



RSA

# Review of Fatal Collisions

January to July 21<sup>st</sup> 2016

Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

## Review of 2016 fatal collision statistics as of 21st July 2016

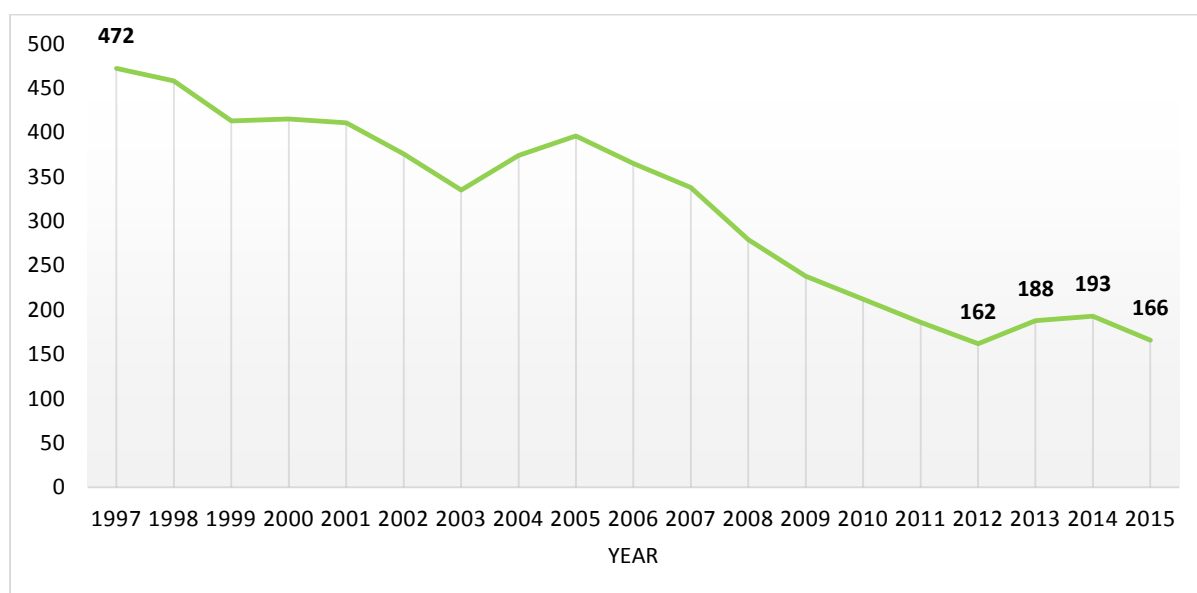
### Overview

This report summarises the main trends in road fatalities that have emerged up to the 21st of July 2016. This has been prepared by the Road Safety Authority following analysis of the fatality reports provided to the RSA by An Garda Síochána. Note that the information contained in this report is provisional and subject to change until the 2016 Collision Database is formally signed off by the RSA.

As of 21st July 2016<sup>1</sup>, there have been 89 fatal collisions, which have resulted in 93 fatalities on Irish roads. This represents 10% more collisions (+8) and 8% more deaths (+7) compared to provisional Garda data for the same period in 2015. This is an unwelcome increase in numbers particularly in the context of the decrease in fatalities seen in 2015 (166) compared to 2014 (193).

May 2016 was a particularly dangerous month for road users with 19 fatalities recorded. If the monthly average to the 21st of July of 14.3 deaths continues, 79 more people could lose their lives by the end of 2016.

**Figure 1. Fatalities by year, 1997-2015**



<sup>1</sup> This is inclusive of fatal collisions up to midnight 20<sup>th</sup> July.

In this report, an analysis has been conducted of the following variables to help understand the current trends in fatality rates:

