



# **Child Casualties Report**

## **2014-2022**

Research Department  
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## Child Casualties Report

### Introduction

This report has been prepared to provide an overview of the number of children aged <16 killed and seriously injured on Irish roads over the last 9 years.

The analyses in this report have been taken from the RSA collision database and are based on collision records transferred from An Garda Síochána (AGS) to the RSA. The data for 2020 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. Data is current as of 15 May 2023.

Note that in 2014, there was a change in the way in which the RSA received collision data from AGS i.e. a change from a paper based to electronic system. For this reason, serious injury numbers from 2014 are not directly comparable with previous years. This change does not affect the trend figures for fatalities.

## Key findings on killed and seriously injured road users aged 0-15 years (2014-2022)

- **Children represent a greater share of serious injuries relative to fatalities.** Between 2014 and 2022, there were 56 fatalities aged 0-15 years and 852 seriously injured road users aged 0-15 years. This age group represented 4% of total fatalities, and 8% of total serious injuries during this time period (see Tables 1 and 2).
- **Approximately 2 in 3 child casualties were either a pedestrian or a cyclist.** Of the 908 children killed or seriously injured, half (51%) were pedestrians, almost three in ten (28%) were passengers, almost a fifth (18%) were cyclists, 2% were motorcyclists and 1% were drivers (see Table 3).
- **Each year since 2014, at least three in five children killed or seriously injured were vulnerable road users** (see Table 4b). In 2022, 3 in 4 child casualties were vulnerable road users.
- **Dublin and Cork saw the highest numbers of child casualties.** Three in ten (30%) child casualties among this age group occurred in Dublin and a further 10% occurred in Cork (See Table 4c).
- **Children were more likely to be injured on an urban road.** Between 2014 and 2022, two in three (67%) child casualties were injured on urban roads with a speed limit of 60km/h or less (see Table 5b). When analysing cyclist and pedestrian casualties during this nine year time period, the proportion injured on urban roads increases to more than 8 in 10 (86%) casualties (see Table 5d).
- **Proportions of male casualties were higher than female casualties.** Each year since 2014, there have consistently been higher numbers of male child casualties than female child casualties (see Table 6a/b). In addition, 77% of male child casualties were vulnerable road users, compared to 60% of female casualties.
- **6 in 10 of all children seriously injured were aged 10-15 years (60%), and over half of children killed (55%) were aged 10-15.**

## Reference Tables (2014-2022)

### Fatalities and serious injuries

Between 2014 and 2022, there were 56 fatalities aged 0-15 years and 852 seriously injured road users aged 0-15 years. This age group represented 4% of total fatalities, and 8% of total serious injuries during this time period (see Tables 1 and 2). Of all road users killed and seriously injured during this time, 8% were aged 0-15 years.

<b>Table 1 Fatalities aged 0-15 years, 2014-2022</b>									
<b>Fatalities</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Aged 0-15	15	3	9	4	3	4	8	5	5
% total	8%	2%	5%	3%	2%	3%	5%	4%	3%
Annual Total	192	162	182	154	135	140	147	136	157

<b>Table 2 Serious injuries aged 0-15 years, 2014-2022</b>									
<b>Serious injuries</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Aged 0-15	68	75	81	88	87	134	100	105	114
% Total	9%	9%	8%	8%	6%	9%	9%	8%	8%
Annual Total	759	827	965	1053	1359	1506	1145	1360	1425

### Road user type

Of the 908 children killed or seriously injured, half (51%) were pedestrians, almost three in ten (28%) were passengers, almost a fifth (18%) were cyclists, 2% were motorcyclists and 1% were drivers (see Table 3).

Road User	n	%
Driver	13	1%
Passenger	250	28%
Motorcyclist	18	2%
Pedal cyclist	166	18%
Pedestrian	461	51%
Total	908	100%

Each year since 2014, at least three in five children killed or seriously injured were vulnerable road users <sup>1</sup>(see Table 4b). In 2022, 3 in 4 child casualties were vulnerable road users.

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Vehicle occupants	24	22	28	28	32	45	26	30	28
Vulnerable road users	59	56	62	64	58	93	82	80	91
<b>Total</b>	<b>83</b>	<b>78</b>	<b>90</b>	<b>92</b>	<b>90</b>	<b>138</b>	<b>108</b>	<b>110</b>	<b>119</b>

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Vehicle occupants	29%	28%	31%	30%	36%	33%	24%	27%	24%
Vulnerable road users	71%	72%	69%	70%	64%	67%	76%	73%	76%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

<sup>1</sup> Vulnerable road users include pedestrians, cyclists, motorcyclists or other non-vehicle occupants.

## County

Dublin and Cork saw the highest numbers of child casualties. Three in ten (30%) child casualties occurred in Dublin and a further 10% occurred in Cork. A further 6% occurred in Galway (see Table 4c).

<b>County</b>	<b>n</b>	<b>% Total</b>
Carlow	12	1%
Cavan	13	1%
Clare	16	2%
Cork	93	10%
Donegal	29	3%
Dublin	276	30%
Galway	57	6%
Kerry	20	2%
Kildare	51	6%
Kilkenny	11	1%
Laois	15	2%
Leitrim	5	1%
Limerick	38	4%
Longford	8	1%
Louth	23	3%
Mayo	28	3%
Meath	37	4%
Monaghan	12	1%
Offaly	15	2%
Roscommon	12	1%
Sligo	3	<1%
Tipperary	35	4%
Waterford	24	3%
Westmeath	22	2%
Wexford	27	3%
Wicklow	26	3%
<b>Total</b>	<b>908</b>	<b>100%</b>

## Urban and Rural roads<sup>2</sup>

Between 2014 and 2022, two in three (67%) child casualties were injured on urban roads with a speed limit of 60km/h or less (see Table 5b). When analysing cyclist and pedestrian casualties during this nine year time period, the proportion injured on urban roads increases to more than 8 in 10 (86%) casualties (see Table 5d).

