



RSA

Driving for work: casualty trends and dangerous behaviours.

Driving for work seminar, November 2024

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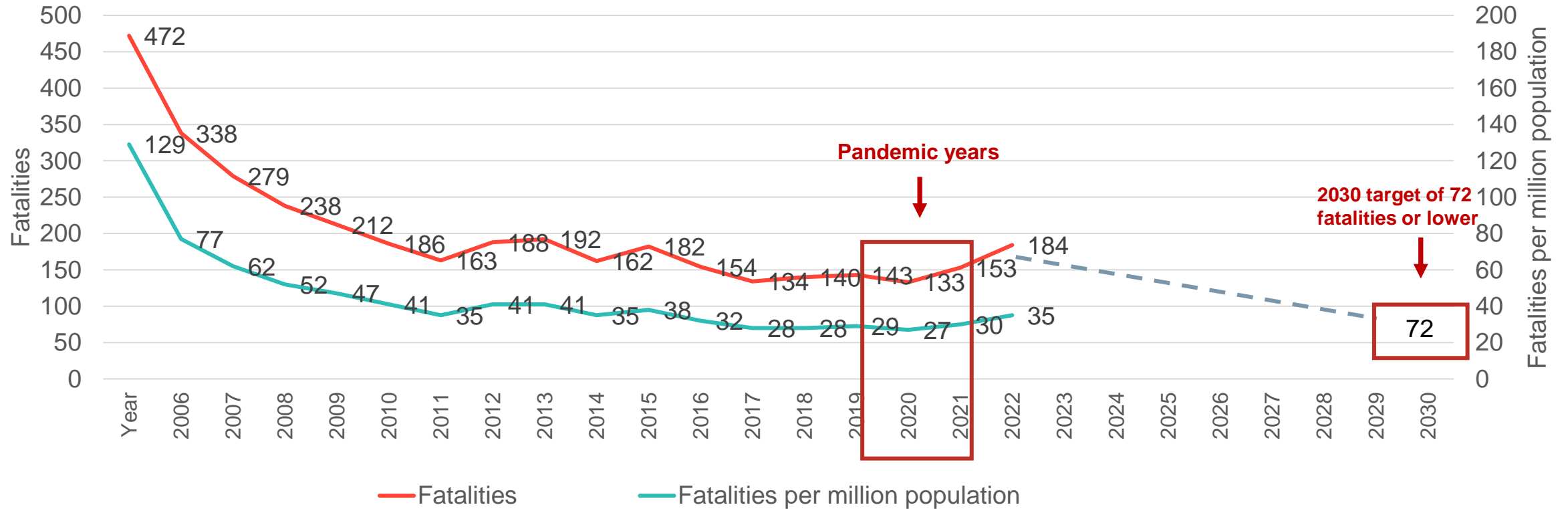
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Casualty trends

Trip purpose 'driving for work'