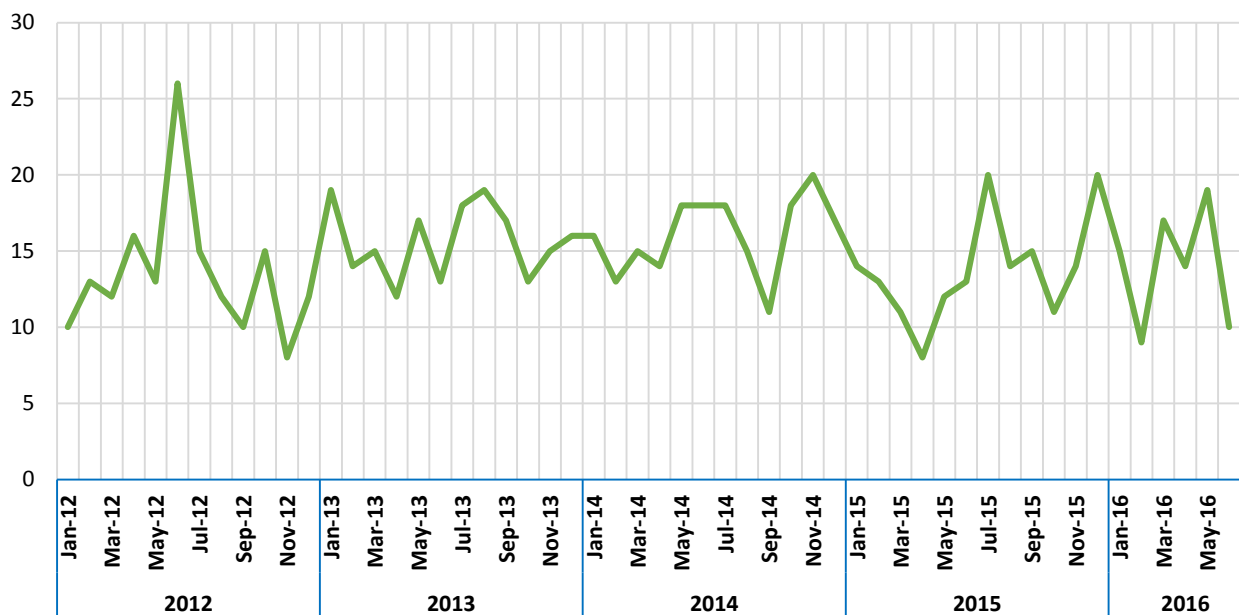
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Upon finalisation of the 2016 collision database, a more detailed review of the contributory factors will be possible.

## Section 1. Month of year

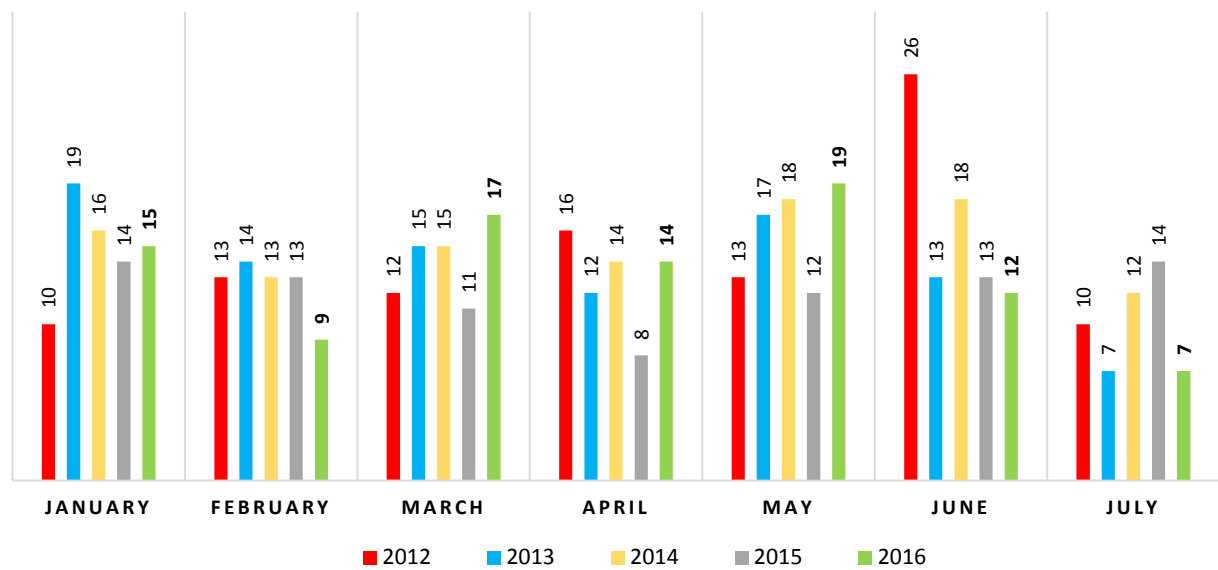
As can be seen in figure 2, which presents the monthly fatalities from January 2012 to June 2016, there can be considerable fluctuations in the monthly fatalities across each year. It can be seen that the highest single monthly fatalities occurred in June 2012 (26), however 2012 still remained the lowest year of total fatalities since records began. By contrast, November 2012 (8) and April 2015 (8) had the lowest fatality figures over this time period.

