



Key areas of concern in road safety performance

Casualty trends and dangerous behaviours

18 February 2025

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Overview of provisional fatality and serious injury data 2024

Fatality data is current as of 14 February 2025

Overview



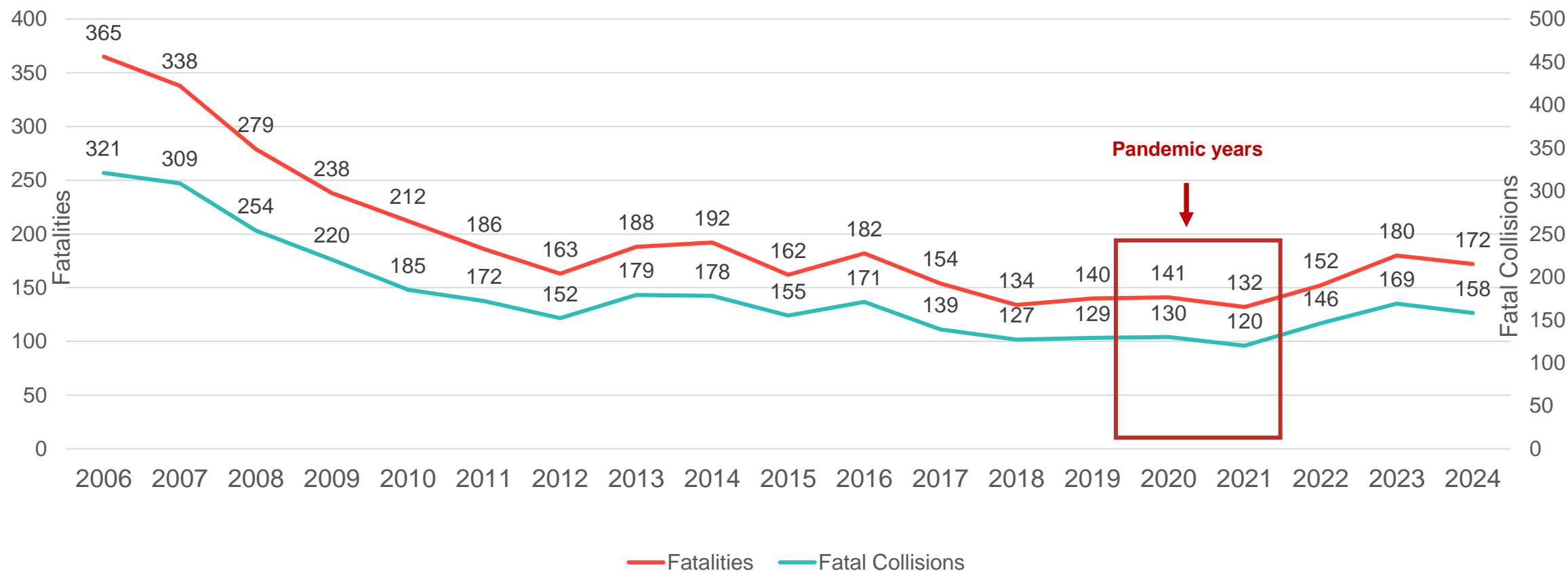
- As of 31 December 2024, An Garda Síochána have recorded **161** fatal collisions, which have resulted in **175** fatalities on Irish public roads and public places such as car parks. Three of these fatalities occurred in carparks and are not included in the figures published in this report.
- This report is based on **158** fatal collisions, which have resulted in **172** fatalities on Irish public roads over the period 1 January-31 December 2024.
- This represents **11 fewer** fatal collisions and **8 fewer** deaths **(-4%)** compared to provisional data for 2023.
- Note, incidents that occur in carparks and other non-public roads are excluded from the RSA official figures per historic trends and EU convention. 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: All data for 2023 and 2024 are provisional and subject to change.



Long-term trend

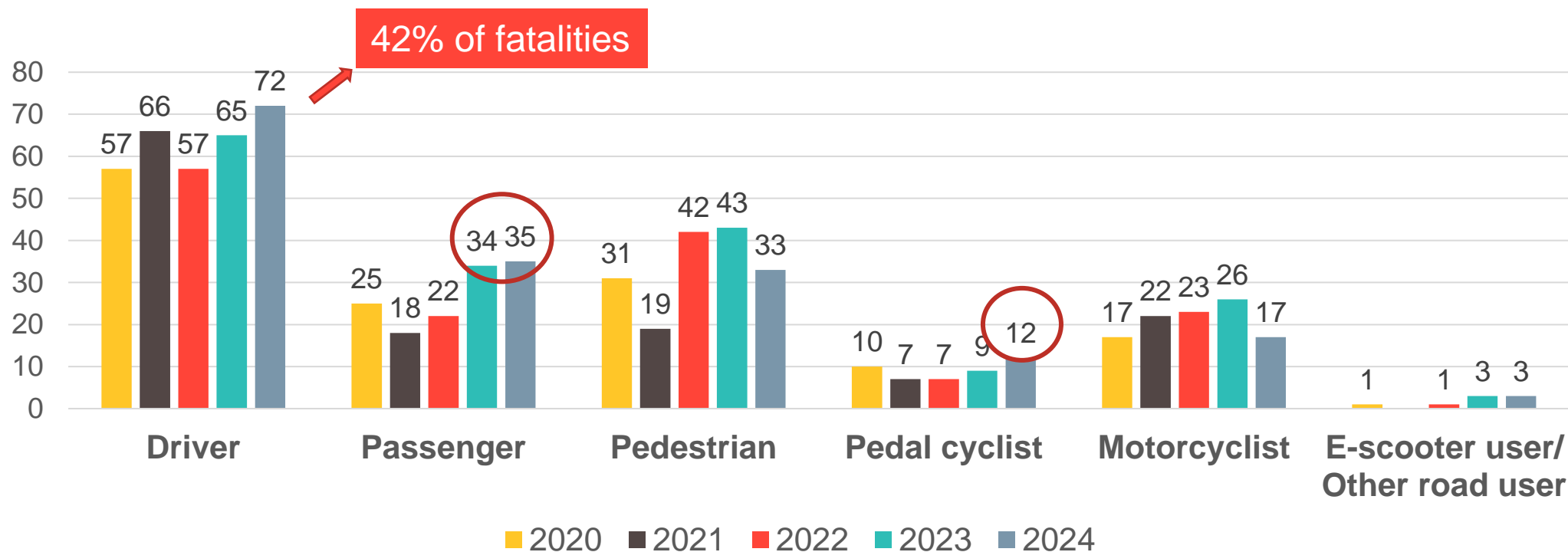
■ The monthly average for 2023 was **15 fatalities**, monthly average 2024 was **14 fatalities**.