Vehicle type

Long-term trend of fatalities

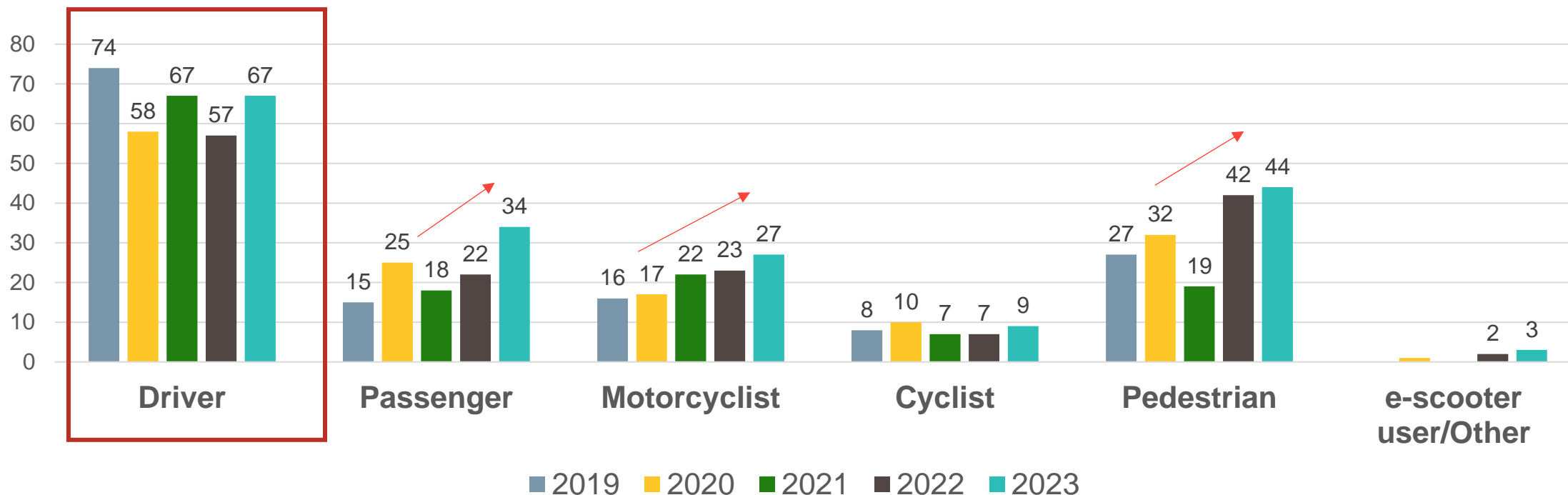


Note: All data for 2020-2024 are provisional and subject to change.



Road User profile last five years (2019-2023)

Fatalities



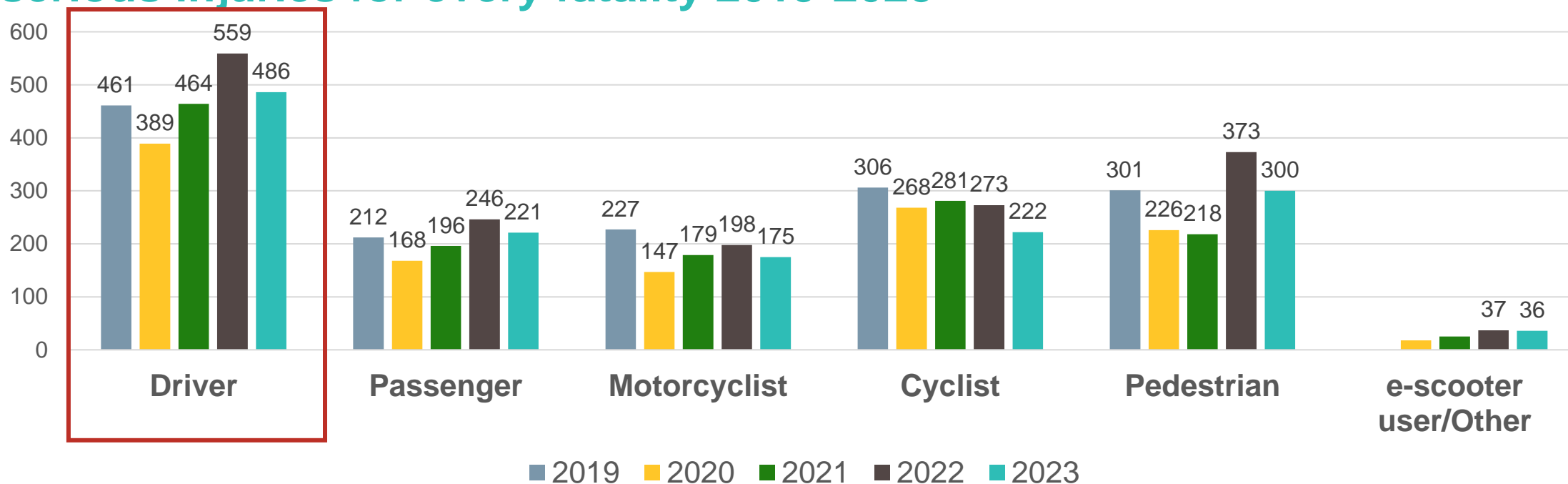
9% of **drivers killed** were driving for work – male, mostly 36-45yrs, LGV and car drivers.
25% of **drivers involved** in fatal collisions were driving for work – male, 36-55, 50% HGV drivers.

Note: All data for 2020-2023 are provisional and subject to change.



Road User profile last five years (2019-2023)

10 serious injuries for every fatality 2019-2023



12% of drivers seriously injured were driving for work.
18% of drivers involved in serious injury collisions were driving for work.
Majority male, 36-55 yrs, greatest share car drivers, followed by LGV drivers.

Note: All data for 2020-2023 are provisional and subject to change.