**Figure 2. Fatalities by month January 2012 to June 2016**



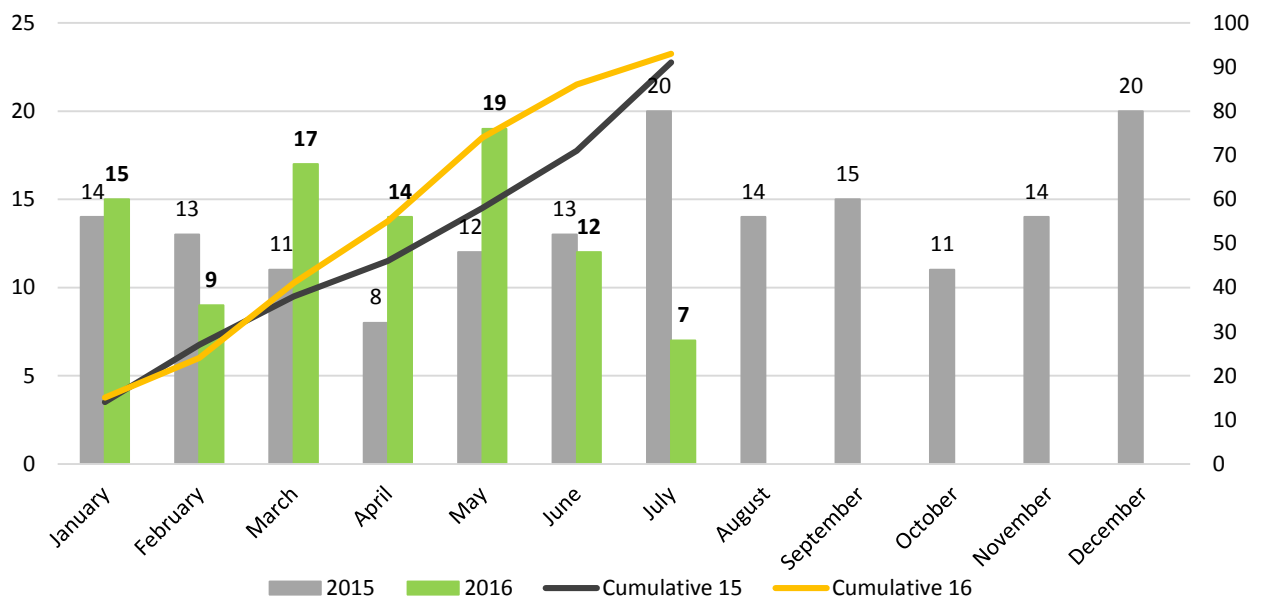
In figure 3 the monthly fatality figures for the first six months of each year from 2012 to 2016 are presented. In comparison to the same months for the previous 4 years, both February and June in 2016 have seen the lowest number of fatalities. However both May (19) and March (17) in 2016 have been particularly dangerous, having had the highest number of fatalities when compared to the same month in the previous 4 years.

Figure 3. Road deaths for the first six months from 2012 - 2016<sup>2</sup>



The average number of deaths in the first six months of the year to date in 2016 (14.3 deaths per month) is higher than the annual monthly average seen in 2015 of 13.8 deaths per month.

