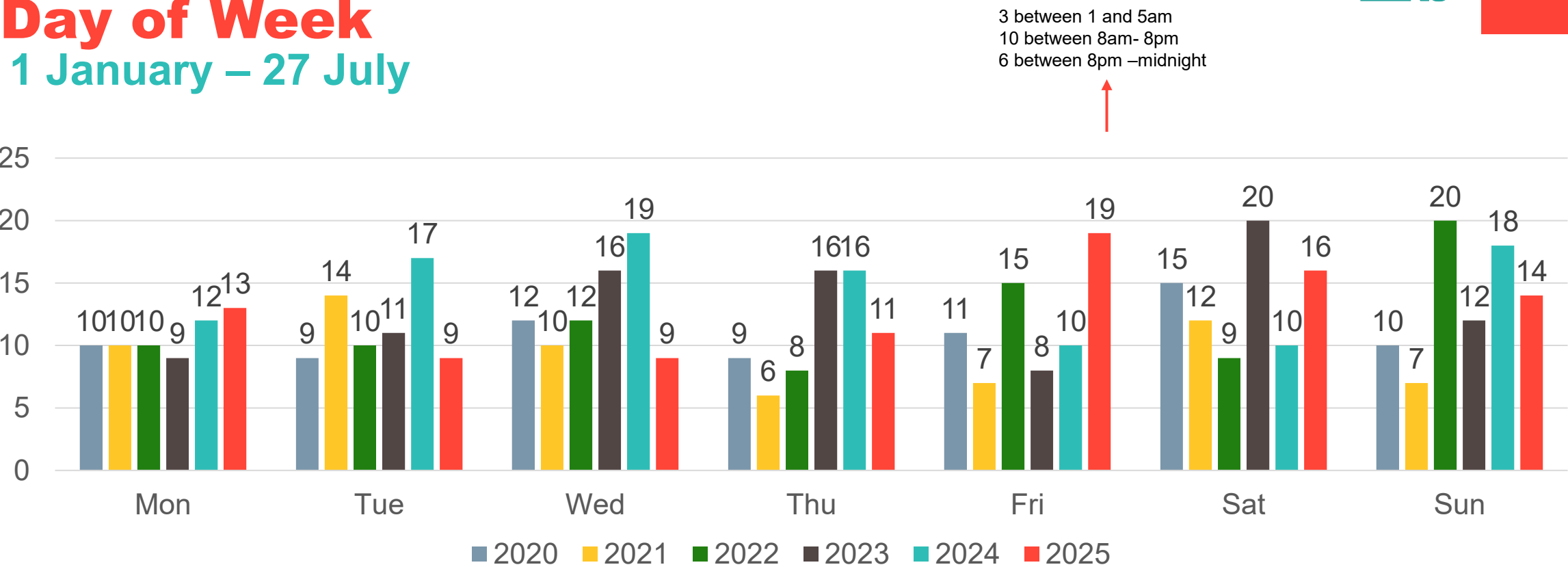


High number of driver and passenger fatalities (14) among those age 16-25 years. A large number of motorcyclists were aged 46-55 years (7). Most cyclists were aged 56 years+. Pedestrian fatalities were spread among all age groups.

Note: All data is provisional and subject to change.