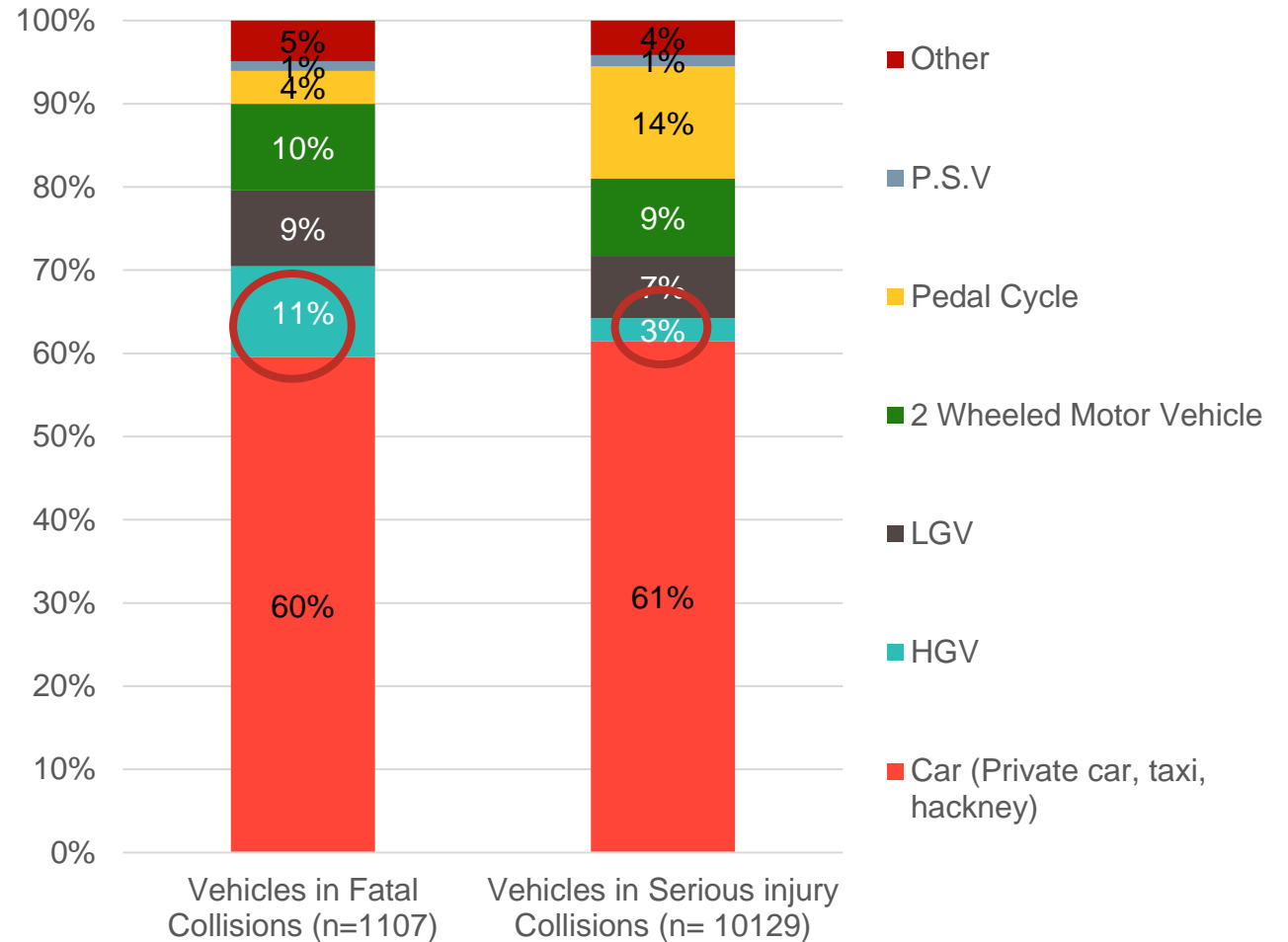
Vehicles involved in fatal and serious injury collisions



2019-2023

Of vehicles involved in fatal collisions, HGVs represent 11%.

The corresponding figure for HGVs in serious injury collisions is 3%.



Figures are provisional and subject to change.