Note: All data for 2021-2024 are provisional and subject to change. Fatality figures from January-December used to calculate the monthly average.

Road user profile of the last five years

Driver, passenger and pedal cyclist fatalities are highest in last 5 years.

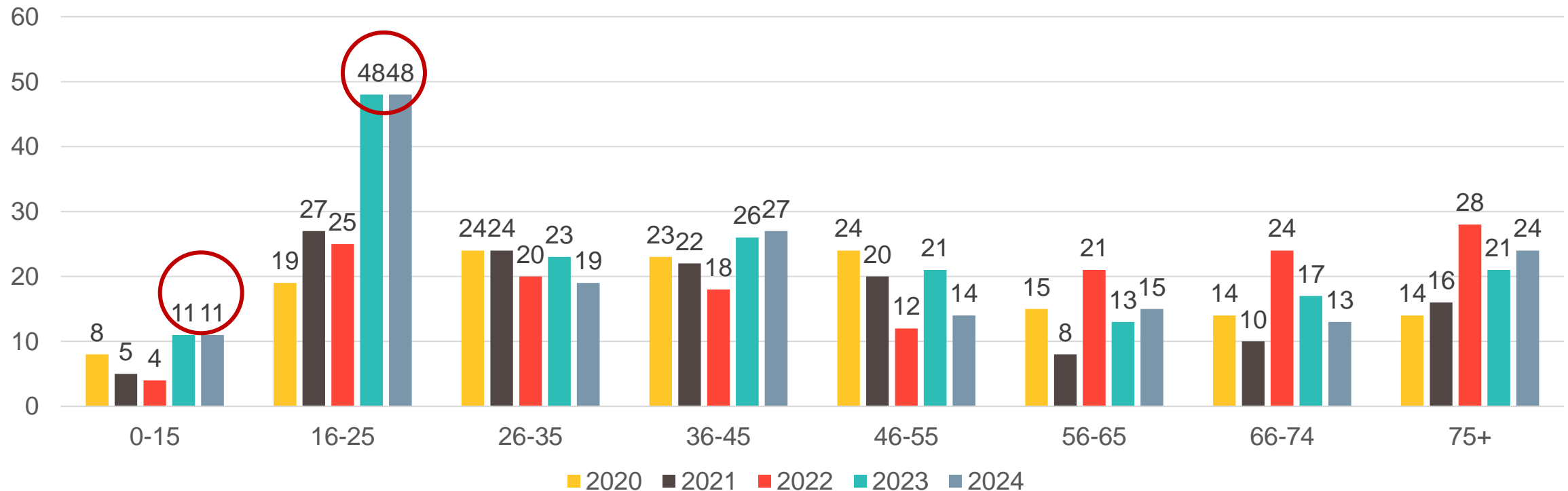


Of fatalities in 2024, three in four (74% , 127) were male and quarter (26%, 45) were female.

Figures for 2021 to 2024 are provisional and subject to change

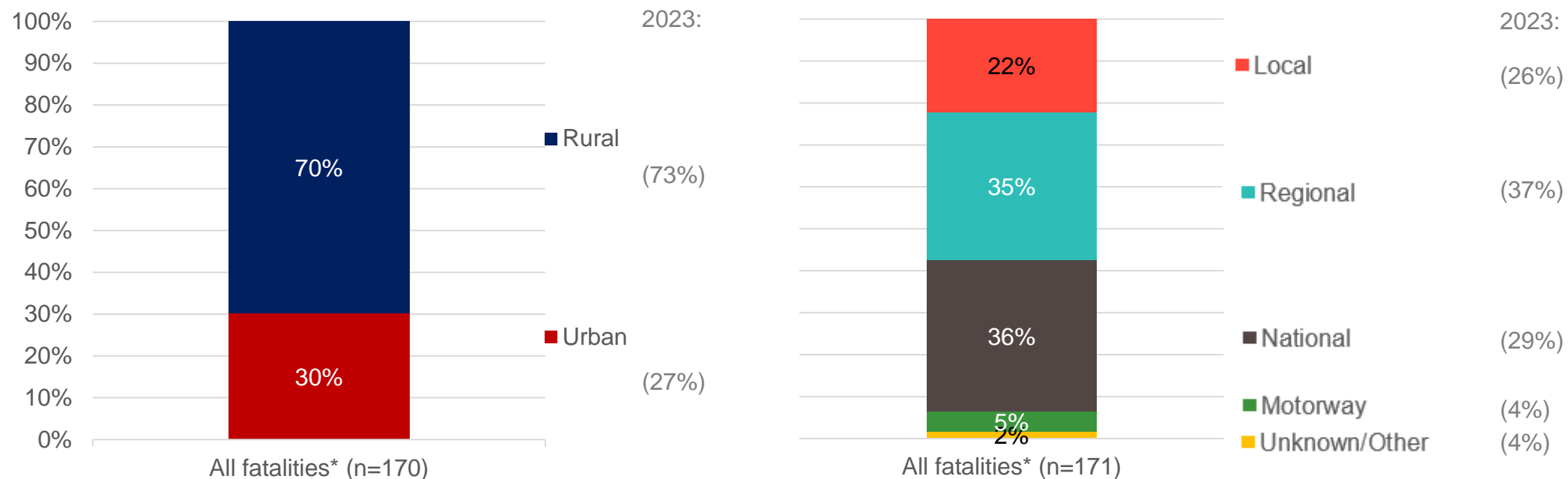
Age profile of the last five years

In 2024, the highest risk age group was those aged 16-25 years (28%).