Figure 4. Road deaths by month, 2015 and January to 21st July 2016

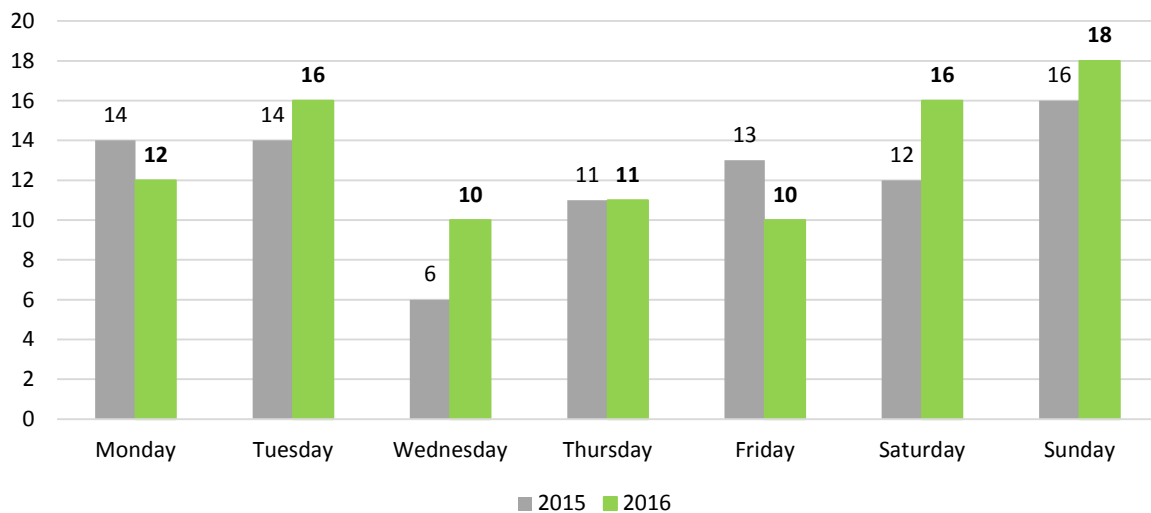


<sup>2</sup> Note: The figures for July only include fatalities up to 20<sup>th</sup> for each year 2012-2015

## Section 2. Day of week

The below chart shows the distribution of fatalities by day of week for January to the 21st of July 2016 compared with the same period in 2015. The additional fatalities in 2016 occurred on a Tuesday (+2), Wednesday (+4), Saturday (+4) and Sunday (+2). Almost half of fatalities happened on Fridays, Saturdays and Sundays in 2016 (47%) and 2015 (48%). Over a third (37%) of fatalities occurred on a Saturday and Sunday.

Figure 5. Road deaths by day of week, January to 21st July 2015 and 2016



### Section 3. Time of day

The following graph shows the distribution of road deaths by hour of day from January to July 21st 2016. Almost one third (30%) of fatalities so far this year occurred between the hours of 4pm and 8pm (28). There were 19 fatalities between midnight and 6am (20%).

Figure 6. Road deaths by time of day, January to 21st July 2016

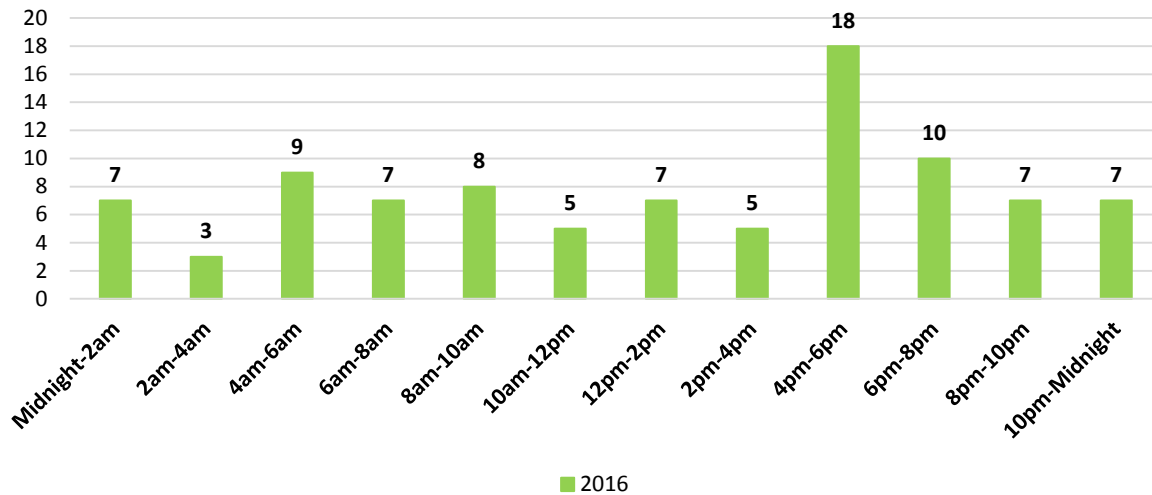
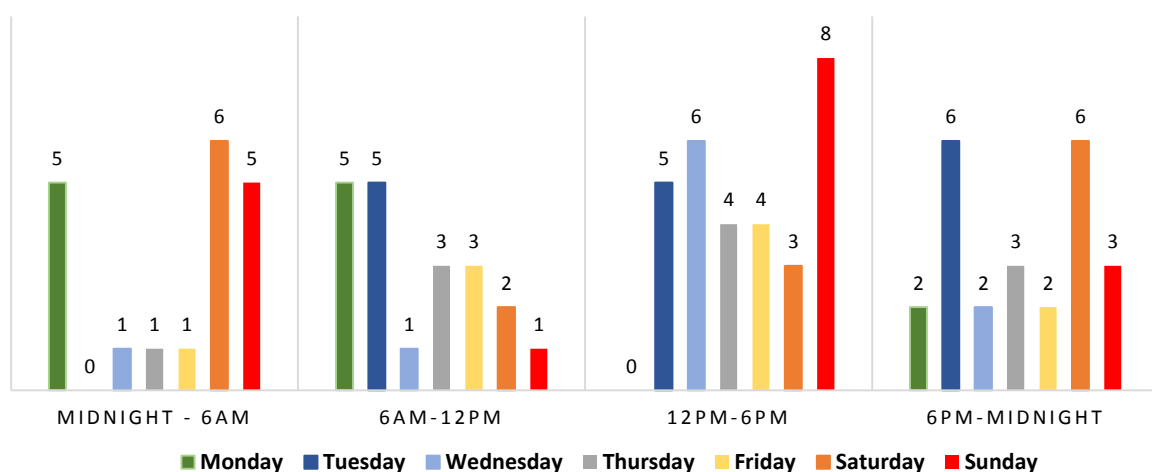


