



RSA

National Collision Profile and Overview of Dangerous Behaviours

Driving for Work Seminar 2023

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Overview of national road safety data



Collision data

Who, what, when, where

All road users

Initial investigation

Less detail



Road user studies/SPIs

Self-report attitude and behaviour studies

Observational surveys



Coronial data

Analysis of driver and motorcycle driver ('driver') fatalities that occurred during 2015-2019.

The RSA has coronial data for 362 of the 431* drivers killed on Irish roads during 2015-2019 (84% coverage).



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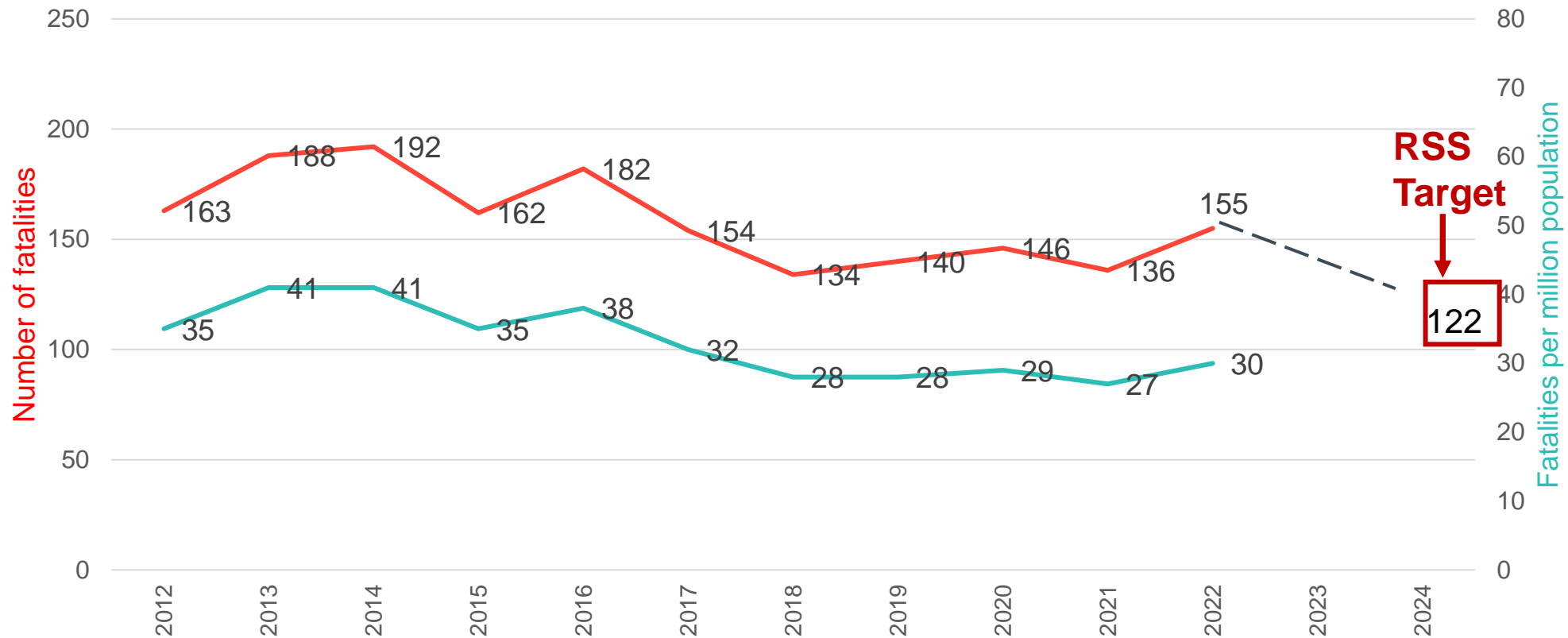
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Overview of provisional fatality and serious injury data

Figures current as of 25 October 2023

Long term trend fatalities

Fatalities increased in 3 of last 4 years. Reaching the 2024 target of 122 a significant challenge.