Day of Week

1 January – 27 July

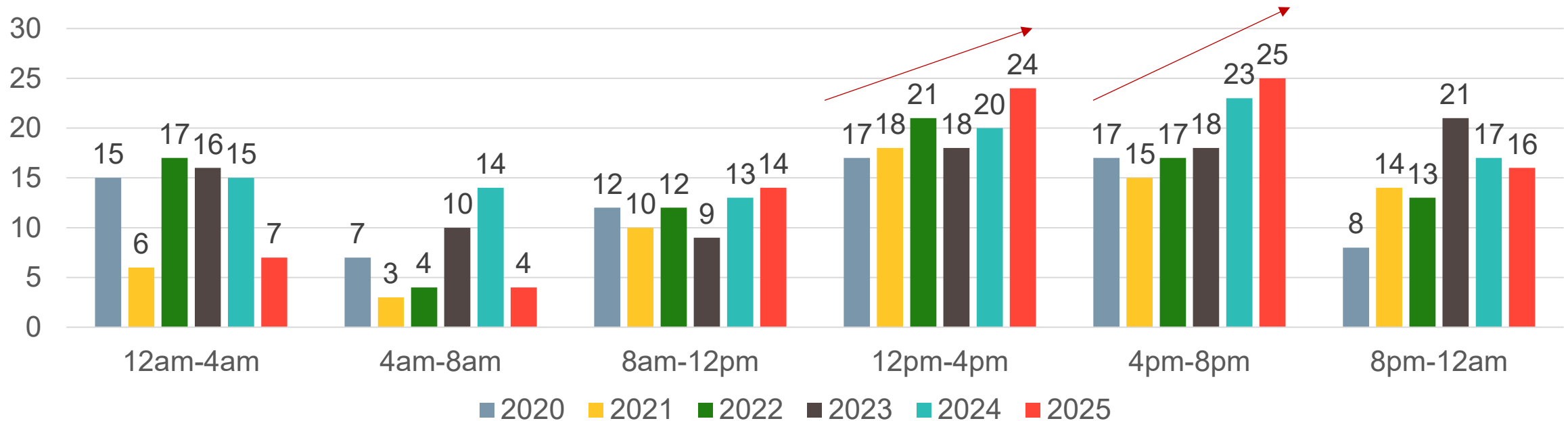


Friday through Monday saw the greatest number of fatalities. In particular Friday saw a high number of fatalities (19, 21%).

Note: All data for 2021-2025 are provisional and subject to change.

Time of day

1 January – 27 July

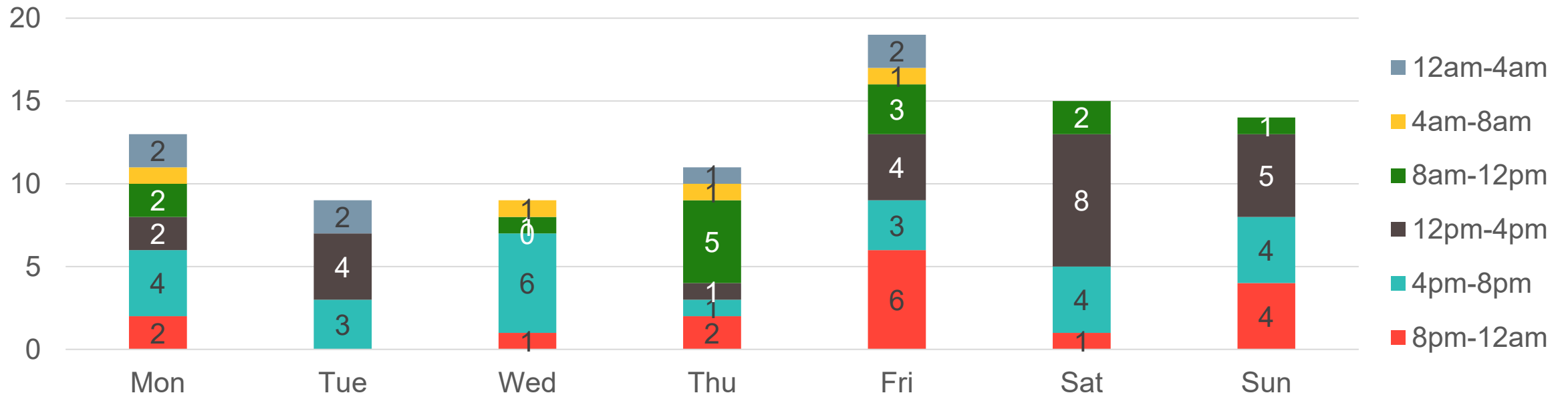


- There has been an increasing trend in fatalities in afternoon and evening, but reductions evident early morning.
- 27% occurred between 12pm and 4pm. A further 26% of all fatalities occurred between 8pm and 4am when traffic volumes tend to be lower.

Note: All data for 2021-2025 are provisional and subject to change. Time unknown for 1 fatality in 2025.

