

Fatal Collisions Involving a Motorcyclist 2008 – 2012



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Report is based on an analysis of the completed Garda investigation file where the full circumstances of the collisions are available. Access was granted by An Garda Síochána to the completed Investigation File produced for each collision. The file contains two main reports:

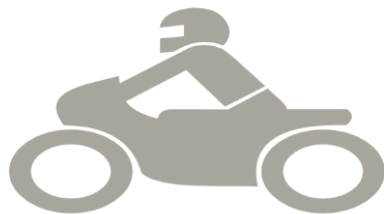
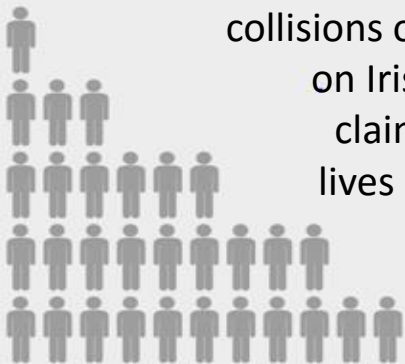
- An Garda Investigation Report
- Forensic Collision Investigation Report

The RSA collected the data in the Garda National Traffic Bureau.



Background

Over the time period
2008 to 2012, 983 fatal
collisions occurred
on Irish roads
claiming the
lives of 1,077
people.



Of the 867 collisions analysed,
93 (11%) involved a
motorcyclist.

These reports examine
867 of the fatal collisions
which occurred during
this time period. Focus
on pre crash behaviour.



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Type, When and Where

	N	%
Two vehicle	59	63.4
Single vehicle	32	34.4
Cyclist	1	1.1
Pedestrian	1	1.1
Total	93	100.0



70% involved a private car



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Type, When and Where



Over half (56%) of the fatal collisions involving a motorcyclist occurred between 12pm and 7pm.



Over half (56%) occurred on a Saturday or Sunday. Sunday alone accounting for a third (33%).



Apart from the peak in April, over a third (35%) occurred in May, June and July.



38% of single vehicle collisions occurred in May and July combined.



19% of fatal collisions between a motorcyclist and another vehicle occurred in April.



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Type, When and Where



Of all 93 collisions, Cork, Dublin, Galway, Kerry, Limerick and Tipperary accounted for 44 (47%) of all fatal collisions involving a motorcyclist.



60% of the fatal collisions involving a motorcyclist occurred on a regional road and a quarter (26%) on a national road.



Over half (54%) of the fatal collisions involving a motorcyclist occurred in an 80 km/h speed zone.



A fifth (20%) occurred in a 50km/h zone.



Overall, 21 (23%) of the fatal collisions involving a motorcyclist occurred in an urban setting and 72 (77%) in a rural location.



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Type, When and Where



The weather was dry at the time of 95% of all fatal collisions involving a motorcyclist, however, the road surface was recorded as being wet at 12 of these 88 collision sites, indicating a recent rainfall or surface water.



It was bright at the time of three quarters (75%) of the fatal collisions involving a motorcyclist, which reflects the time of day and/or the summer months.



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Who was driving/Culpable

Motorcyclist was deemed culpable or part culpable for 80 (86%) of the collisions:

72 fully culpable, 8 part culpable

32 single vehicle, 47 two vehicle collisions and 1 cyclist collision



98%
Male



50%
25-34

Remaining 13 collisions, 11 private car drivers and a pedestrian were deemed culpable for the collision. In one case culpability was not determined.



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Reason for Trip, Insurance and Licence Culpable Motorcyclist:



86% on social trip.



30% no record of insurance.



Almost two thirds (64%) had a current motorcycle licence, however, almost one in 7 (15%) did not hold a current motorcycle licence at the time of the collision.



3 (6%) were disqualified at the time of the collision.



Of the 51 with a record of a licence, four (8%) were on a Learner Permit. All four were on a first permit.



One of the culpable motorcyclists who was disqualified had 3 separate endorsements for no insurance and drink driving.



Alcohol as a Factor

Almost **a third** (29%, n=28) of all motorcyclists involved in the 93 fatal collisions had consumed alcohol.