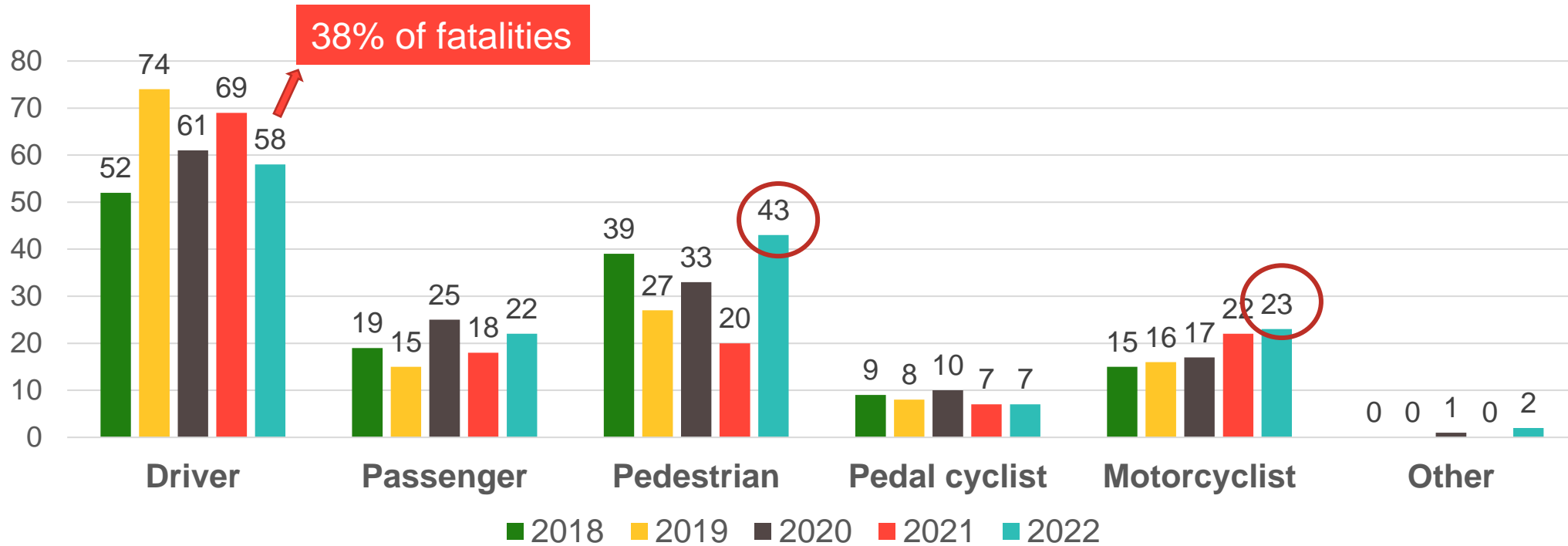


Figures for 2020 to 2022 are provisional and subject to change



Road user profile last 5 years

Motorcyclist and pedestrian fatalities are highest in last 5 years



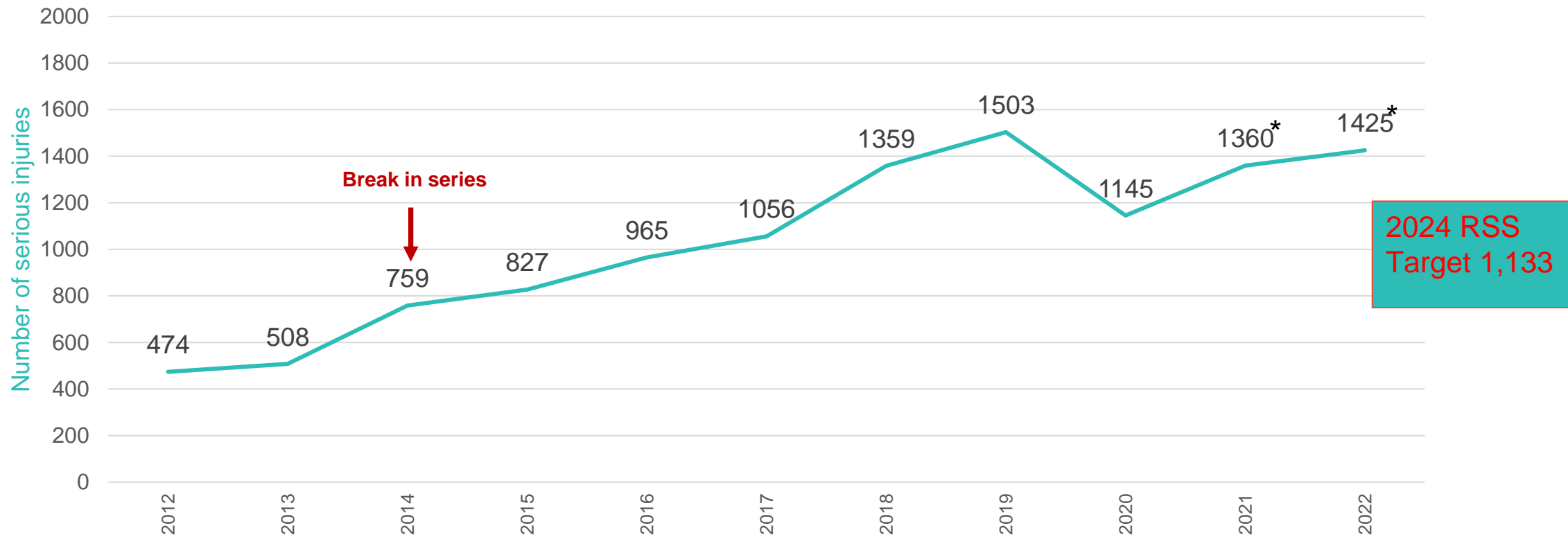
- 8% of drivers killed over 2018-2022 were driving for work.
- 23% of drivers involved in fatal collisions were driving for work.