Time of day by day of week

1 January- 27 July 2025 (n=90*)

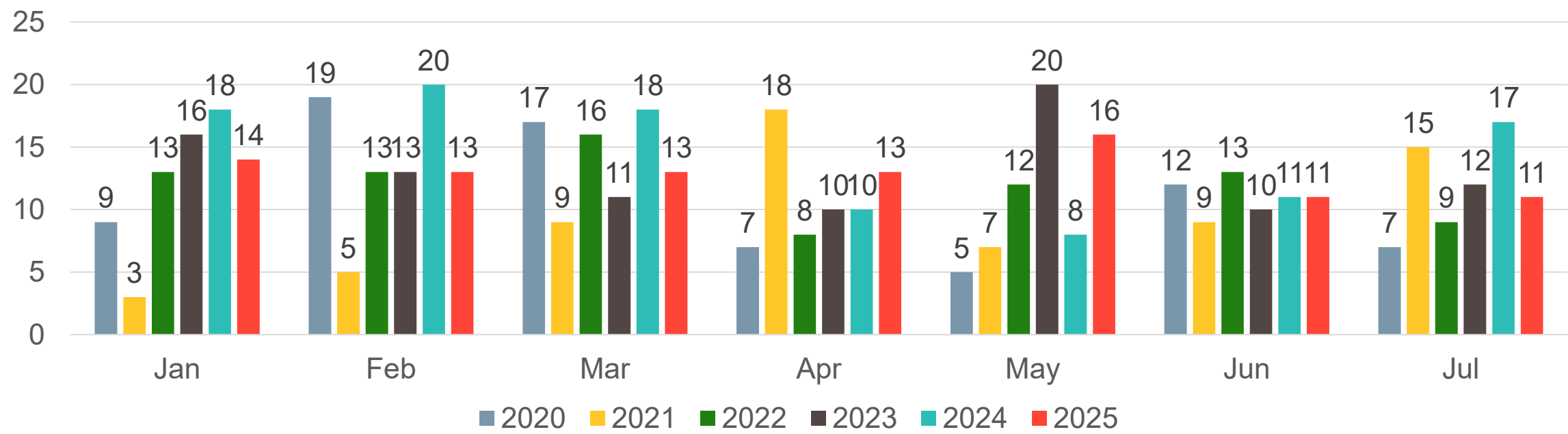


- In particular Saturday 12pm-4pm (8 fatalities) and Friday 8pm-12am (6 fatalities) saw high numbers of fatalities.

Note: All data for 2021-2025 are provisional and subject to change. *Time unknown for 1 fatality in 2025.

Month of year

1 January to 27 July

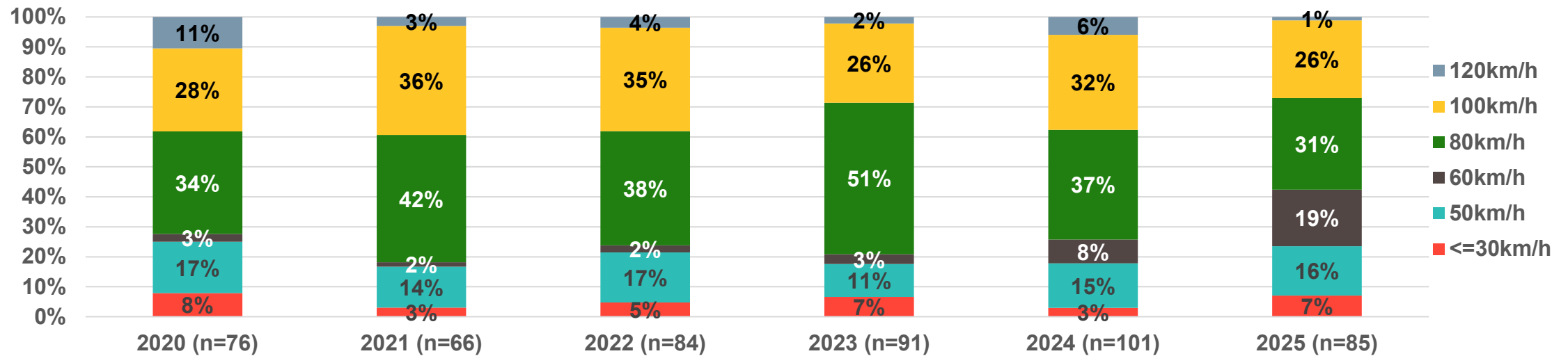


The monthly average in 2025 up to the end of June is 13 fatalities.
 Fatalities peaked in May but reductions seen in June and July.

Note: All data for All data for 2021-2025 are provisional and subject to change.