Figure 7 provides a further breakdown of time by the day of week and shows a peak from 12pm-6pm on Sunday (8) and from midnight to 6am on Saturday, Sunday and Monday (16).

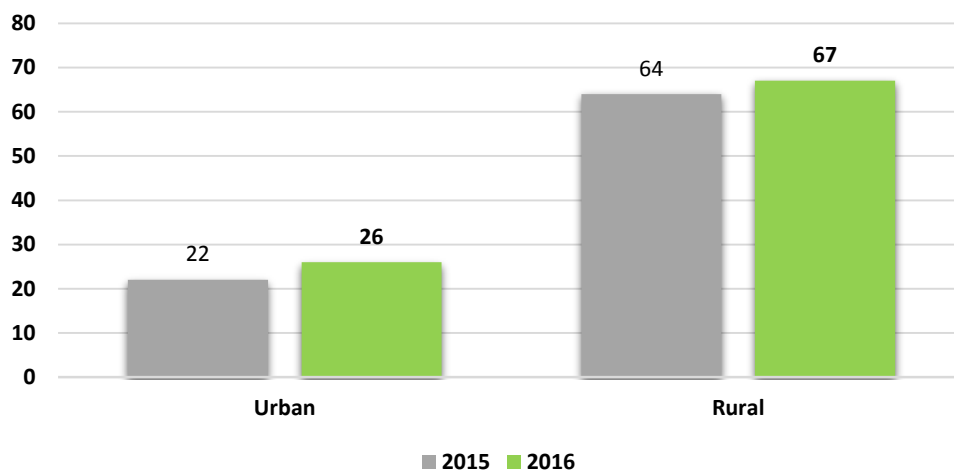
Figure 7. Road deaths by time of day and day of week, January to July 21st 2016



## Section 4. Where fatalities occurred

As can be seen in figure 8 below, in both 2015 and 2016 there have been more fatalities in rural areas than in urban areas. Rural areas consist of roads where the speed limit is 80km/h and greater.

**Figure 8. Fatalities by urban and rural areas, January to July 21st 2015 and 2016**



It can be seen in table 1 below that there has been an increase in fatalities in speed limits 50 km/h and lower and 100km/h and higher between 2015 and 2016. Reductions were seen in speed limit areas of 60km/h and 80km/h.

**Table 1. Fatalities by speed limits, January to 21st July 2015 and 2016**

	2015	2016	% change
<b>30</b>	0	3	
<b>50</b>	17	19	<b>+12%</b>
<b>60</b>	5	4	-20%
<b>80</b>	34	29	-15%
<b>100</b>	27	34	<b>+26%</b>
<b>120</b>	3	4	<b>+33%</b>
	<b>86</b>	<b>93</b>	<b>+8%</b>