Figures for 2020 to 2022 are provisional and subject to change



Long term trend serious injuries

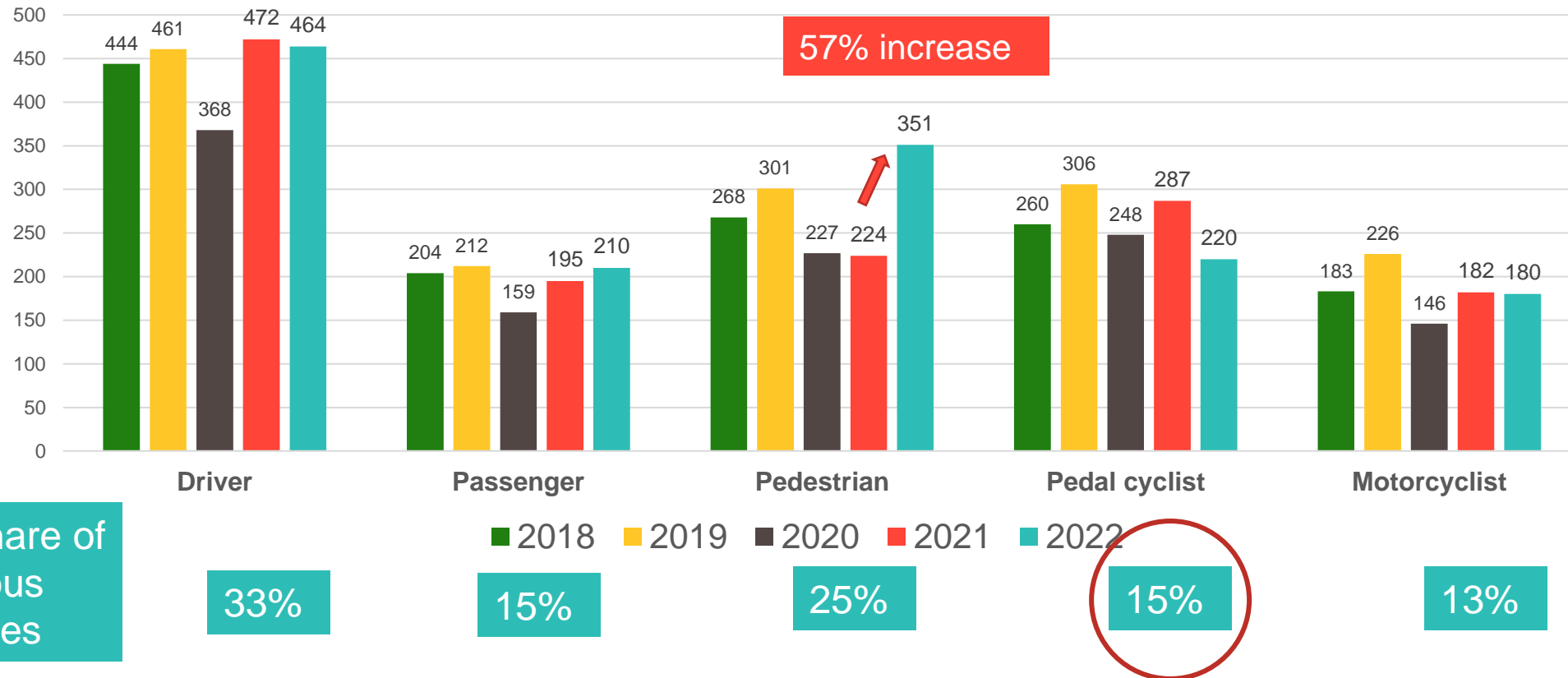
Nine serious injuries for every fatality in 2022.



**2021 and 2022 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.*

Road user profile serious injuries









Significant increase in serious injuries among pedestrians in 2022, children feature strongly.



Figures for 2021 and 2022 are provisional and subject to change. Percentages do not add to 100% due to rounding of percentages.

