

# 6 Month Road Safety Review

January to 15 July 2021

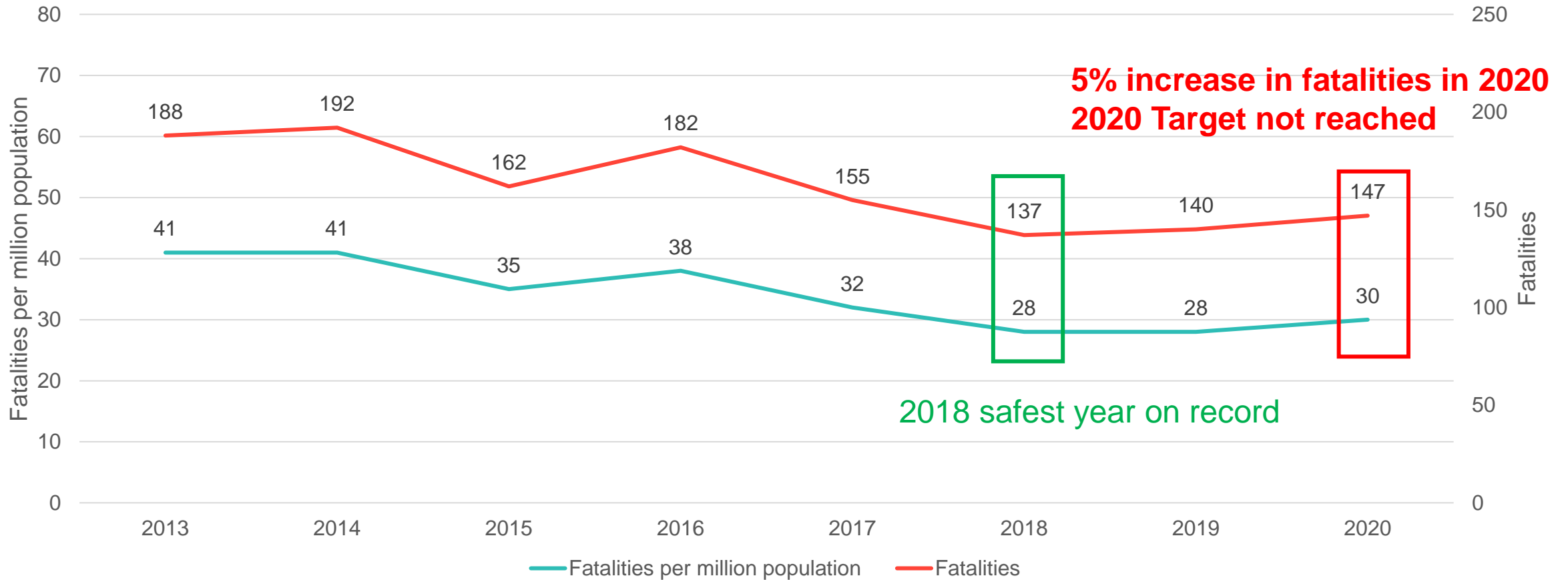
Velma Burns,  
Research Manager

*\*Data is current as of 11:59pm on 15 July 2021  
Note: All data for 2018 to 2021 are provisional and subject to change*