Figures for 2021 to 2024 are provisional and subject to change. Age currently unknown for one 2024 fatality at present.

Fatalities by Urban and Rural roads 2024



- Urban roads have a speed limit of $\leq 60\text{km/h}$ and Rural roads have a speed limit of $\geq 80\text{kmh}$.

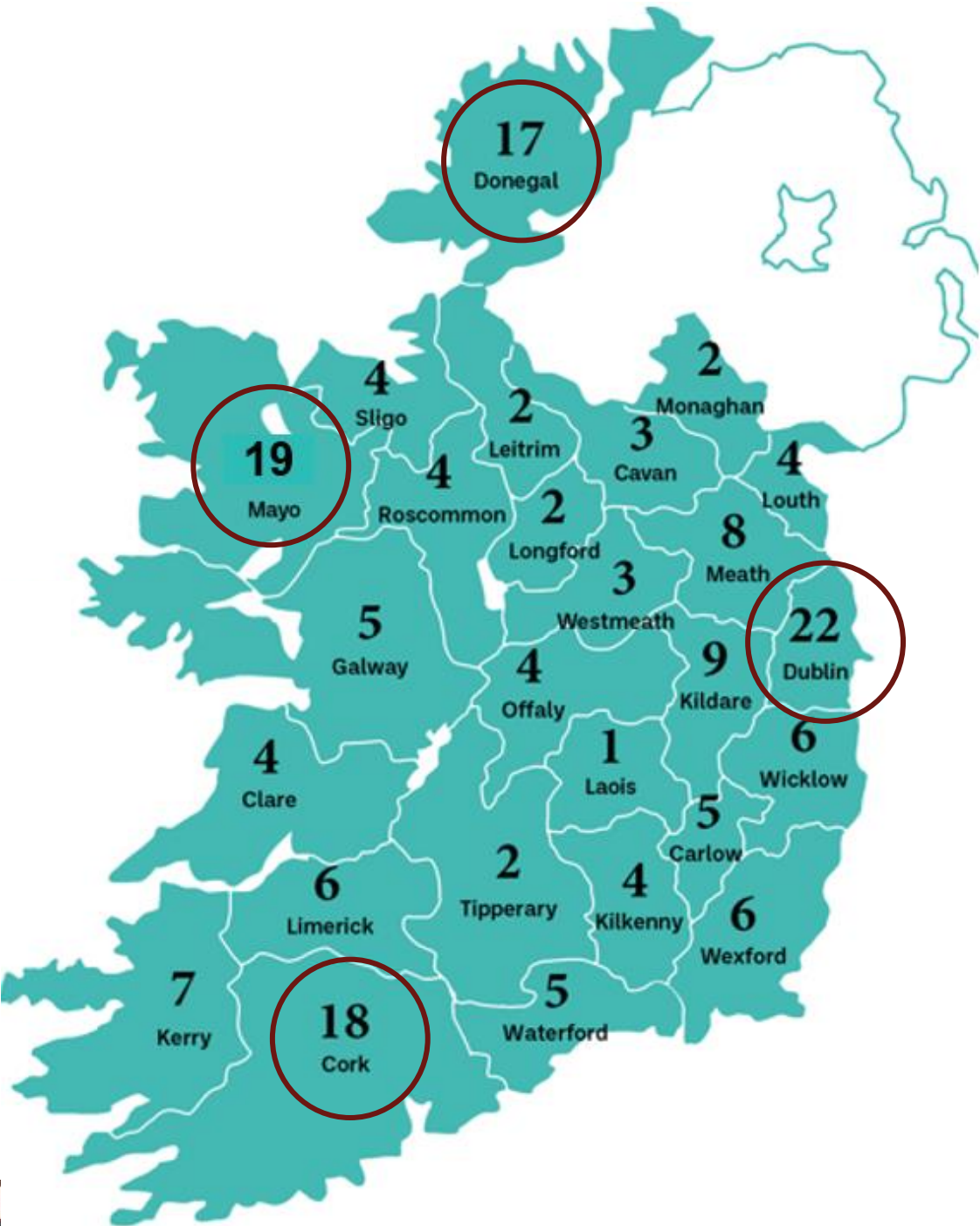
*Figures are provisional and subject to change. *Some information unknown*

Fatalities by county 2024

Dublin (22), Cork (18), Mayo (19) and Donegal (17) – 44% of fatalities occurred in these four counties.