Road traffic fatalities in 2023 (as of 31 October)



-  There have been **158** fatalities on Irish roads, representing **35 more** deaths (**+28%**) compared to 2022
-  Fatalities are highest in the past six years
-  Average of 16 fatalities a month
-  Increasing number of fatalities among **passenger, pedestrians and motorcyclists**
-  Over a quarter were aged **16-25 years**
-  Almost half (49%) of fatalities occurred **between 8pm and 8am**
-  Almost half (49%) of fatalities between **Friday and Sunday**
-  Approximately 7 in 10 on **rural roads**, with a speed limit of 80km/h or greater

Note: All data for 2020-2023 are provisional and subject to change. Fatality figures from January-December used to calculate 2006-2022 monthly average, while figures from January-October used to calculate 2023 monthly average.



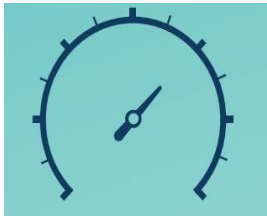
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Overview of dangerous behaviours

Dangerous behaviours influencing death and serious injury on our roads

International evidence



Speed (Safe Speeds) - 5% reduction in average speed \approx 30% reduction in fatal collisions (WHO, 2017).



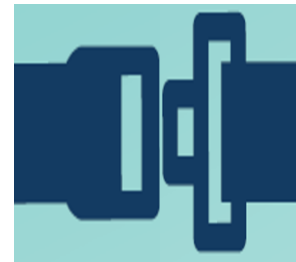
Impaired Driving (Safe Road Use)

Intoxicants – Drivers with a BAC between 50-80mg alcohol per 100ml blood are between 5-10 times more likely to be involved in a fatal collision (ETSC, 2022).



Impaired Driving (Safe Road Use)

Distraction - Approximately 4 times more likely to be involved in a collision (WHO, 2022).



Protective Equipment (Safe Road Use)

Seat belt wearing – Wearing a seat belt reduces the risk of fatal or serious injuries by approx. 60% (ERSO, 2022).

Fatigue is estimated to play a role in up to **20%** of road traffic collisions, and is associated with increased crash risk (European Road Safety Observatory, 2018).



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Speed

SPI 5 – Safe Speed Speeding

Road Type	% Speeding	Sample Size
Urban Roads (50 km/h)	77%	9,203
Rural Roads (100 km/h)	29%	8,141
Motorways (120 km/h)	15%	14,654

- **75% of HGV drivers exceeded the speed limit on rural roads** (where the speed limit for HGVs is 80km/h) and almost **30% exceeded the speed limit on motorways** (where the speed limit for HGVs is 90km/h).
- There was a higher incidence of speeding in the early morning hours, e.g., the **4am-8am** time period.

Methodology

- Observation study using both temporary (urban 50 km/h) and TII's permanent (rural 100km/h and motorway 120km/h roads) **automatic traffic counters**
- Fieldwork and traffic count data from **October 2021**
- Approach allowed for comprehensive data collection at all times across the entire week across a range of vehicle types



Speeding

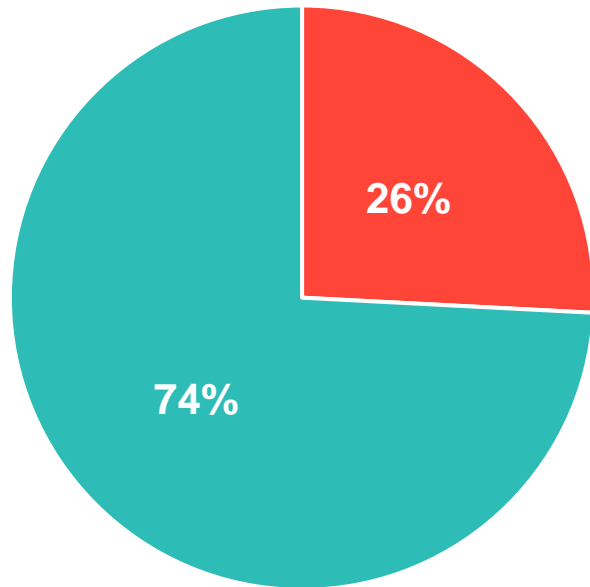
Driver Attitude and Behaviour surveys, Base: All Motorists

Very Often/Often/Sometimes



Driver fatalities who exceeded a safe speed (2015-2019)

N = 86



- Exceeding a safe speed
- Driving at a safe speed

- 333 of the 362 driver fatalities (2015-2019) had a record of their action(s) prior to the fatal collision*.
- 26% (n = 86) of the 333 driver fatalities with a record of their action(s) were exceeding a safe speed.
- 87% of the 86 driver fatalities who exceeded a safe speed were **male**.
- 69% of the 86 driver fatalities who exceeded a safe speed aged **<35 years**.
- 76% of these 86 fatal collisions occurred during **Friday-Monday**, with 31% of them occurring on **Sunday**.
- 71% of these 86 fatal collisions occurred on **rural roads** (limits $\geq 80\text{km/h}$).