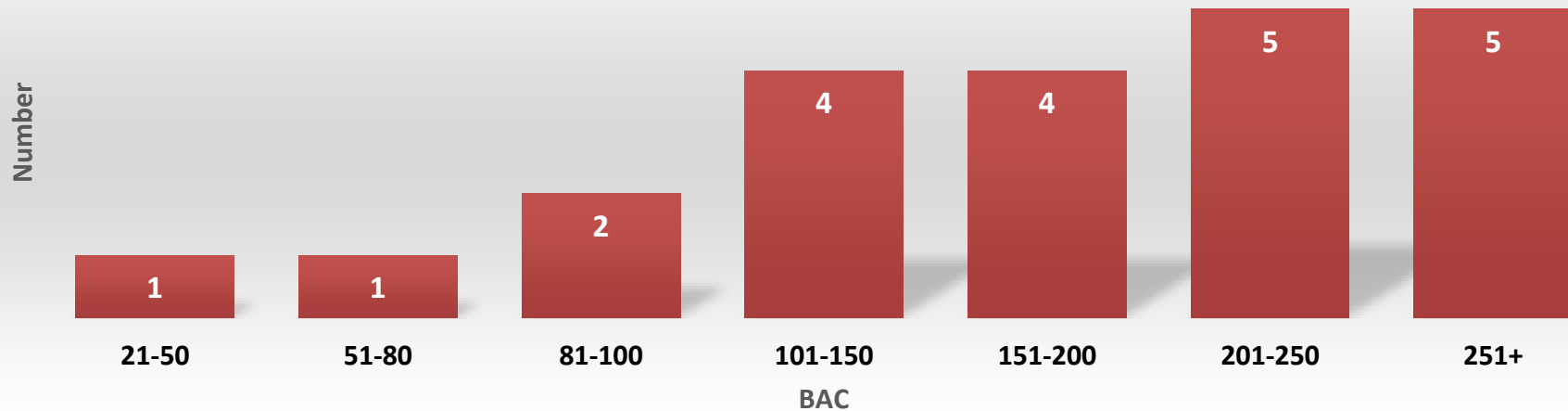
- 22 had a confirmed BAC, (71%) over the prevailing legal limit at the time of the collision.
- BAC in motorcyclists ranged from 29mgs to 317mgs, with an average of 183mgs.
- Almost half (45%) concentration greater than 201 mgs per 100mls of blood.
- **This equates to four times or more times the current legal limit.**
- 25-34 year olds appear most often.