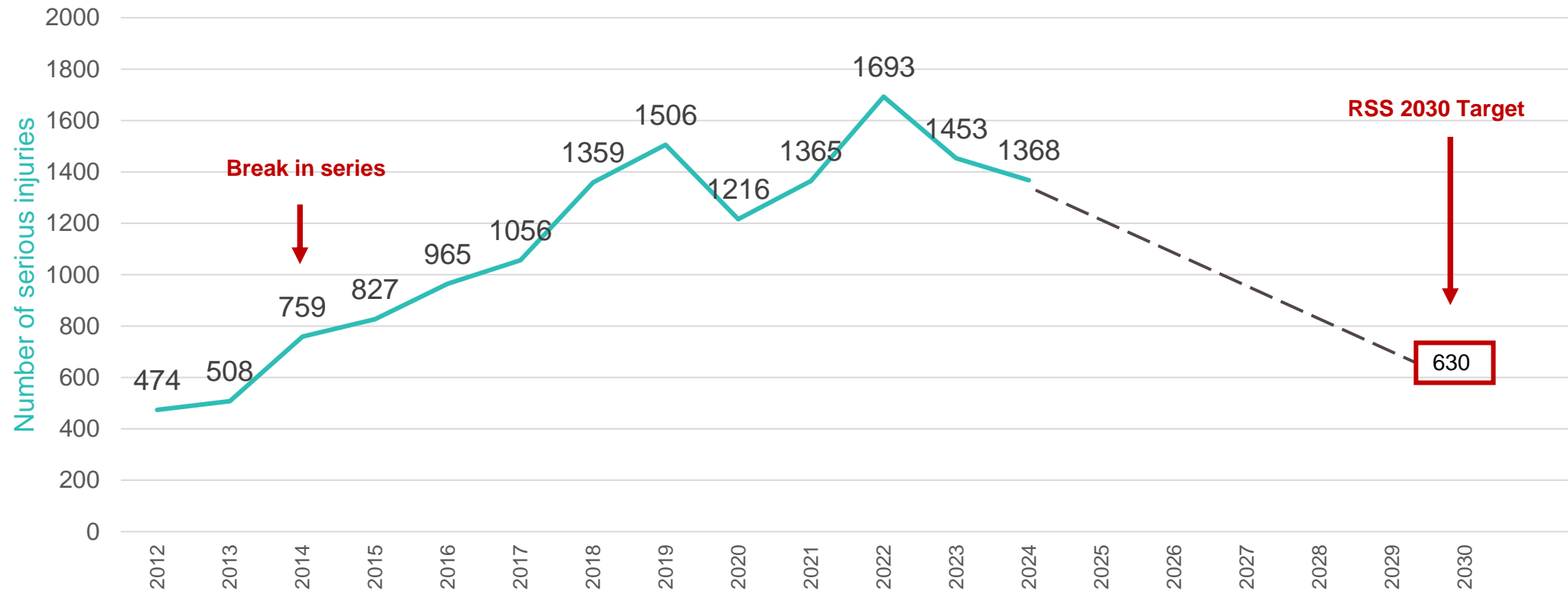
Comparable fatality figures for these four counties in for the past five years:

County	2019	2020	2021	2022	2023
Dublin	19	19	20	12	15
Cork	14	20	8	13	14
Mayo	3	5	5	5	11
Donegal	8	10	7	8	10



Long term trend serious injuries

Provisional data indicates 8 serious injuries for every fatality in 2024, but numbers will rise.

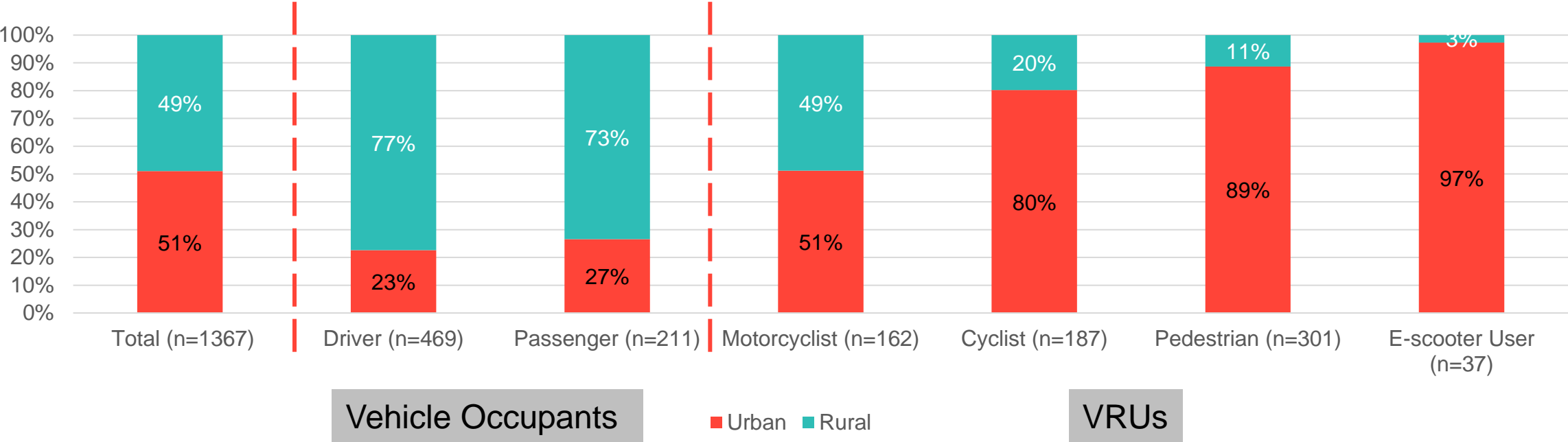


**2021-2024 serious injury data is provisional and subject to change. There can be significant fluctuations in serious injury numbers until such time as records are fully updated. Serious injury figures correct as of 13 January 2025*

Serious injuries on rural and urban roads 2024



Majority of cyclist, pedestrian and e-scooter user serious injuries on urban roads, where speed non-compliance is often high.








Prevalence of cyclist and pedestrian serious injuries on urban roads must be considered in engineering and education interventions, particularly re speed management.

Figures are provisional and subject to change. Speed limit unknown for 1 casualty in 2024.



Provisional data on serious injuries 2024

Key Points

-  Preliminary figures for 2024 should not be interpreted as a reduction versus 2023, as the figure may rise as more data becomes available.
-  Much higher numbers of people are seriously injured on our roads, relative to fatalities (ratio 8:1), and cyclists feature more strongly (7% vs 14%).
-  Even greater numbers evident upon review of HIPE hospitalised casualties, again especially for cyclists. Complementary reporting on AGS and hospital data will continue, per EC advice, and this will provide best evidence to inform interventions.
-  Those aged 75+ and those aged 16-25 represent higher proportions of fatalities compared to serious injuries (14% vs 7% and 28% vs 19% respectively).
-  More than half (54%) of serious injuries occurred 12pm - 8pm, (42% of fatalities). Higher proportions of fatalities between 8pm and 4am compared to serious injuries (35% vs 22%). Higher proportions of fatalities occurred on a Sunday (21%) compared to serious injuries (13%).