**Up to 10 actions can be recorded per driver fatality.*



Driver fatalities who exceeded a safe speed (2015-2019)

Other dangerous behaviours

Non-seat belt wearing

- ❑ 57 of the 86 driver fatalities who exceeded a safe speed were driving a vehicle with seat belts. 56 of the 57 driver fatalities had a record of whether or not they wore a seat belt.
- ❑ **55%** of those driver fatalities were **not wearing a seatbelt**.

Alcohol

- ❑ 79 of the 86 driver fatalities who exceeded a safe speed had a toxicology result available.
- ❑ **56%** of those driver fatalities had a **positive toxicology for alcohol***.

**A positive toxicology for alcohol was recorded where the BAC of the deceased was >20mg alcohol per 100ml blood (or equivalent in urine/vitreous humour).*



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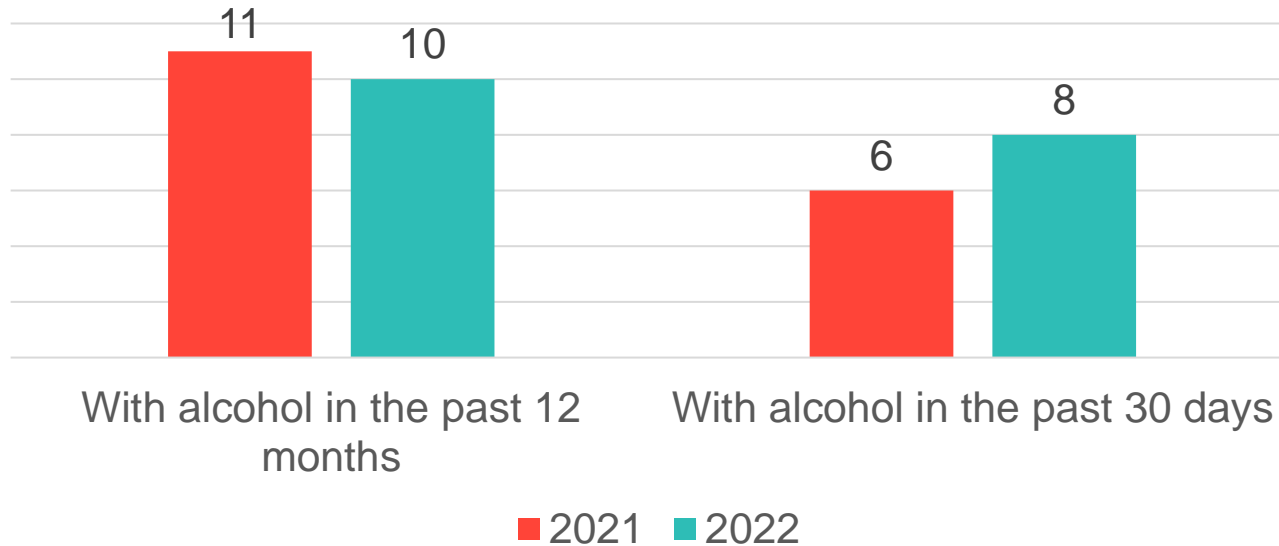
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Intoxicated driving

Alcohol and other drugs

SPI 15 – Safe Road Use

Intoxicated driving with alcohol



When speaking to **weekly car drivers in the last 12 months** – 1 in 10 say they have driven after drinking alcohol

Similar to findings in the DAB where, between **2014 and 2021**, on **average 9% of drivers surveyed** drove after consuming any alcohol in the past 12 months

Methodology

- Online self-report questionnaire
- Nationally representative sample of **1,013 car drivers aged 17+ who drive regularly (at least once a week)**.
- Fieldwork **November/December 2021 and December 2022**
- Over the last 12 months/30 days, how often did you as a **CAR DRIVER**, drive after drinking alcohol?