# Long-term trend in fatalities

## 2013 - 2020



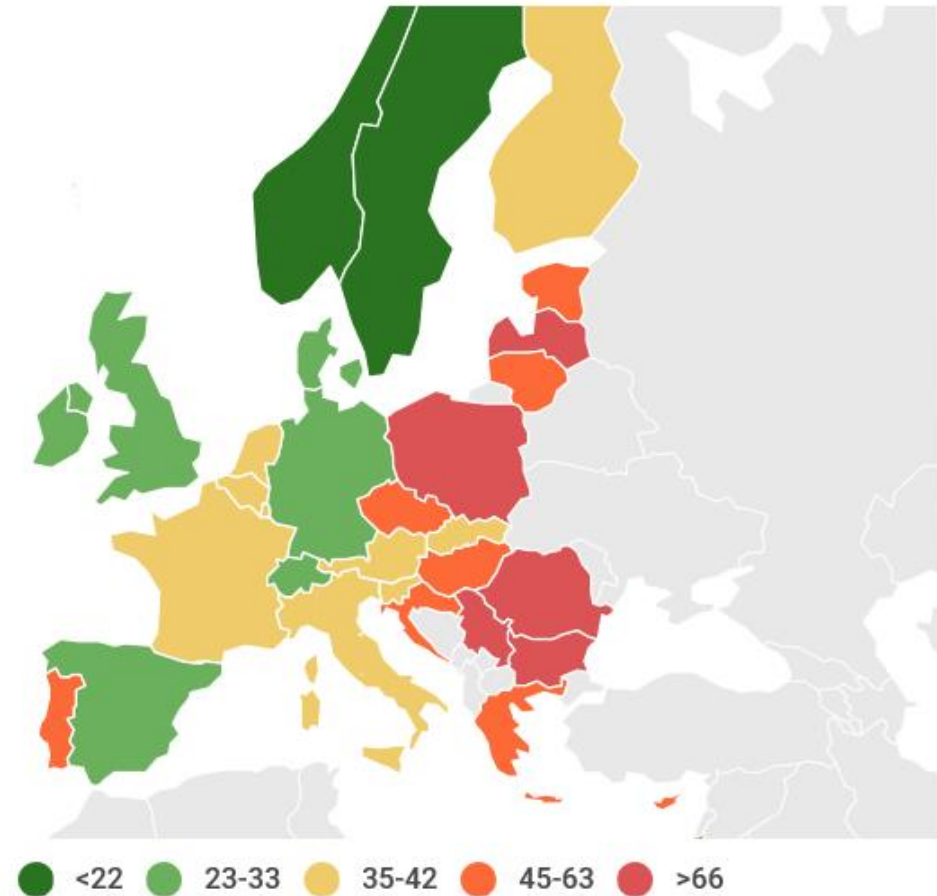
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# Road deaths per million inhabitants 2020