Speed limit of the road

1 January – 27 July

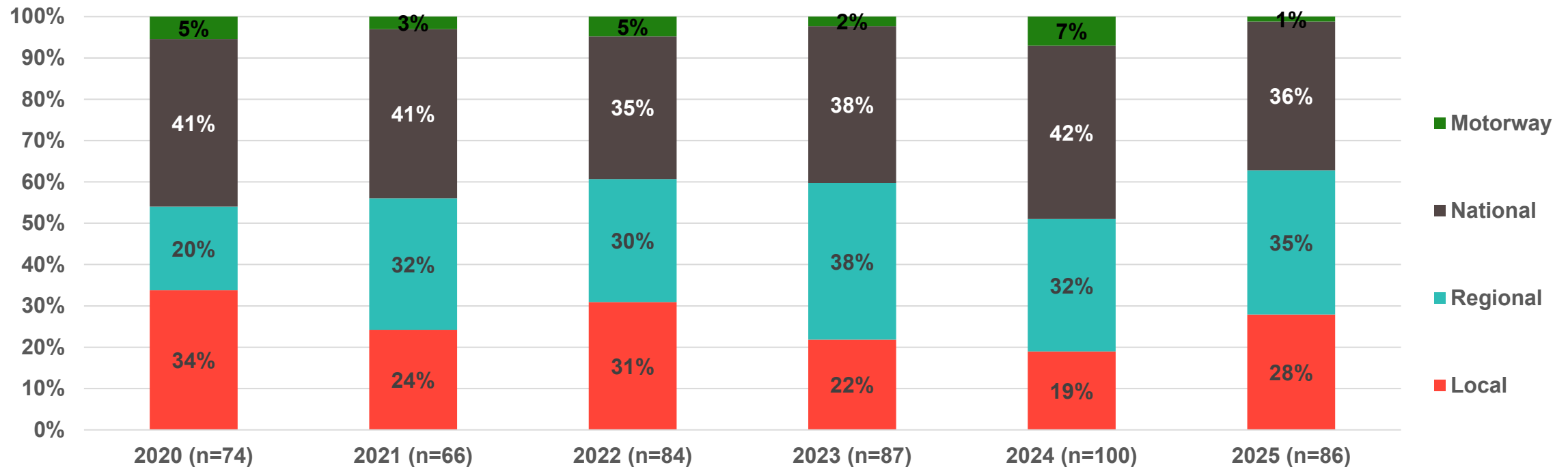


- Share of fatalities on 80km/h roads are at the lowest level in the last six years. Overall, 58% of fatalities on higher speed roads (80km/h or greater).
- Highest share of fatalities on 60km/h roads in 2025 in last six years. Note that in February 2025, the default speed limit on rural local roads reduced from 80km/h to 60km/h. Of the 16 fatalities on these 60km/h roads, 9 were on local roads, 6 were on regional roads, and 1 was on a national road. These will include both urban and rural roads.
- A quarter (24%) of fatalities occurred on urban roads with a speed limit of 50km/h or less.

Note: All data for 2021-2025 are provisional and subject to change. Speed unknown for 1 fatality in 2023, 1 fatality in 2024 and 6 fatalities in 2025. Please note that in February 2025 the speed limit of Local Rural roads reduced to 60km/h

Road Type

1 January – 27 July



36% of fatalities on national roads and a further 35% on regional roads in 2025.

Note: All data for 2021-2025 are provisional and subject to change. Road Type unknown for 2 fatalities in 2020, 5 fatalities in 2023, 2 fatalities in 2024, and 5 fatalities in 2025. Please note that in February 2025 the speed limit of Local Rural roads reduced to 60km/h.

Fatalities by county

1 Jan 2020 - 27 July 2025

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In 2025 year to date, 11 fatalities in Dublin, 10 in Galway, 9 in Donegal, and 8 in Mayo (42% of total fatalities).