Impaired driving with alcohol

DAB 2014 – 2021, All motorists

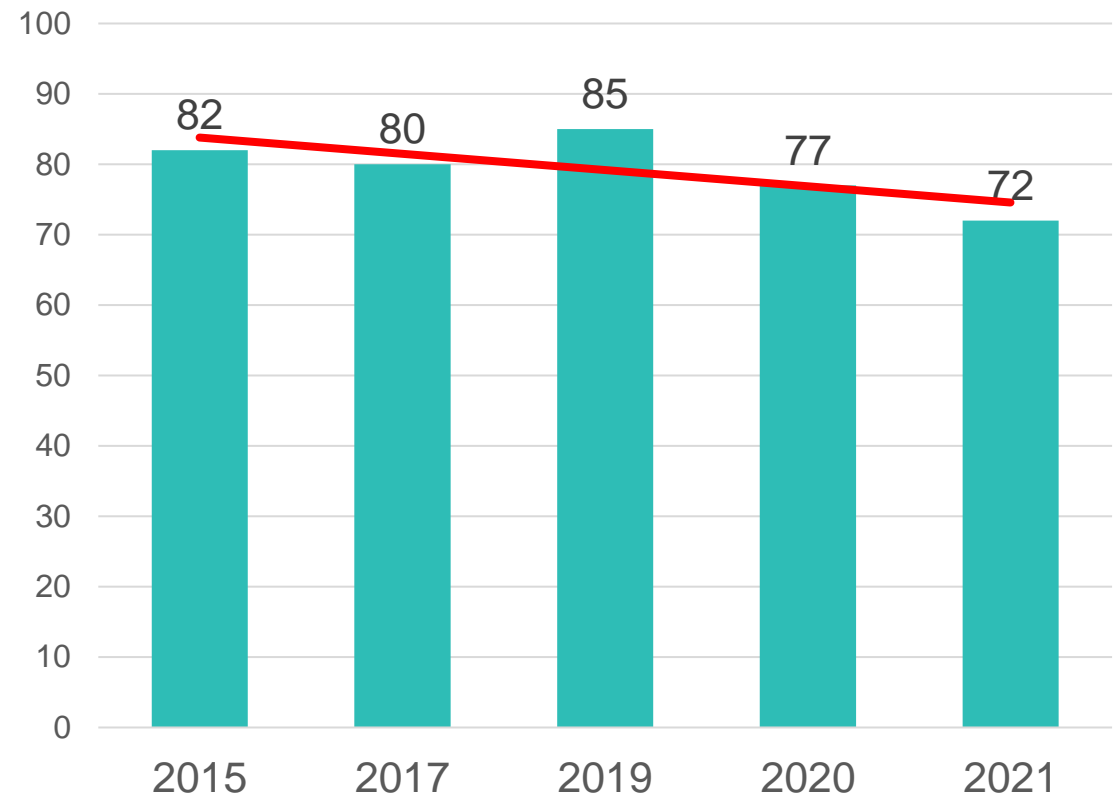
Question: To what extent do you agree with each of the following statements?

Most of my acquaintances / friends think driving under the influence of alcohol is unacceptable.

Response strongly agree and agree.

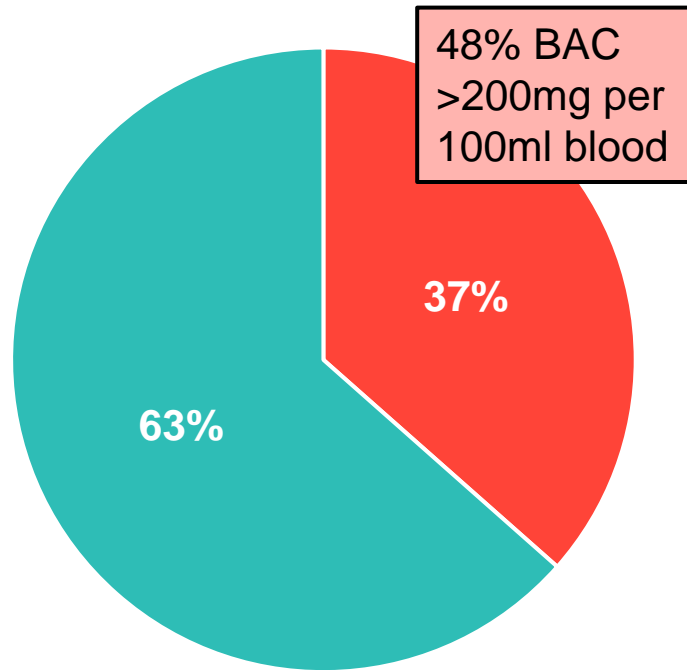
Social Norms (acquaintances/friends)

Unacceptable



Driver fatalities with a positive toxicology for alcohol (2015-2019)

N = 122



- Positive toxicology for alcohol
- Negative toxicology for alcohol

- 334 of the 362 driver fatalities (2015-2019) had a toxicology result available.
- **37%** (n = 122) of the 334 driver fatalities with a toxicology result available had a positive toxicology for alcohol*.
- **91%** of the 122 driver fatalities with a positive toxicology for alcohol were **male**. **78%** were **<45 years of age**.
- **81%** of these 122 fatal collisions occurred during **Friday-Monday**, with **39%** of them occurring on **Sunday**.
- **56%** of these 122 fatal collisions occurred between **10pm-6am**.
- **77%** of these 122 fatal collisions occurred on **rural roads** (limits $\geq 80\text{km/h}$).