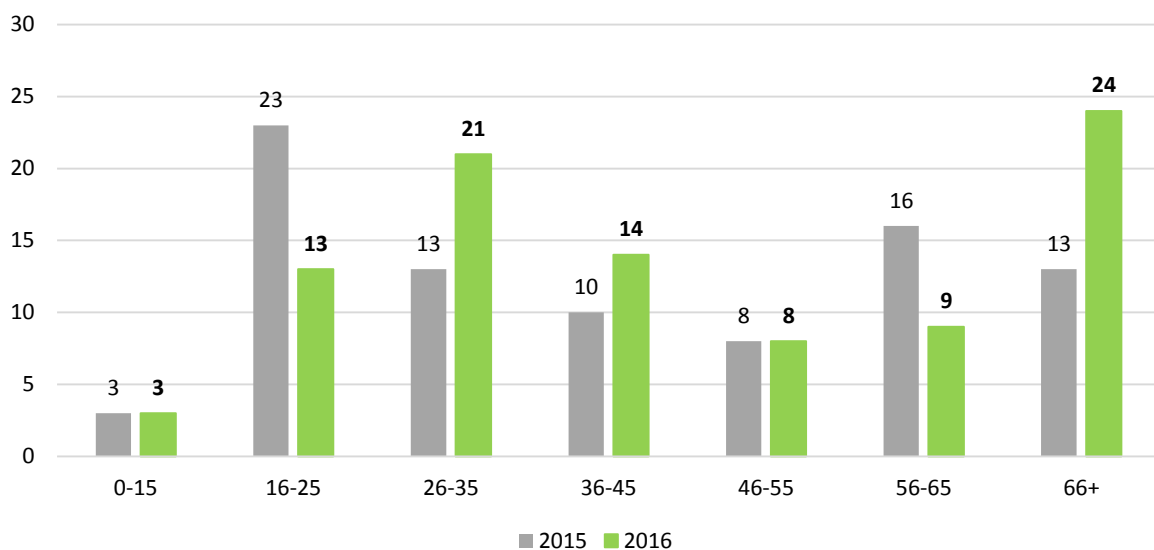


The highest number for fatalities for all road users so far in 2016 were in Cork (17) followed by Tipperary (9) and Limerick (9). Limerick had the highest number of driver fatalities (7) and Cork had the highest number of passenger fatalities (5). Cork again had the highest number of vulnerable road users (VRU) (pedestrians, motorcyclists and pedal) fatalities (5), followed by Dublin (4) and Tipperary (4).

## Section 5. Age profile

To date in 2016, there have been more deaths among those aged 26-35 (+8), 36-45 (+4) and those aged 66 and older (+11) than in 2015. However, reductions have been seen in those aged 16-25 (-10) and 56-65 (-7).

**Figure 9. Deaths by age group, January to July 21st 2015 and 2016.<sup>3</sup>**



<sup>3</sup> Note: at time of print accurate age unknown for one fatality

## Section 6. Road user type, January to July 21st 2016

As can be seen in the graph and table below driver and passenger fatalities represent just over three in every five fatalities (66%) in 2016, while VRU's represent almost two in five (34%).

There has been an increase in driver fatalities (10%) and passenger fatalities (29%). Overall, this represents a net increase in vehicle occupant fatalities from 53 in 2015 to 61 in 2016 (+15%). A small reduction has been seen among pedestrians (-1) and motorcyclists (-1) but an increase among pedal cyclists (+1).