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Culpable Motorcyclist BAC

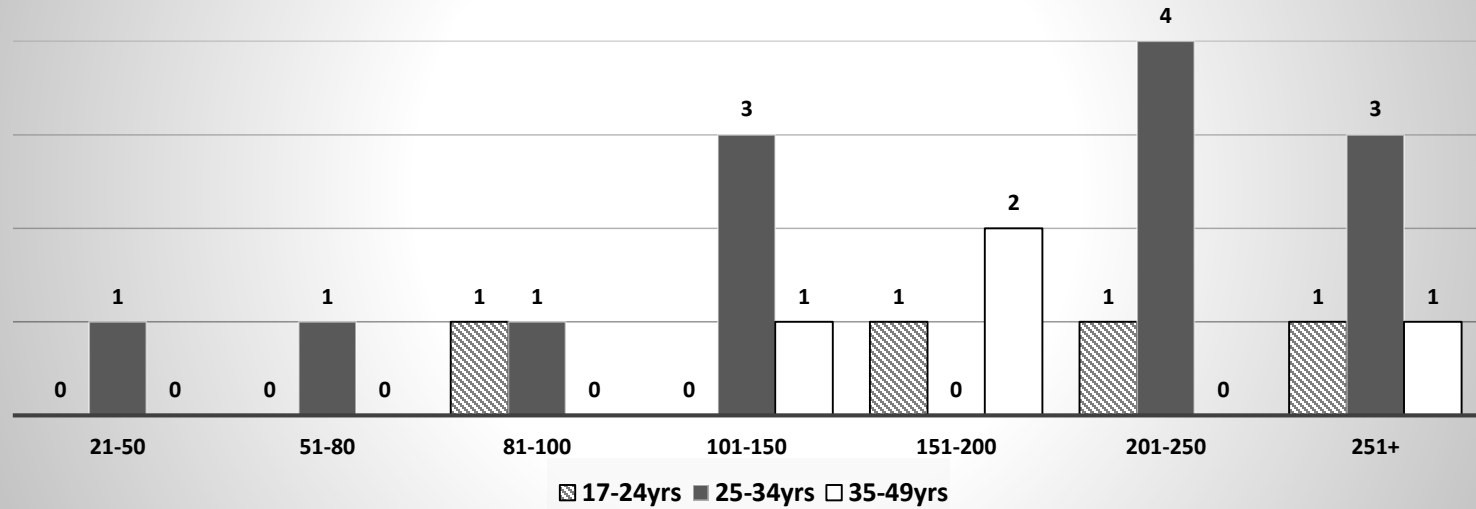
n=22



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Culpable Motorcyclist BAC

n=22



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Alcohol as a Factor



- Fifty seven percent of the 28 motorcyclists who had consumed alcohol crashed on a Sunday.
- More motorcyclists with a presence of alcohol were in a fatal collision between 5 and 6 pm on a Sunday than any other time during the week.
- Four of the five fatal collisions on a Saturday, occurred between 2 and 4am.
- July and May most frequent months.
- Seventeen (53%) of the 32 single vehicle collisions involved alcohol.



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Speed and Safety Equipment



Almost half (49%) of the 93 collisions had excessive speed as a contributory factor.

- 17 involved a single vehicle
- 28 involved two or more vehicles.

82% were wearing a helmet,
and 18% were not.



Only 4 motorcyclists
wearing High Visibility



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How it Happened

Motorcyclist Culpable/Part Culpable

- Over two thirds (68%) of the motorcyclists deemed culpable for the collision were driving forward at the time of the collision. A further 18% were attempting to overtake.
- Over half (54%) of the motorcyclists deemed culpable for the collision were recorded as having lost control prior to the fatal collision. The other main actions recorded were a failure to observe (14%) and improper overtaking (13%).
- In cases where there was dual culpability by the driver of the second vehicle and motorcyclist (n=8), these collisions were considered to have involved inappropriate exiting from a road or entrance by a motor vehicle combined with the inability of the motorcyclist to take avoidance action due to excessive speed and/or lack of observation.



Motor Driver Culpable

- Of the 11 private car drivers who were deemed culpable for the collision involving the motorcyclist, the main manoeuvre cited was exiting or entering a side road (7), turning right (3) and loss of control (1).
- The main actions taken by the culpable driver: a failure to observe (9), a failure to stop or yield (1) and crossing to wrong side of road (1).



Number of people killed and injured by culpable motorcyclist

	Fatal	Serious	Minor
Motorcyclist	73	2	5
Drivers	2	0	1
Passenger	6*	4	1
Pedestrian	0	0	0
Cyclist	1	0	0
Total	82	6	7

*6 pillion passengers



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Total number of people killed

	Fatal	Serious	Minor
Motorcyclist	84	2	7
Driver	4	0	1
Passenger	6*	5	1
Pedestrian	1	0	0
Cyclist	1	0	0
Total	96	7	9

***6 pillion passengers**



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Summary



98% Male



50% of the motorcyclists were aged between 25-34.



Over half (56%) occurred on a Saturday or Sunday. Sunday alone accounting for a third (33%).



Over half (56%) of the fatal collisions involving a motorcyclist occurred between 12pm and 7pm.



60% of the fatal collisions involving a motorcyclist occurred on a regional road and a quarter (26%) on a national road.



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Summary



86% on
social trip



**Almost half
(49%)** of the 93
collisions had
excessive speed
as a contributory
factor.



Almost a third (29%)
of all motorcyclists
involved in the 93
fatal collisions had
consumed alcohol.



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