*A positive toxicology for alcohol was recorded where the BAC of the deceased was $>20\text{mg}$ alcohol per 100ml blood (or equivalent in urine/vitreous humour).

Driver fatalities with a positive toxicology for other drugs (2015-2019)



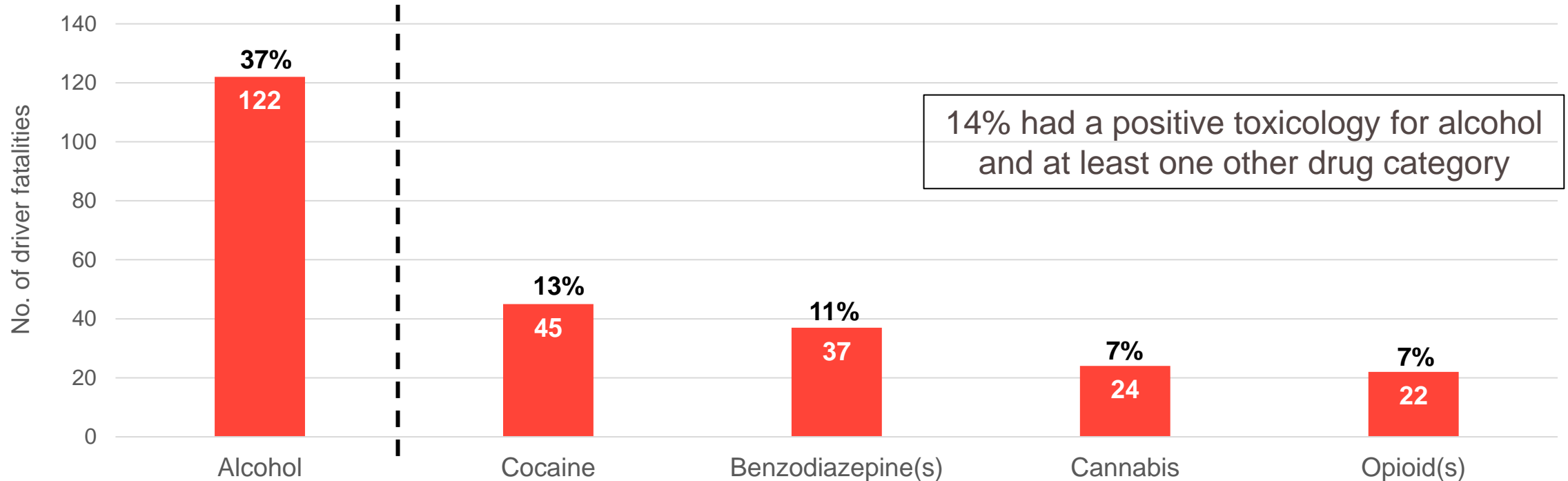
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Toxicology result available N = 334

Alcohol and other drugs*



*A positive toxicology for a drug does not imply impairment. Driver fatalities may have had a positive toxicology for more than one drug category, and more than one drug within one category. 7 drug categories were examined in total.

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Impaired driving

Mobile phone use

SPI 13 – Safe Road Use Mobile Device



Vehicle Type	% Using Mobile Device	Sample Size
Car	5%	11,107
LGV	11%	2,135
HGV	9%	667
PSV	9%	236

The percentage of all drivers using mobile devices was lowest on **urban roads (5%)**, rising to **7% on rural roads**, and **12% on motorways**.