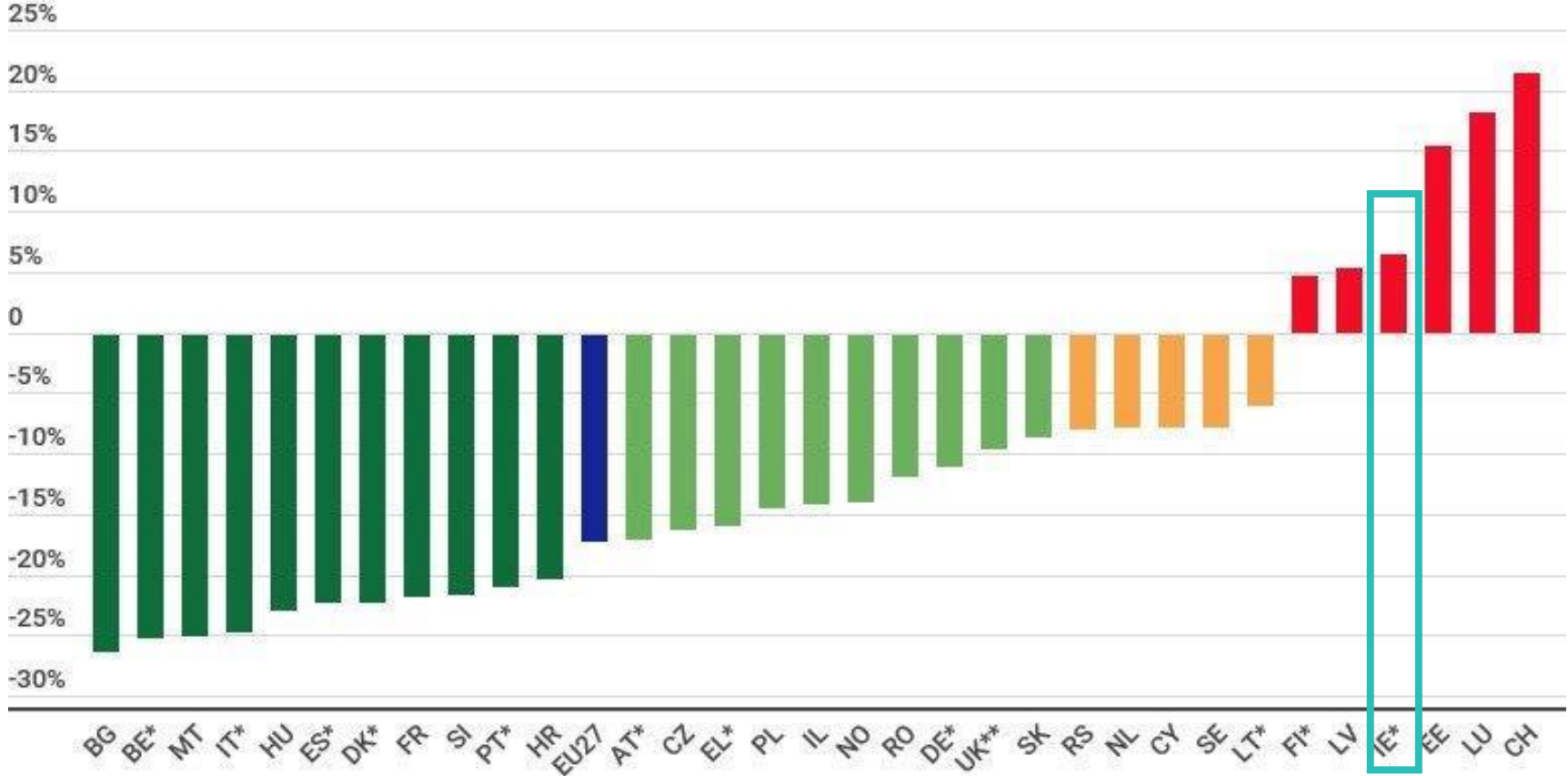
- 42 road deaths per million inhabitants in the EU in 2020
- With 30 deaths per million, Ireland had the fifth lowest number of fatalities per million population among the EU27 in 2020