Key areas of concern



Targets

- To meet the 2030 target, no more than 6 deaths per month
- In 2024, there was an average of 14 deaths per month



High risk groups

- Vehicle occupants
- Pedestrians
- Cyclists
- E-scooter use
- Young people



High risk times

- Weekend
- Afternoon, evening and late at night
- Early morning
- Afternoon and evening for serious injuries



High risk locations

- Rural roads
- Regional and National roads for fatalities
- Urban roads for serious injuries (VRUs)





Overview of dangerous behaviours



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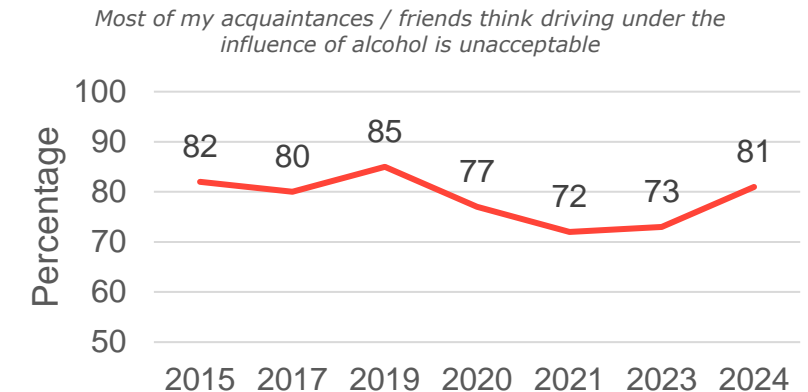
RSA

Intoxicated driving

Intoxicated driving - Alcohol

Self-report survey data

- Across studies, on average **1 in 10** drivers surveyed drove after consuming any alcohol (12 months)
- Social acceptability** of drink-driving is recovering to pre-covid levels
- 1 in 4 motorists agree that:
 - Driving short distances** after having a drink is acceptable
 - They may have been **over the limit** when driving **the morning after** a night out
 - Much higher levels among those who admit to drink driving



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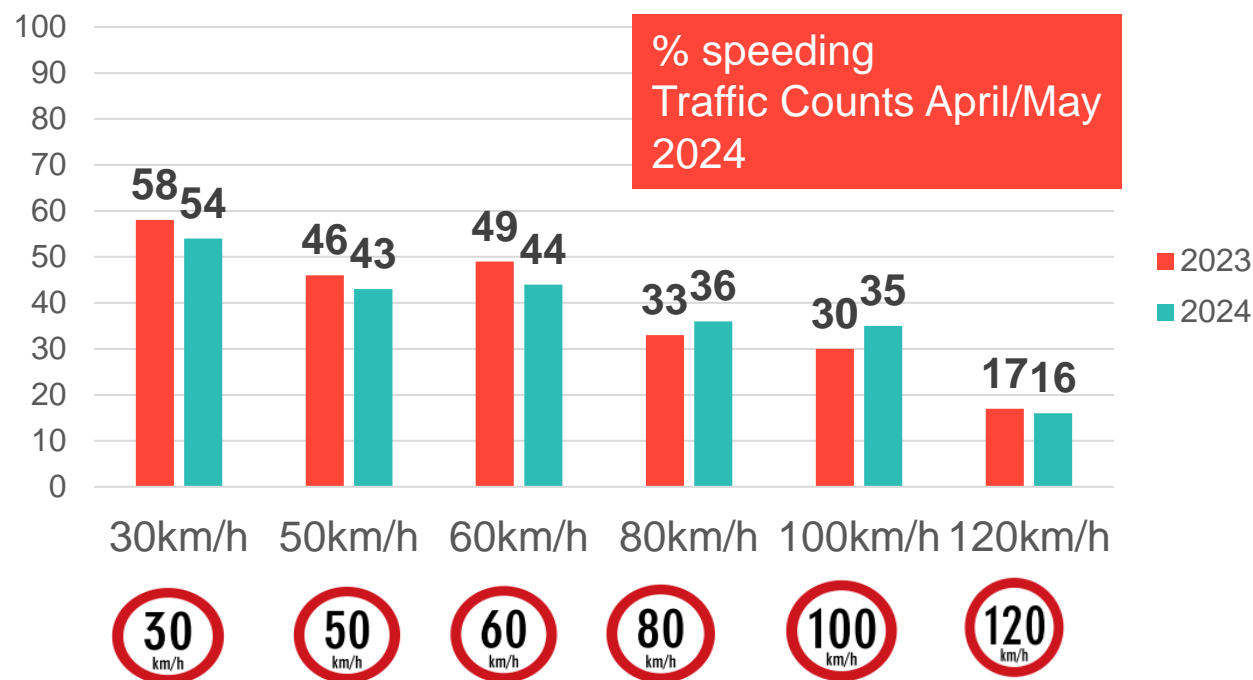
Speed