Dublin (11) – 5 motorcyclists, 2 pedestrians, 2 cyclists, 1 driver, 1 e-scooter user

Galway (10) - 6 drivers, 2 cyclists, 1 motorcyclist, 1 pedestrian

Donegal (9) – 5 drivers, 2 pedestrians, 2 passengers

Mayo (8) – 5 drivers, 1 cyclist, 1 pedestrian, 1 motorcyclist

County	2020	2021	2022	2023	2024	2025
Carlow	3	0	0	3	5	2
Cavan	2	5	5	6	3	1
Clare	3	2	7	6	4	2
Cork	20	8	13	14	18	8
Donegal	10	7	8	10	17	9
Dublin	19	20	12	15	22	11
Galway	5	12	6	12	5	10
Kerry	9	6	7	10	7	3
Kildare	4	6	4	3	9	1
Kilkenny	4	2	9	4	4	3
Laois	0	2	3	2	1	4
Leitrim	1	0	2	4	2	1
Limerick	4	5	10	7	6	3
Longford	0	3	2	2	2	0
Louth	9	7	8	7	4	1
Mayo	5	5	5	11	19	8
Meath	8	13	7	7	8	4
Monaghan	3	5	6	7	2	1
Offaly	4	0	4	7	4	2
Roscommon	5	2	4	6	4	2
Sligo	2	1	6	4	4	1
Tipperary	7	10	7	16	2	2
Waterford	2	1	3	3	5	3
Westmeath	4	2	3	5	3	4
Wexford	7	7	9	2	6	5
Wicklow	1	1	2	6	6	0
Total	141	132	152	179	172	91

Note: All data for 2021-2025 are provisional and subject to change. 2020-2024 is refers to the full year of data while 2025 refers to 1 Jan-27 July 2025.



Analysis of road traffic fatalities

1 January- 27 July 2025

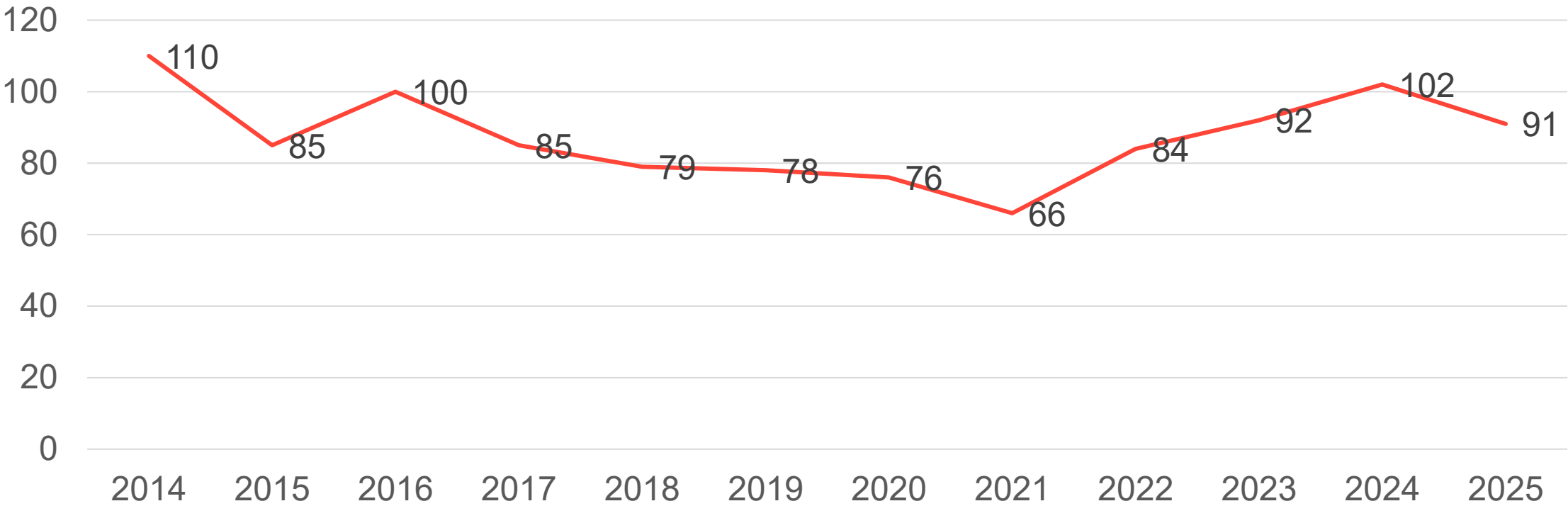


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Appendix

Fatalities 2014-2025

1 January to 27 July



Note: All data for All data for 2021-2025 are provisional and subject to change.