# Relative change in road deaths in EU 2019 - 2020



17% decrease in the number of road deaths in the EU 27



<https://infogram.com/15-pin-annual-report-road-safety-progress-2020-1h7g6k0jwk87o2o>





# Overview 2021 fatalities



RSA

## January to 15 July 2021

- As of 15 July 2021, there have been **60** fatal collisions, which have resulted in **65** fatalities on Irish roads.
- This represents **8 fewer** fatal collisions and **9 fewer** deaths (**-12%**) compared to provisional Garda data for 2020.
- In 2021
  - **25% decrease** in the number of fatalities occurring at the weekend compared to 2020
  - **29% reduction** in those killed aged 56 and older
  - **75%** of fatalities were **male** (49) and **25%** of fatalities (16) were **female**

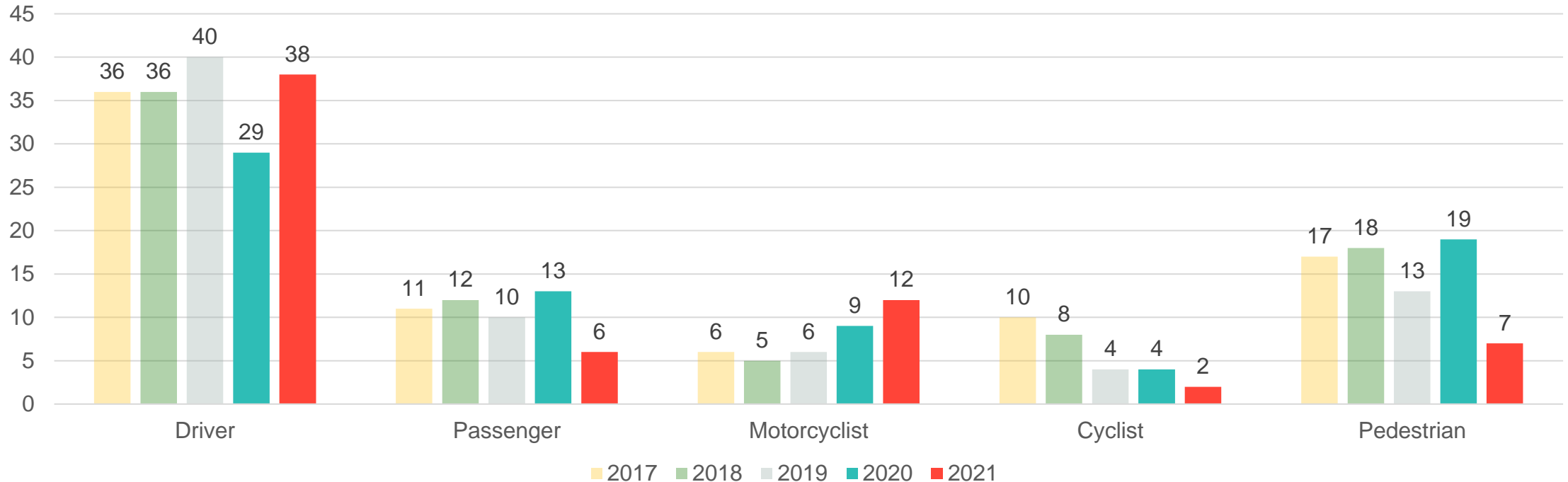


*Note: All data for 2020 and 2021 are provisional and subject to change*



# Road user type

## January to 15 July 2021



- Increase in the number of **drivers (+9)** and **motorcyclists (+3)**, while there has been a decrease among **passengers (-7)**, **pedestrian (-12)**, **cyclist (-2)**, in 2021 compared to 2020
- Of the 44 drivers and passengers killed in 2021, 16% were not wearing a seat belt.

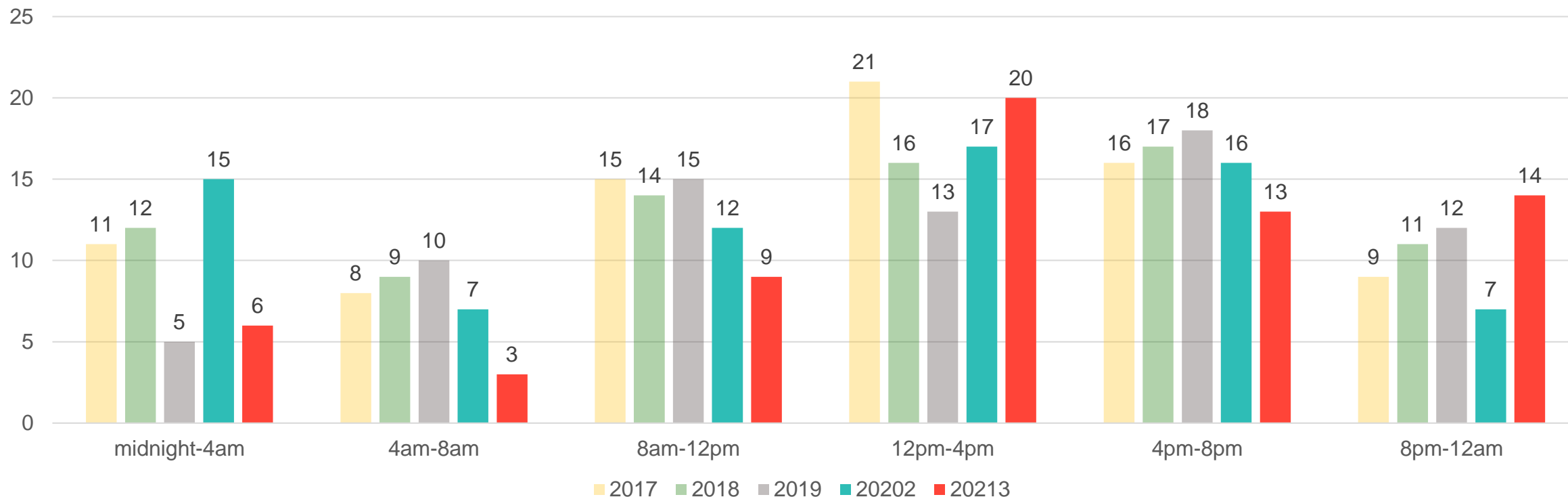
*Note: All data for 2018 to 2021 are provisional and subject to change*





# Time of day

## January to 15 July 2021



- There was a reduction in the number of fatalities occurring between midnight and 8am in 2021 compared to 2020 (-59%)