Speeding

Traffic Count Study

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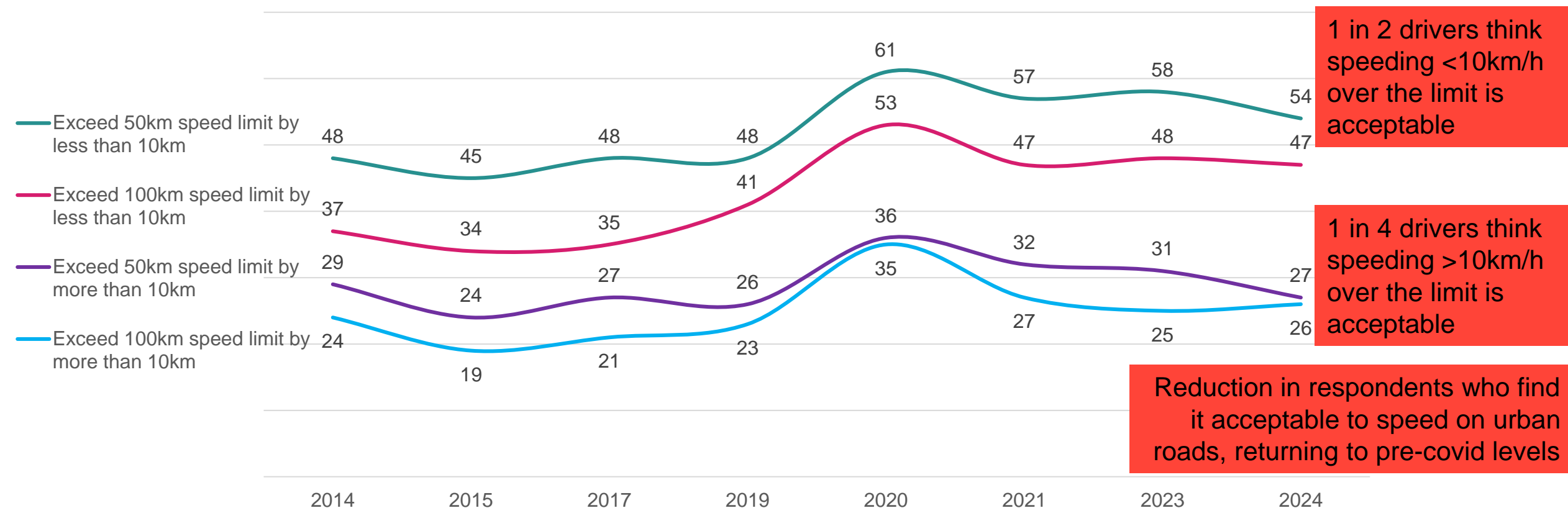
RSA



- In 2024, on all road types, except on 60km/h roads, non-compliance highest between 8pm-8am
- The majority of non-compliant drivers on all road types exceeded the speed limit by up to 10km/h
- 78% of HGV drivers exceed the speed limit on 100km/h roads (limit 80km/h)
- Changes in the rates from 2023 to 2024 are statistically significant at the 95% confidence level

Speeding – levels of self-reported behaviour

Driver Attitude and Behaviour (DAB) surveys, Base: All Motorists (1,000+)



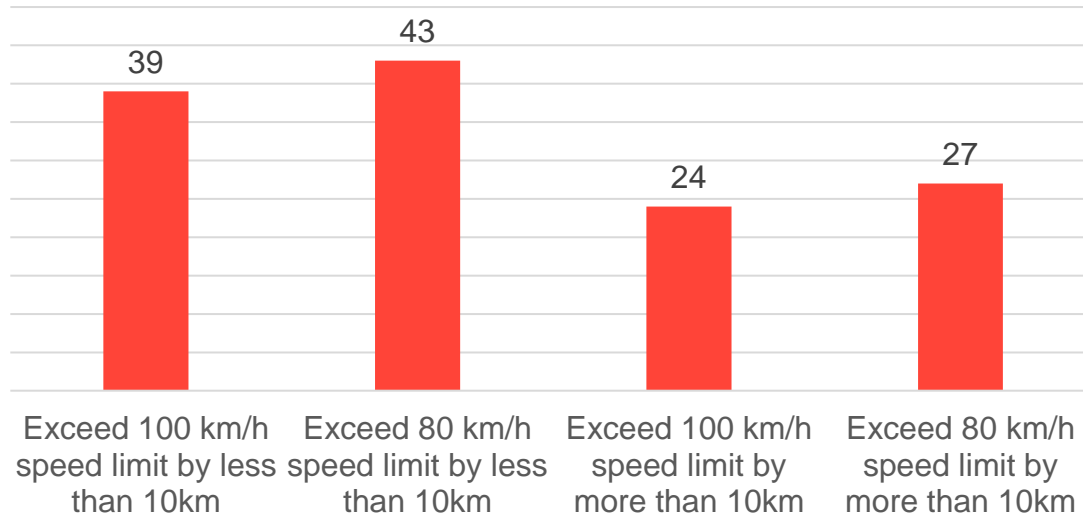
Change of Speed Limit on Rural Roads (from Km/h 80 to 60 Km/h)



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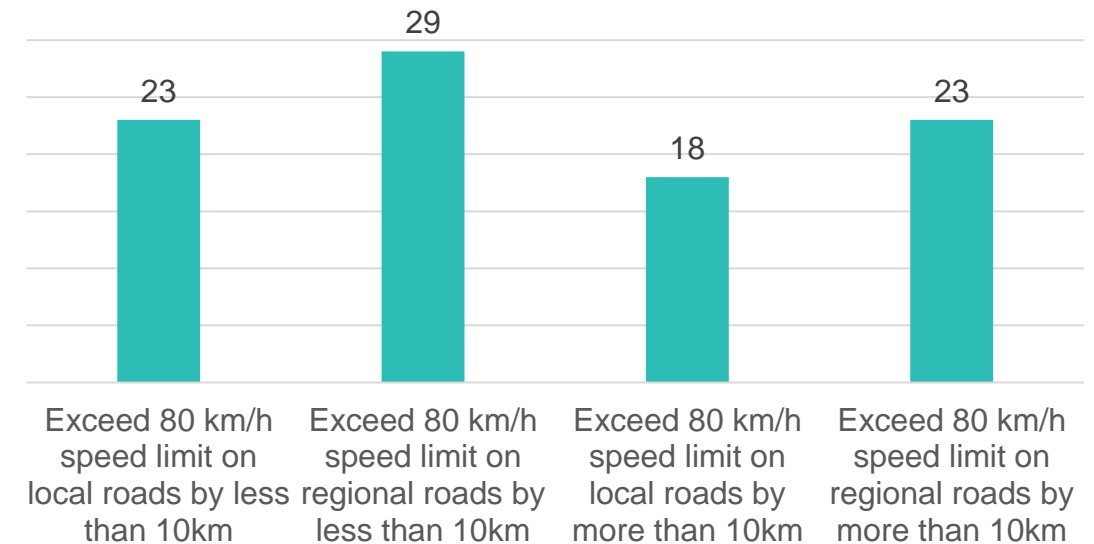
RSA