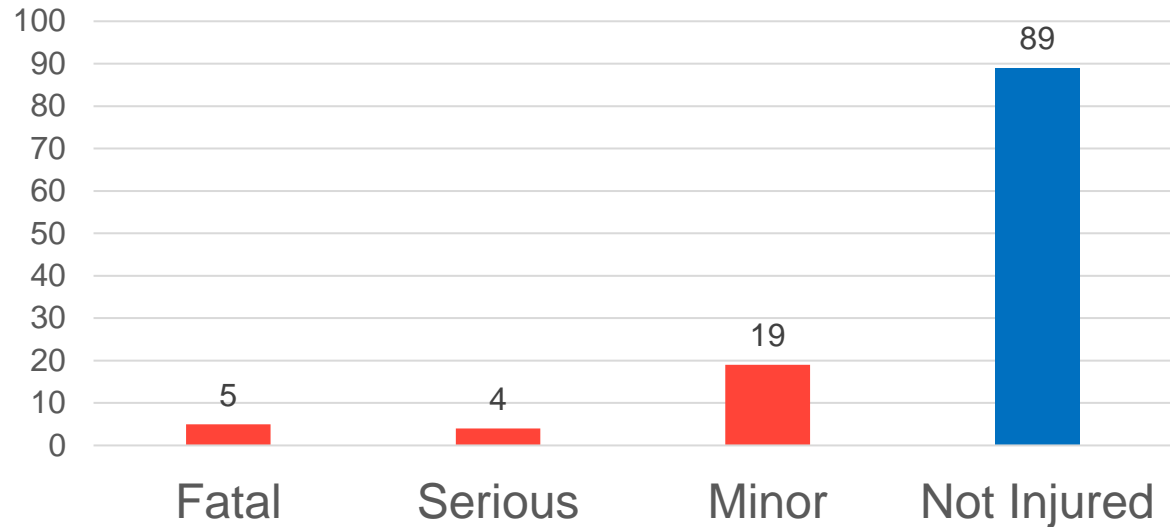
Injury status of road users involved in fatal collisions with HGVs

2019-2023

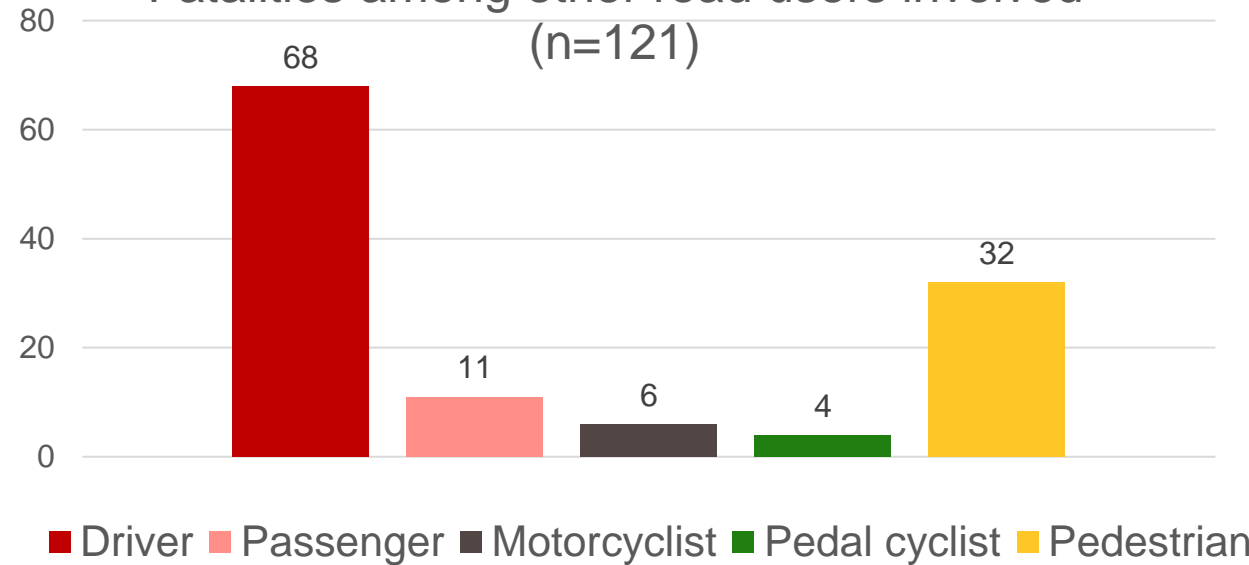
Majority of HGV drivers not injured.