Note: All data for 2018-2021 are provisional and subject to change

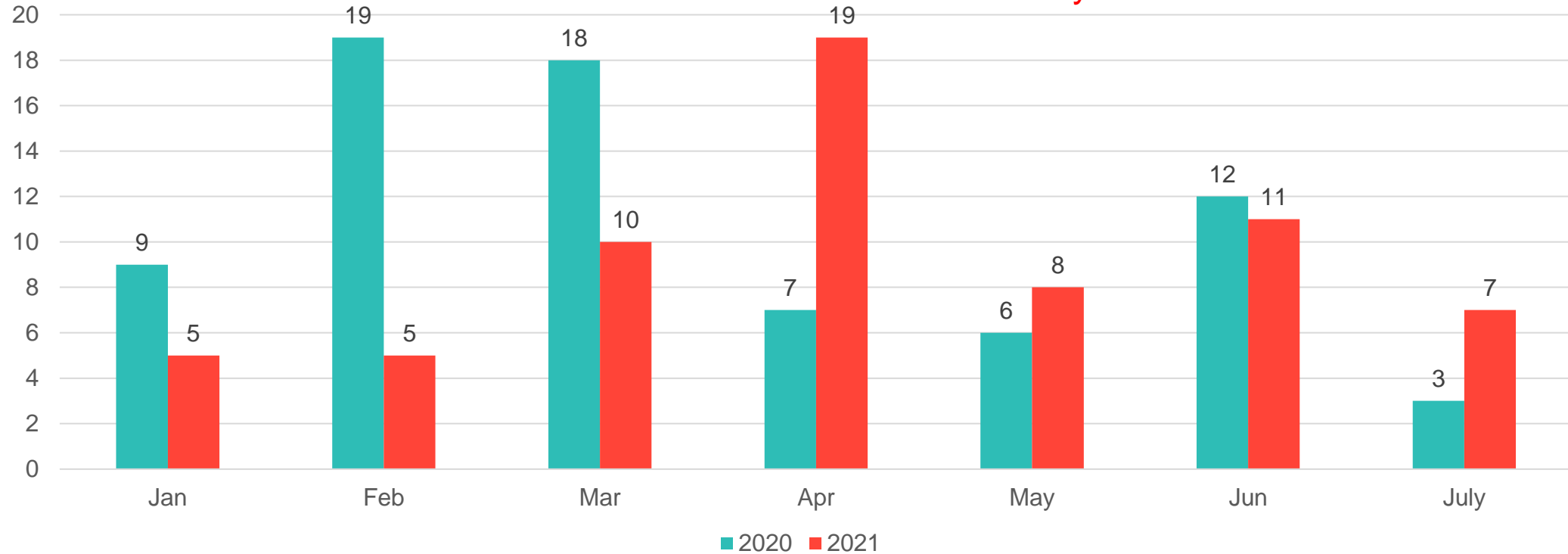




# Month of year

## January to 15 July 2021

Monthly average deaths  
January - June 2021: 10



- In 2021, car traffic volumes were lower in Jan (-53%) and Feb (-47%) compared to 2020 and had started to increase in March (-20%) and April (170%)

*Note: All data for 2020 and 2021 are provisional and subject to change*





# Location of fatalities

January to 15 July 2021

- Of the **11 fatalities** in **Dublin** in 2021, there were
  - 5 drivers
  - 3 motorcyclists
  - 2 passengers
  - 1 cyclist