100 and 80 km/h roads
Very often/often/sometimes %



Self-report speeding follows a similar pattern to that seen in the DAB with low and high level speeding similar regardless of the speed limit

Local and regional roads
Very often/often/sometimes %



The incidence of self-report speeding on 80 km/h roads reduces when it is related to a specific road type, local or regional



Change of Speed Limit on Rural Roads (from Km/h 80 to 60 Km/h)

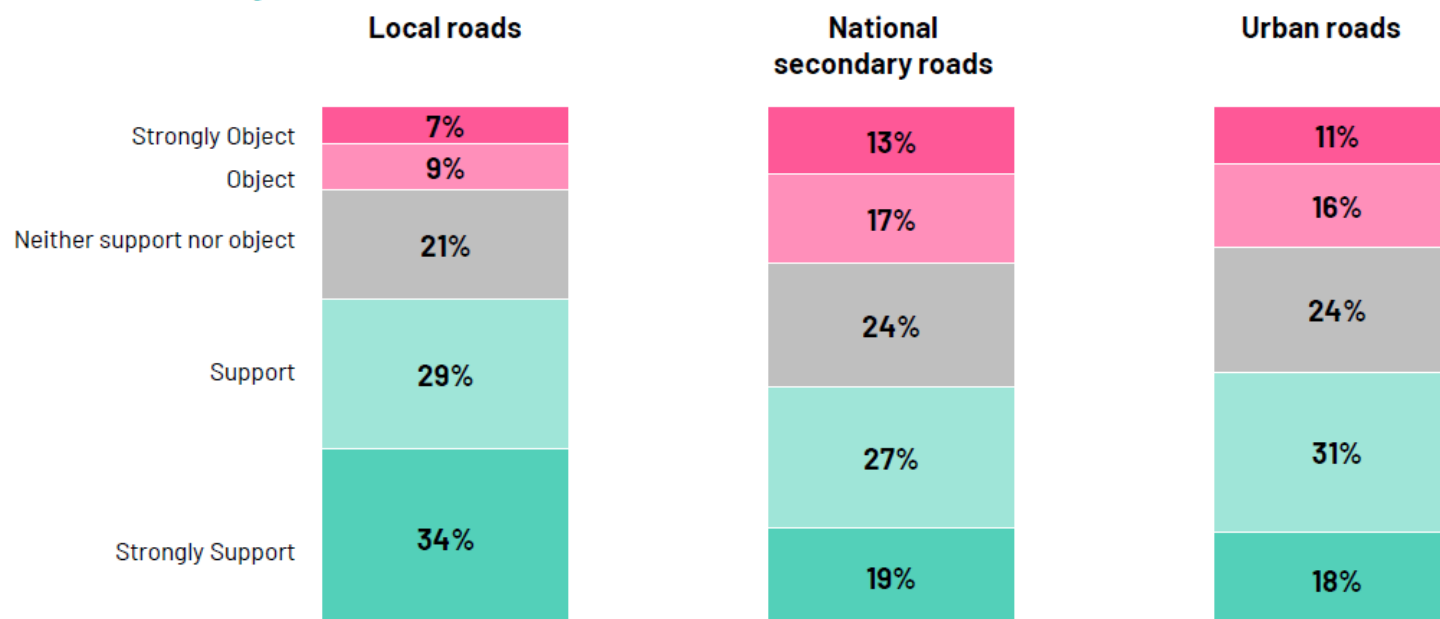


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Speed Limits: Support for Changes

Support for the speed limit changes peaks for that proposed for local roads: 63% of all motorists support the reduction of the speed limit from 80 KM to 60 KM, with only 16% objecting. This level of support exceeds that indicated for the changes to either National Secondary or Urban roads.



ANY Support	63%	46%	48%
ANY Support (Weekly + users)	59%	42%	46% (Urban residents)

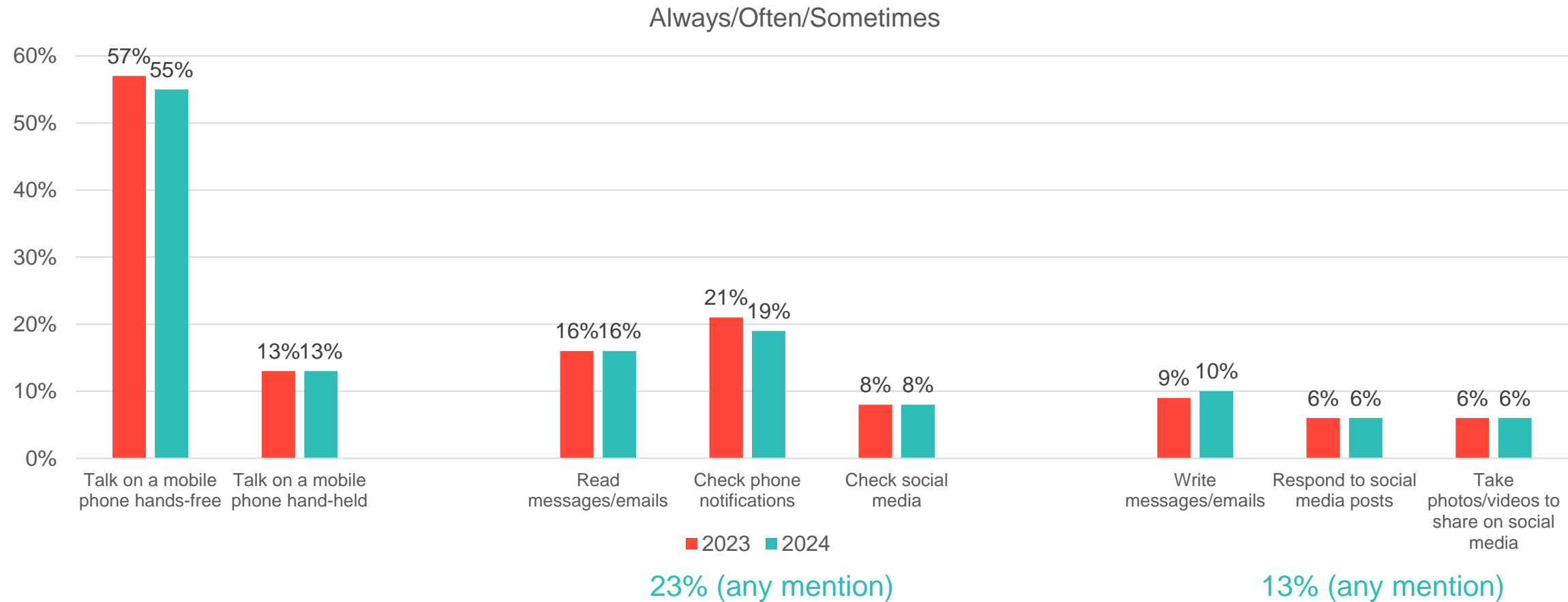
[Access this survey on the RSA website here](#)