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Urban	52	50	62	63	62	82	72	84	85
Rural	31	28	28	29	28	56	36	26	34
<b>Total</b>	<b>83</b>	<b>78</b>	<b>90</b>	<b>92</b>	<b>90</b>	<b>138</b>	<b>108</b>	<b>110</b>	<b>119</b>

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Urban	63%	64%	69%	68%	69%	59%	67%	76%	71%
Rural	37%	36%	31%	32%	31%	41%	33%	24%	29%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Urban	47	45	54	58	50	73	63	72	79
Rural	10	10	6	5	6	18	17	5	9
<b>Total</b>	<b>57</b>	<b>55</b>	<b>60</b>	<b>63</b>	<b>56</b>	<b>91</b>	<b>80</b>	<b>77</b>	<b>88</b>

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Urban	82%	82%	90%	92%	89%	80%	79%	94%	90%
Rural	18%	18%	10%	8%	11%	20%	21%	6%	10%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

<sup>2</sup> Urban roads have a speed limit of 60km/h or less. Rural roads have a speed limit of 80km/h or more.



## Gender

Each year since 2014, there have consistently been higher numbers of male child casualties than female child casualties (see Tables 6a/b).

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Male	60	50	54	60	54	91	72	62	78
Female	23	28	36	32	36	47	36	48	41
<b>Total</b>	<b>83</b>	<b>78</b>	<b>90</b>	<b>92</b>	<b>90</b>	<b>138</b>	<b>108</b>	<b>110</b>	<b>119</b>

Aged 0-15	2014	2015	2016	2017	2018	2019	2020	2021	2022
Male	72%	64%	60%	65%	60%	66%	67%	56%	66%
Female	28%	36%	40%	35%	40%	34%	33%	44%	34%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

77% of male child casualties were vulnerable road users, compared to 60% of female casualties. (see table 6c).

Road User	Male		Female		Total
	n	%	n	%	n
Vehicle occupant	133	23%	130	40%	263
VRU	448	77%	197	60%	645
<b>Total</b>	<b>581</b>	<b>100%</b>	<b>327</b>	<b>100%</b>	<b>908</b>

### Age Group

Among child fatalities and serious injuries, highest proportions are aged in the 10-15 years age group (see table 7a/b).

<b>Table 7a Road users killed aged 0-15 years, by age, 2014-2022</b>				
<b>Age</b>	<b>0-4 years</b>	<b>5-9 years</b>	<b>10-15 years</b>	<b>Total</b>
<b>Total</b>	14	11	31	56
<b>% Total</b>	25%	20%	55%	100%

<b>Table 7b Seriously injured road users aged 0-15 years, by age, 2014-2022</b>				
	<b>0-4 years</b>	<b>5-9 years</b>	<b>10-15 years</b>	<b>Total</b>
<b>Total</b>	120	217	515	852
<b>% Total</b>	14%	25%	60%	100%

## Seriously injured pedestrians, 2014-2022

### Key Findings

- Between 2014 and 2022, there were 441 pedestrians seriously injured aged 0-15 years. This represents 52% of all children seriously injured.
- Over a fifth (23%) of these seriously injured pedestrians were crossing the road at the time of the collision. Almost one in ten (9%) were playing in the roadway at the time of the collision\*.
- Nine in ten (92%) of seriously injured pedestrians were injured on urban roads (with a speed limit of 60km/h or lower), while the remaining 8% were seriously injured on a rural road (with a speed limit of 80km/h or greater).
- Two in five pedestrians (41%) were seriously injured in Dublin and a further 12% were seriously injured in Cork.
- Over half of seriously injured pedestrians were aged 10-15 years (see Table 8)

<b>Table 8 Seriously injured pedestrians aged 0-15 years 2014-2022</b>		
<b>Age</b>	<b>n</b>	<b>%</b>
0-4 years	64	15%
5-9 years	144	33%
10-15 years	233	53%
<b>Total</b>	<b>441</b>	<b>100%</b>

*\*Please note pedestrians may have had more than one action recorded.*

## Seriously injured cyclists aged 0-15 years (2014-2022)

### Key Findings

- Between 2014 and 2022, there were 161 cyclists seriously injured aged 0-15 years. This represents 19% of all children seriously injured.
- Seven in ten (72%) of seriously injured cyclists were injured on urban roads (with a speed limit of 60km/h or lower), while the remaining 28% were seriously injured on a rural road (with a speed limit of 80km/h or greater).
- A third of cyclists (33%) were seriously injured in Dublin, a further 9% were seriously injured in Galway, and a further 7% were seriously injured in Cork.
- Four in five (84%) seriously injured cyclists were aged 10-15 years (see Table 9).
- Of the 134 cyclists seriously injured between 2016 and 2022\*\*, over two thirds (68%) were not wearing a helmet at the time of the collision. Over one in five (22%) were recorded as wearing a helmet and for the remaining 10% their helmet status was unknown.

<b>Table 9 Seriously injured cyclists aged 0-15 years 2014-2022</b>		
<b>Age</b>	<b>n</b>	<b>%</b>
0-4 years	6	4%
5-9 years	20	12%
10-15 years	135	84%
<b>Total</b>	<b>161</b>	<b>100%</b>

*\*\*Please note information on helmet wearing is only available in data for 2016 onwards.*

## Appendix

### Definitions

#### **Fatality**

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).

#### **Serious Injuries**

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 or Severe general shock requiring medical treatment.