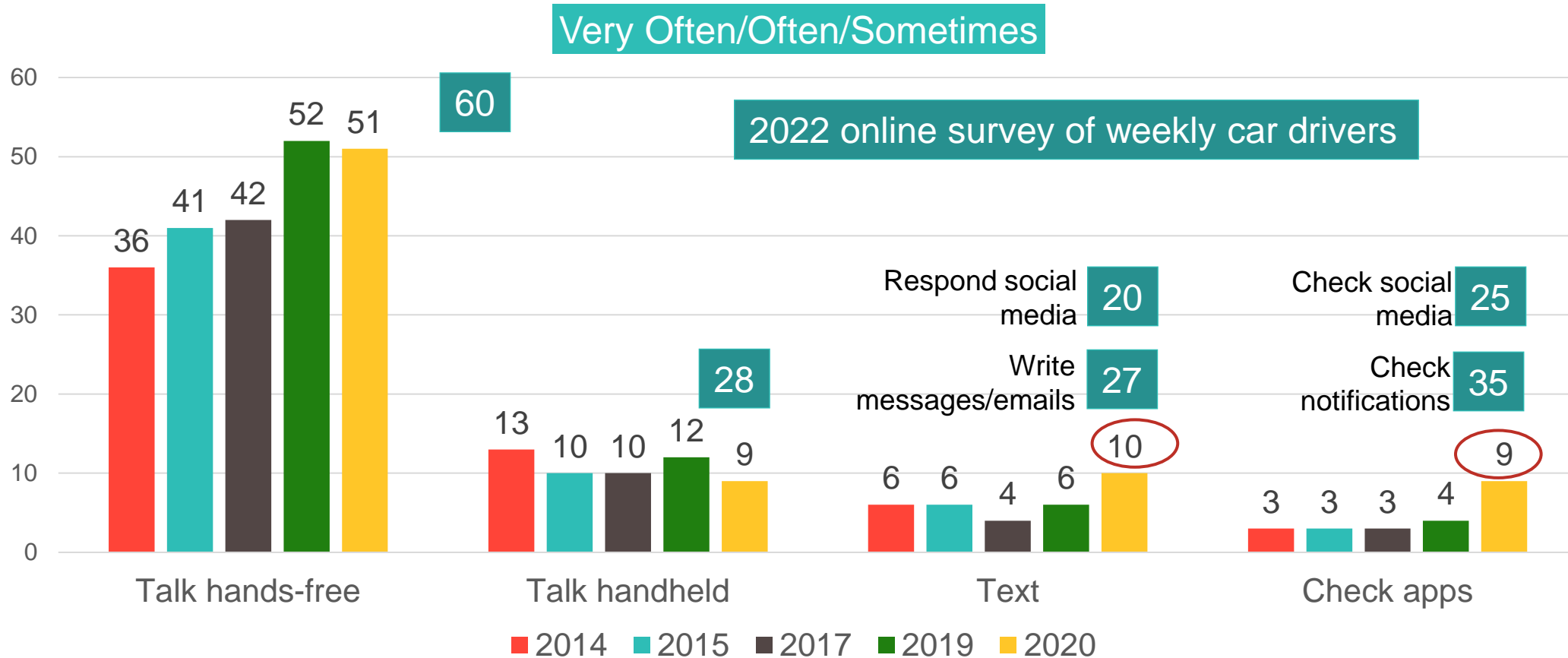
Methodology

- Manual observation of **14,145 vehicles** at the roadside of **mobile device usage (mobile phones and other mobile devices)** by drivers at 139 sites
- Fieldwork was conducted in **June and July 2022**
- All route types were included in the study; weekend and weekday coverage; different vehicle types, daylight hours only



Mobile phone use while driving

DAB 2014-2020, Base: All Motorists



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Those who drive for work

Self-reported behaviours

Driver Attitude and Behaviour Survey 2021

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Across each of the dangerous behaviours - driving after drinking alcohol, while fatigued, without a seat belt, and speeding, those who drive for work are disproportionately more likely to engage in these behaviours

Dangerous Behaviour		All motorists	Those who drive for work
Speeding	Exceed 50 km/h speed limit by more than 10 km	10%	15%
	Exceed 100km speed limits by more than 10km	8%	13%
	Overtake the car in front even when it keeps appropriate speed (on roads with 100km or 120 km speed limit)	9%	17%
Fatigue	Have ever fallen asleep or nodded off while driving	24%	30%
Seat Belts	How often do you use seat belts when you are a ...DRIVER	97%	92%
Alcohol	In the last 12 months - driven a motor vehicle after consuming any alcoholic drink	9%	14%

In summary

- Evidence shows **significant engagement in all dangerous behaviours**
- Large proportion of driver fatalities (2015-2019) were **speeding or drink/drug driving** in the lead up to the crash
- Increased **social acceptability of drink driving** a concern
- Current self-report data shows **concerning levels** of mobile phone use, and speeding by drivers
- Higher perceived levels of **personal acceptability and safety** for speeding relative to mobile phone use
- **High risk groups**: male, under 45, those who engage in multiple dangerous behaviours, and those who drive for work.
- Given that approximately 1 in 5 drivers involved in fatal and serious injury collisions are driving for work at the time of the collision, it is critical that **employers prioritise policies to promote safe driving behaviours**.



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Thank You

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