Driver of other vehicle or a pedestrian most likely to be killed

Drivers of the HGVs (n=117)



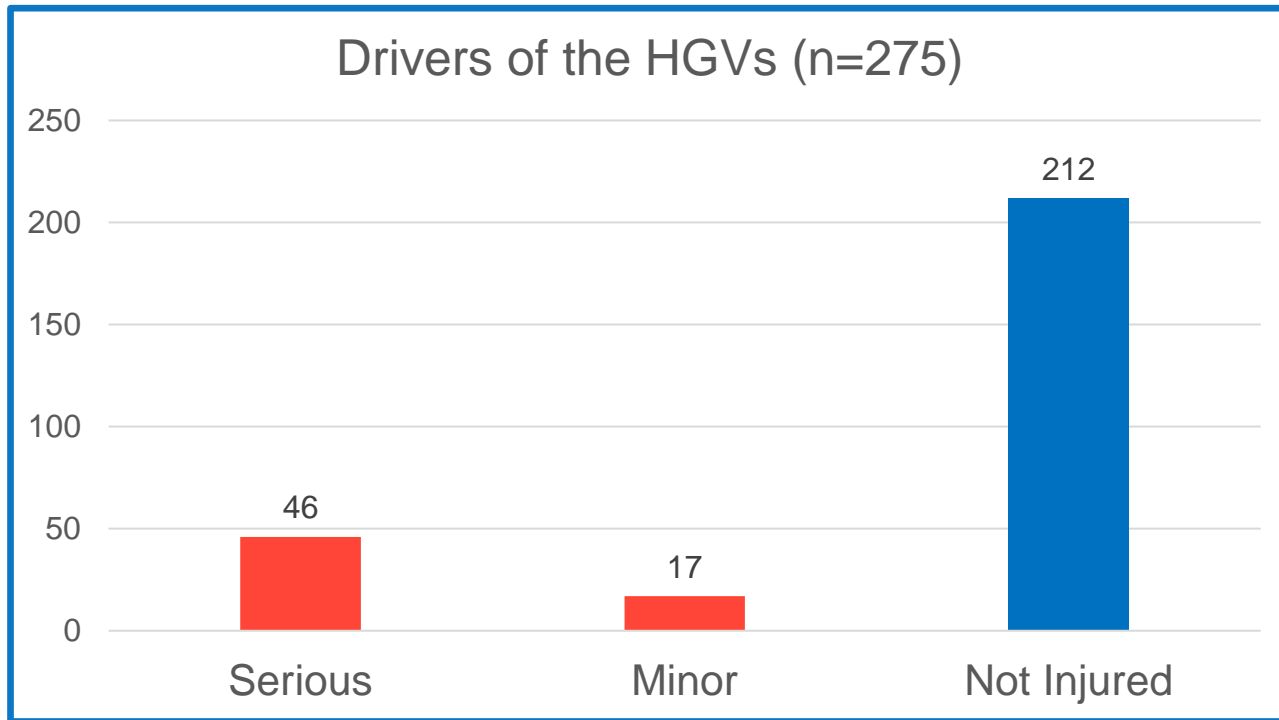
Fatalities among other road users involved (n=121)



Note, 121 HGVs were identified but there are 117 corresponding drivers in the data at present. Figures are provisional and subject to change.

Injury status of road users involved in serious injury collisions with HGVs

2019-2023



The **driver of the other vehicle** is most likely to be seriously injured, but passengers and VRUs also feature.

Those seriously injured include:

- 124 drivers
- 40 passengers
- 38 pedal cyclists
- 31 pedestrians
- 14 motorcyclists
- 3 e-scooter users

Note, 284 HGVs were identified but there are only 275 corresponding drivers in the data at present.

Figures are provisional and subject to change.

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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).



Distracted Driving (Safe Road Use)
Mobile phone use - Approximately 4 times more likely to be involved in a collision (WHO, 2022).



Fatigue (Safe Road Use) - Estimated to be a contributing factor in 15-20% of serious road crashes (ERSO, 2021).



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).