Impaired driving

Mobile device use

Mobile phone use

Driver Attitude and Behaviour (DAB) surveys, Base: All Motorists (1,200+)

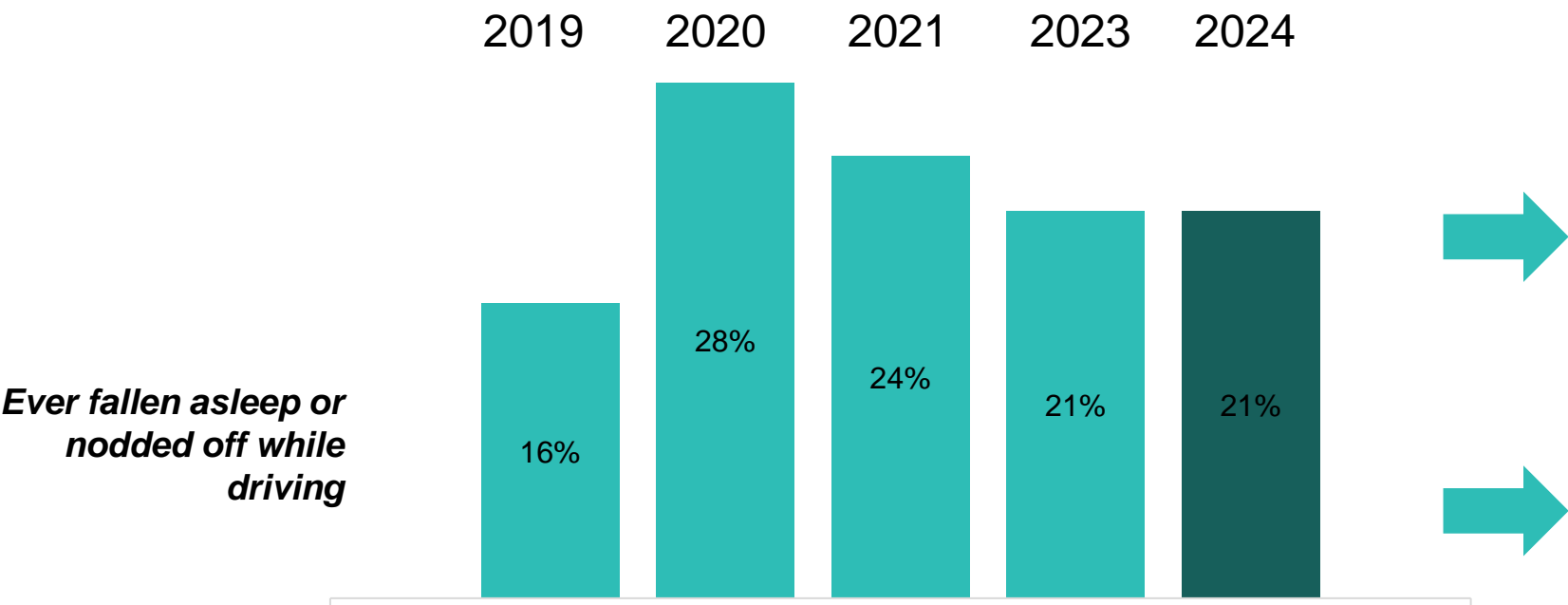


Fatigue

Fatigue

Base: All Motorists N – 1,000+

In 2024, the incidence of falling asleep while driving rises to 43% among those who have driven after consuming alcohol in the past 12 months. The incidence is lower, but still notable at 12%, while actually driving during work.



Time of day (most recent incident)

6:00 - 09:59	10
10:00 - 13:59	6
14:00 -15:59	12
16:00 - 18:59	23
19:00 - 21:59	15
22:00 - 01:59	18
02:00 - 05:59	16

Men	25%
Those who drive for work	23%
Consumed alcohol before driving (past 12m)	43%

In summary

- Evidence shows **concerning engagement** across drink-driving, speeding and driver mobile phone use.
- Some minor improvement in observed **compliance with speed limits** on urban roads.
- The **peak** in self-report speeding engagement (<10 km/h) and acceptability of speeding on rural roads reported in 2020 has not returned to pre-COVID levels.
- **Social acceptability of drink-driving** is recovering to pre-covid levels but a consistent **1 in 10 motorists** admit to drink driving.
- **Self-report mobile phone use in 2024** consistent with **2023** - **23%** (**25%**) of respondents doing any reading or checking and **13%** (**13%**) doing any writing etc.
- Analysis of **coronial data** (2016-2020 driver fatalities) indicates that speeding driver fatalities, and driver fatalities with a positive toxicology for alcohol, were primarily **younger males. Weekends**, particularly **Sundays**, were higher-risk time periods.