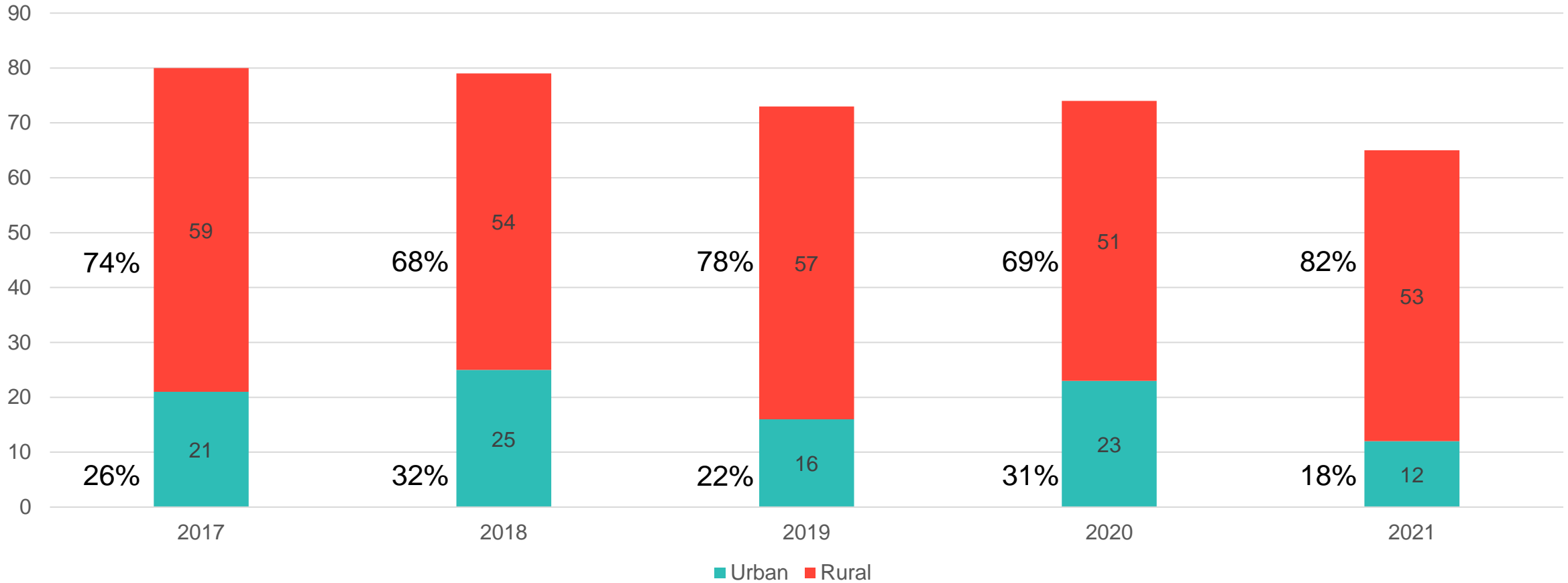
Note: All data for 2020 and 2021 are provisional and subject to change



# Fatalities by rural and urban area



January to 15 July 2021



Note: All data for 2018-2021 are provisional and subject to change. Rural road is one with a speed limit of 80 km/h or greater, urban is one with a speed limit of 60 km/h or less



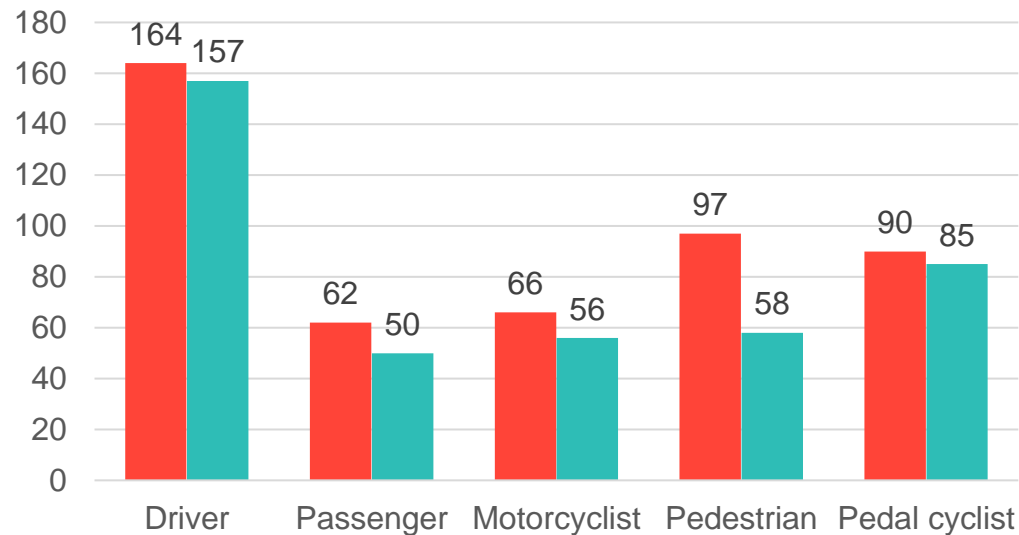


# Overview 2021 serious injuries

## January to 30 June 2021

- As of 30 June 2021, there have been **364** serious injury collisions
- As of 30 June 2021, there have been **406** serious injuries on Irish roads
- This represents **73 fewer** serious injuries (**-15%**) compared to provisional Garda data for 2020

Serious injuries by road user type



Note: All data for 2020 and 2021 are provisional and subject to change

■ 2020 ■ 2021



# Dangerous behaviours increasing

More permissive attitudes to errant behaviour in 2020, coupled with change in travel patterns

## Speeding

- Increases in self-report admission of speeding on both 50km/h and 100km/h roads.
- The perceived acceptability of speeding has significantly increased.
- Strong support for the use of safety cameras has declined.