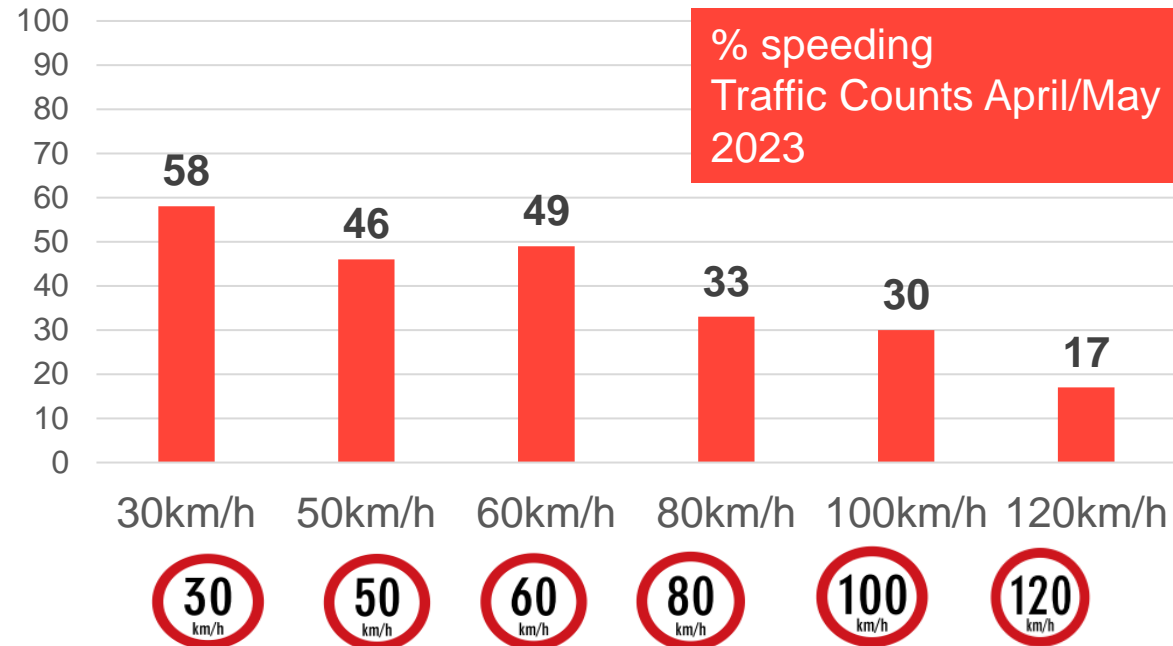


Protective Equipment (Safe Road Use)
Seat belt wearing - Wearing a seat belt reduces the risk of fatal or serious injuries by approx. 60% (ERSO, 2022).



Speeding

Traffic Count Study



- On all road types non-compliance highest between 8pm-8am, specifically between 4am-8am
- Majority of non-compliance on all road types exceeded the speed limit by up to 10km/h

■ 80% of HGV drivers exceed the speed limit on 100km/h roads (limit 80km/h).