Figure 10. Deaths by road user type, January to 21st July 2015 and 2016

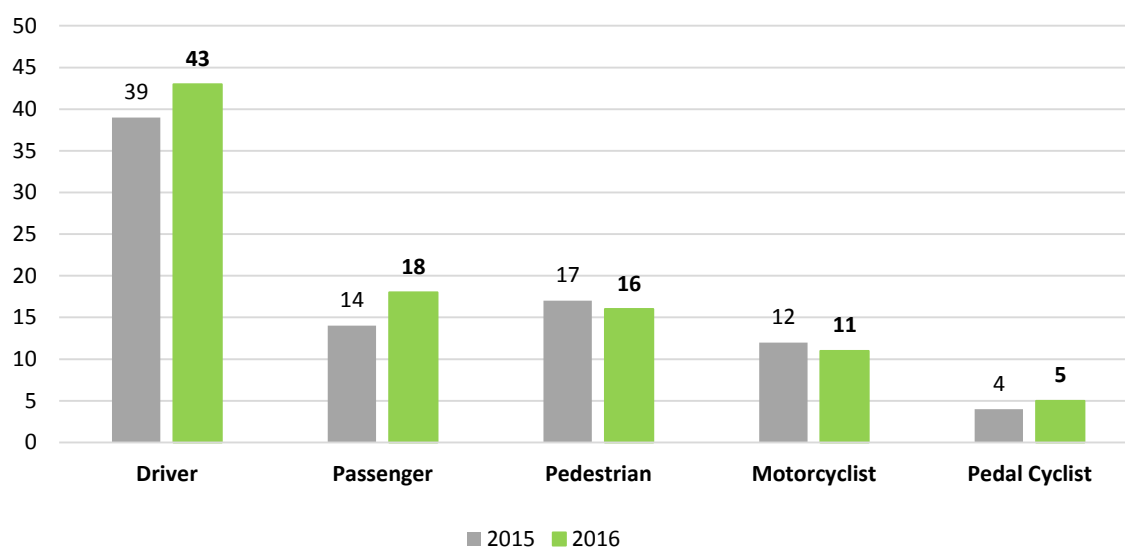


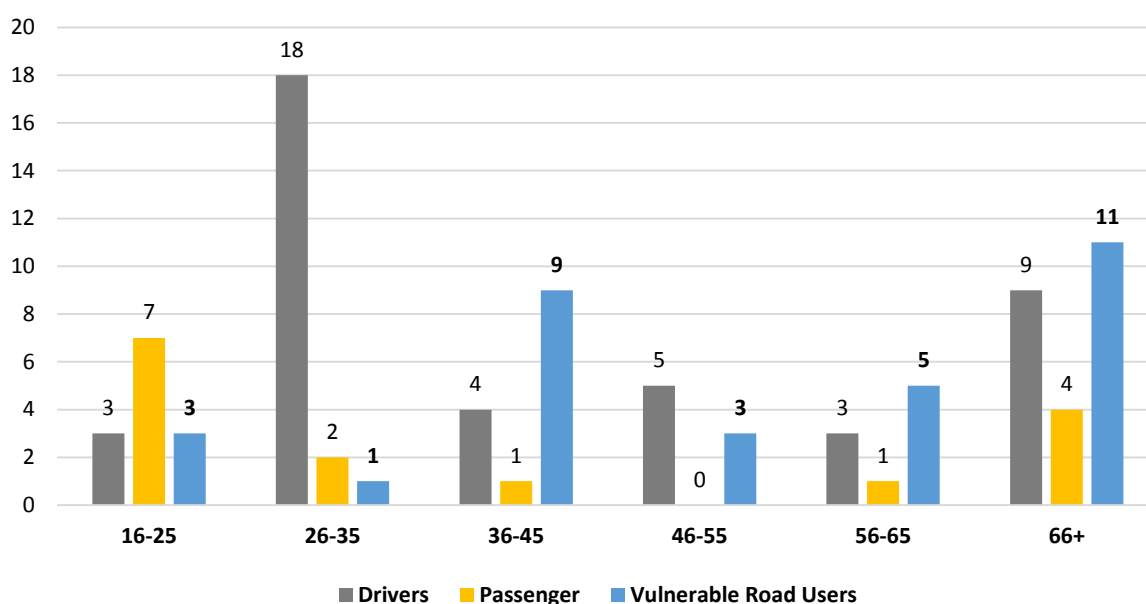
Table 2. Road User Fatalities as of 21st July 2015 and 2016

	2015	2016	Diff
Pedestrian	17	16	-6%
Driver	39	43	<b>+10%</b>
Passenger	14	18	<b>+29%</b>
Motorcyclist	12	11	-8%
Pedal cyclist	4	5	<b>+25%</b>
Total	86	93	<b>+8%</b>

## Section 7. Age profile by road user type 2016

When looking at age profile by road user, it can be seen that of the drivers killed the highest risk age group were those aged 26-35 (18) followed by those aged 66 and older (9). In relation to VRU fatalities the groups which were most at risk were again those aged 66 and older (11) and those aged 36-45 (9). Passenger fatalities were highest among the 16-25 age group (7) followed by the 66 and older age group (4).

**Figure 11. Deaths by age group of drivers, passengers and vulnerable road users aged 16 and over, January to 21<sup>st</sup> July 2016<sup>4</sup>**



<sup>4</sup> Note: there were 3 passenger fatalities aged 15 and under and 1 unknown age

## Section 8. Profile of fatalities by road user group

### Profile of Driver Fatalities:

As of 21st July, there were 43 driver fatalities in 2016.

**Gender:** The majority of driver fatalities were male (35 of the 43 drivers).

**Age:** In 2015, there were more fatalities among those drivers aged 16-25 (18) than those aged 26-35 (12). However in 2016 this has reversed and there have been more fatalities among those aged 26-35 (18) than those aged 16-25 (3).

**Speed limit:** The majority of fatalities occurred on higher speed roads; 15 fatalities occurred on 80km/h roads, 20 were on 100km/h roads, two on 120km/h roads, five on 50km/h roads, and one on 60km/h roads.

**Road type:** Twenty-two fatalities occurred on national roads, seventeen on regional roads, and two on local roads, two on a motorway.

**Time of day:** Twelve driver fatalities took place both between midnight and 6am and between 6am and 12pm, thirteen fatalities between 12pm and 6pm and six fatalities between the hours of 6pm and midnight.