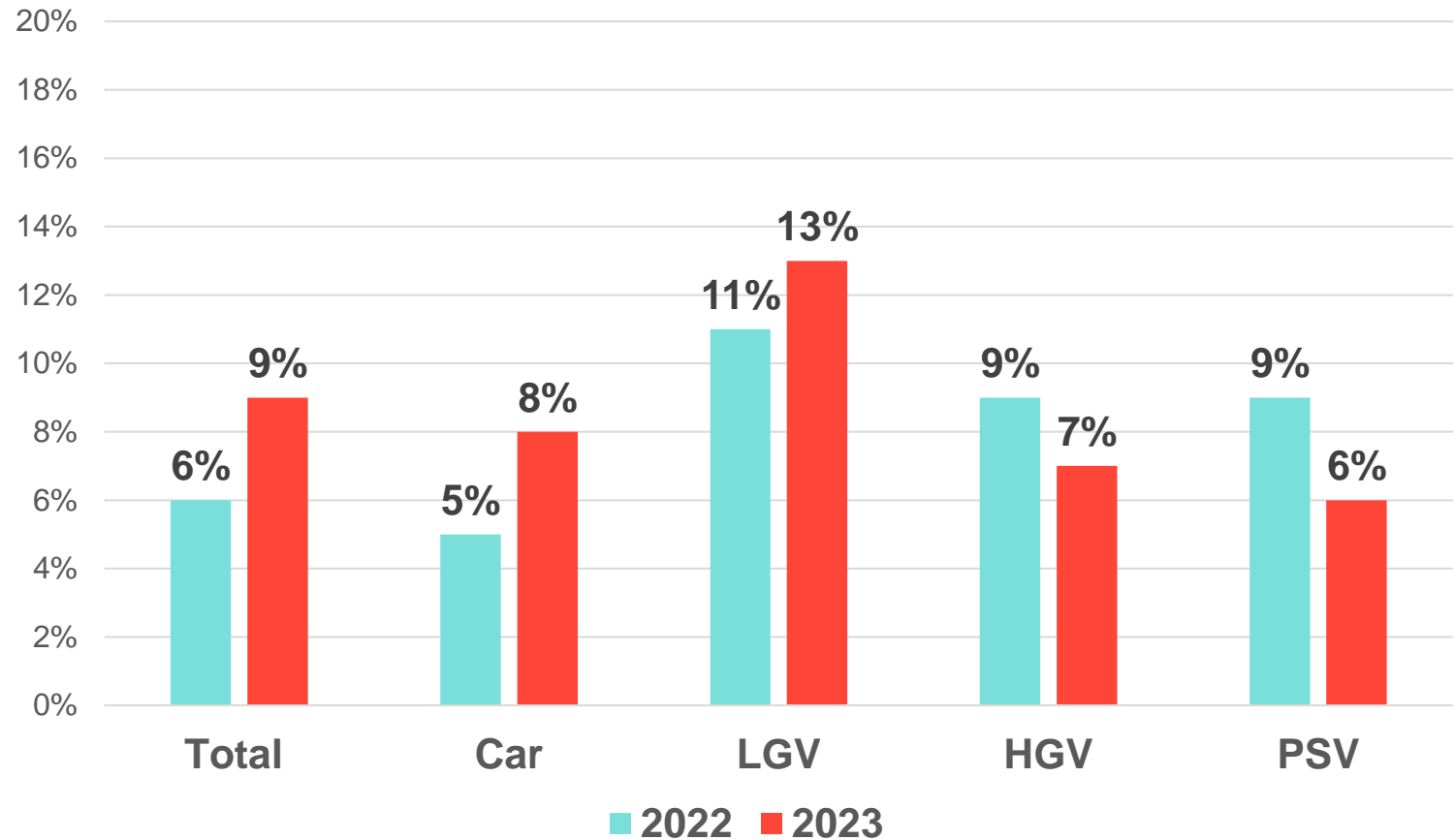


Mobile Device Usage

Observation survey

- Almost 1 in 10 motorists using a mobile device.
- Consistent across urban roads, rural roads, and motorways

Mobile device usage (mobile phones and other mobile devices) -
20,551 vehicles at 145 sites
Fieldwork was conducted in September and October 2023








Driver attitude and behaviour survey 2023

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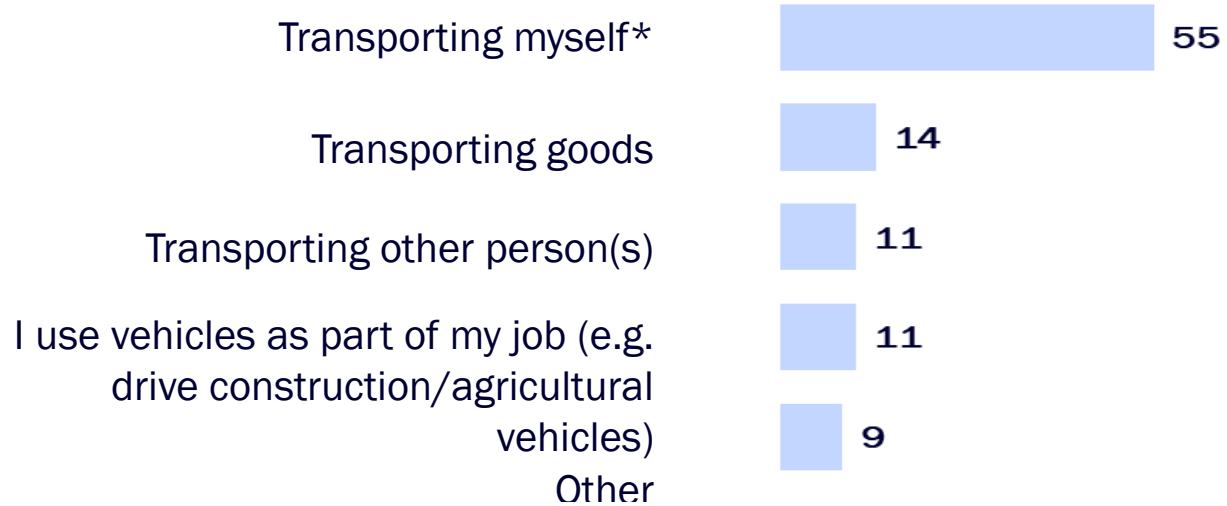
Nationally representative online survey