**Month of year:** There were eight driver fatalities in each of January and March, seven in May, six in February and April, five in June and three in July.

**Seatbelt use:** Where known seven drivers killed were reported as not wearing a seatbelt.

**Single vehicle collisions:** Of the driver fatalities, 15 occurred in single vehicle collisions with the remainder involving at least one other vehicle.

**County:** The highest number of driver fatalities occurred in Limerick (7).

### Profile of Passenger Fatalities:

As of 21st July there were 18 passenger fatalities in 2016.

**Gender:** There were more male passengers killed than female passengers (6 women and 12 men).

**Age:** Older and younger people were most vulnerable; there were ten people killed who were 25 years and younger and five persons killed over 56 years of age.

**Speed limits:** More fatalities occurred on higher speed roads (11); seven happened on 80km/h roads, five on 100km/h roads, four on a road with a 50km/h speed limit and one each on roads with a 30km/h and 60km/h speed limit.

**Road type:** Seven fatalities occurred on national roads, eight on regional roads, and three on local roads.

**Month of year:** May had the highest number of passenger fatalities (5) with three each in March and April.

**Seating position:** More front seat passengers were killed than rear seat (12 front, 6 rear).

**Seatbelts:** Where known, four passengers were not wearing seatbelts and five were.

**Single vehicle collisions:** Three of the fatalities occurred in single vehicle collisions.

### Profile of Pedestrian Fatalities:

As of the 21st of July there were 16 pedestrian fatalities in 2016.

**Gender:** Ten of the pedestrian fatalities were male and six were female.

**Age:** The age group of 66 and older was at the highest risk (6), followed by the ages 36-45 (5) and ages 56-65 (3).

**Speed limit:** Five fatalities occurred on roads with a 50km/h speed limit, two on roads with a 60km/h speed limit, in four cases it was 80km/h, and in five it was 100km/h.

**Road type:** Eleven fatalities occurred on national roads, three on local roads, and two on regional roads.

**Hi-Visibility protection:** Where information is available, eleven pedestrians had not taken any high-visibility precautions and one was recorded as having done so.

**Time of day:** More pedestrian fatalities occurred in hours of darkness (10) compared to six during daylight. Ten pedestrian deaths occurred between the hours of 9pm and 9am.

**Familiarity with location:** In nine of ten cases where information was available, it was stated that the pedestrian was familiar with the local area where the collision occurred.

#### Profile of Motorcycle Fatalities:

As of July 21st , there were 11 motorcycle fatalities in 2016.

**Gender:** Ten motorcyclist killed were male.

**Age:** Seven motorcyclists were aged 45 or younger, four were aged 46 or older.

**Speed limits:** In five cases the speed limit was 100km/h or greater, in four cases it was 80km/h, in two cases it was 50km/h.

**Road type:** Eight fatalities occurred on regional roads.

**Vehicles & other drivers involved:** Of the eleven collisions, seven were single vehicle.

**Month:** There were three motorcyclist fatalities in each of March, May and June.

**Time of day:** All eleven collisions took place between the hours of 10am and 9pm.

Profile of Cyclist Fatalities:

As of July 21st , there were 5 cyclist fatalities in 2016.

**Gender:** All cyclist fatalities were male.

**Age:** All cyclists killed were aged 18 and over.

**Speed limits:** Three collisions occurred on roads with a 50km/h speed limit or less, two on a road with a 100km/h speed limit or more.

**Light conditions:** Three collisions occurred during daylight conditions and two collisions occurred during hours of darkness.

## Section 9. Summary

The key findings of this provisional review of 2016 fatalities from January – 21st of July can be summarised as follows: To date in 2016 there have been 93 fatalities in 86 fatal collisions

- There has been an increase in fatalities across drivers (+4), passengers (+4), and pedal cyclists (+1).
- There was a reduction in the number of fatalities of those aged 25 years and younger (-6)
- Fatalities among the age group 66 and older increased (+11)
- Fatalities among drivers aged 26-35 is higher than the same period last year (+4) but lower among those aged 16-25 (-15)
- May was a particularly dangerous month with 19 deaths followed by March (17)
- The highest number of fatalities occurred from 4pm-6pm (18) followed by 6pm-8pm (10)
- Saturday (16) and Sunday (18) had the highest number of fatalities
- Cork has had the highest number for fatalities for all road users (17)
- Non-wearing of seatbelts remains a concern for both drivers and passengers
- **Should the monthly average trend continue, almost 79 more people could die by the end of 2016**