-  This national survey establishes the incidence of errant driving behaviour among Irish motorists.
-  It is used to determine motorist's attitudes to a series of road safety measures; and analyses the extent to which these attitudes and behaviours are consistent both across demographic criteria and over time.
-  The research comprised a nationally representative online survey of 1,252 motorists aged 17+:
-  Quota controlled in terms of gender, age, region and area.
-  Fieldwork was conducted in November 2023.



Profile of those who DFW

Driver Attitude & Behaviour Survey 2023



Base: Motorists who drive for work, n - 304

*(e.g., visiting patients, salesperson,...)

Who?

- 66% male
- 39% aged 17-34 years
- 34% aged 35-49 years

Type of vehicle?

- 76% drive a car for work
- 23% used other types of vehicles when they drive for work

How far?

- 55% drove less than 5,001 km
- 45% drove 5,001+ km in the last 12 months



Self-report engagement in dangerous behaviours



Driver Attitude & Behaviour Survey 2023

Behaviours	Scale	Statement	Motorists	Drive for work
Speeding	At least	Exceed speed limit in 50 km road by more than 10 km/h	31%	43%*
	sometimes..	Exceed speed limit in 100 km road by more than 10 km/h	25%	38%*
		Overtake the car in front even when it keeps appropriate speed (on roads with 100km or 120 km speed limit)	28%	39%*
Seat belts	Always	How often do you use a seat belt when you are a DRIVER	97%	90%*
Alcohol	Yes	Have you driven a motor vehicle after consuming any alcohol drink in the last 12 months	10%	14%
Fatigue	Yes	Have you ever fallen asleep or nodded off while driving	21%	28%*

14% indicated they had 'ever fallen asleep or nodded off while driving for work'

1 in 5 drivers (20%) who drive for work were involved in a collision while driving a motor vehicle in which there was damage to their vehicle or another vehicle (compared to 10% of all motorists) in last 5 yrs

* Statistically significant for those who drive for work



Mobile Phone Behaviour in Car 2023: Actions

Base: All Motorists n – 1,252, Drive for work – 304

At least sometimes...	All motorists	Those who drive for work
Talk on a mobile hands-free	57%	70%*
Talk on a mobile hand-held	13%	27%*
Check phone notifications	21%	34%*
Read messages/emails	16%	29%*
Write messages/emails	9%	22%*
Check social media	8%	17%*
Respond to social media posts	6%	15%*
Take photos/videos to share on social media	6%	16%*
ANY Read messages/emails, check notifications or social media	25%	41%*
ANY Write messages/emails, respond to social media	11%	27%*

Q. How often do you use your mobile phone while driving to do the following?



*Statistically significant for those who drive for work for 'at least sometimes...'



Summary

- ▮ In a fatal collision with a HGV Driver the other party is more likely to die, rather than the HGV driver.
- ▮ In serious injury collisions where a HGV driver is involved, it is the driver of the other vehicle who is most likely to sustain the serious injury.
- ▮ Concerning level of speeding noted among HGV drivers on 100km/h roads.
- ▮ Survey data shows significantly higher levels of engagement in all dangerous behaviours among those who drive for work.
- ▮ Education and awareness around safe driving behaviours required for all those who drive for work, not just HGV/LGV drivers.
- ▮ More Irish research required.

New survey with Commercial Drivers

Include both HGV and bus drivers

- This survey will include several areas specific to the work of commercial drivers as well as general driver behaviour questions as found in the Driver Attitude and Behaviour survey
- The survey will include areas such as a
 - work profile – type of vehicles driven, kilometres nationally & internationally
 - driving for work policy – topics covered, training
 - working hours – working time both as a commercial driver and in other employment
 - enforcement – commercial driving enforcement
 - use of technology – ADAS, map systems, training
 - driver behaviour – fatigue, seat belt use, speeding
- Plan to go live end November 2024
- It will be available online through the RSA website
- Responses will be completely anonymous





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Thank you

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