## Fatigue

- Significant increase in % of motorists admitting to falling asleep/nodding off while driving relative to historic data

## Drink driving

- 1 in 10 motorists admit to driving after consuming alcohol, in line with trends, but more permissive attitude towards acceptable limits for driving

## Mobile phone use

- Small increase in motorists admitting to texting/checking apps while driving – approx. 1 in 10, but incidence of motorists taking preventative safety measures with their mobile phones has increased.

Source: Driver Attitudes & Behaviour Study  
Online survey of 1,241 motorists conducted by B&A on behalf of the RSA



# Conclusion

## Renewed efforts required to improve Ireland's road safety record

- ▮ Ireland did not see reduction in fatalities in 2020 in line with reduced traffic, and has slipped to 5<sup>th</sup> position in EU 27 ranking in 2020.
- ▮ Drivers and motorcyclists highest risk for fatalities in 2021 to date, but vulnerable road users represent a higher share of serious injuries to date relative to fatalities.
- ▮ Increased focus on preventing serious injuries acknowledged and will be of priority in the next government Road Safety Strategy.
- ▮ Change in pattern evident for day of week and time of day for fatalities, but Dublin and rural roads represent high proportion of fatalities.
- ▮ Concerning regression in attitudes towards speeding suggests increased need for education/enforcement in this area in particular.
- ▮ Urgent need for road safety education and enforcement as country opens up.







**Thank you**



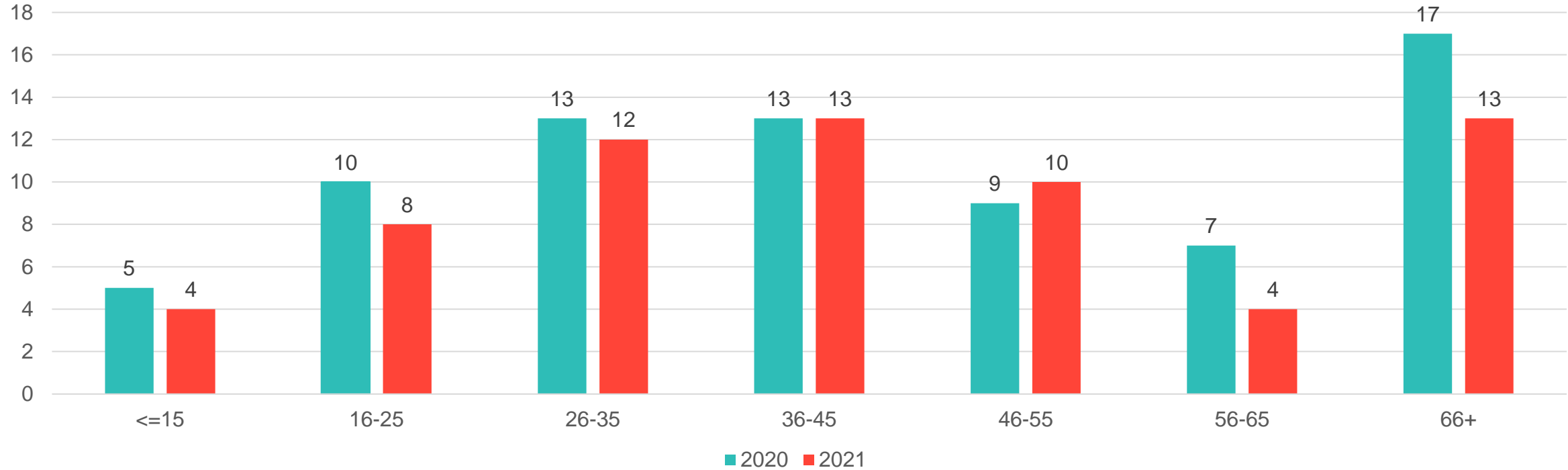


# Appendix



# Age group of fatalities

January to 15 July 2021



- In 2021, there were **25 fatalities** between the ages of **26 and 45** and **13 fatalities** over the age of **65 (58% of total)**.

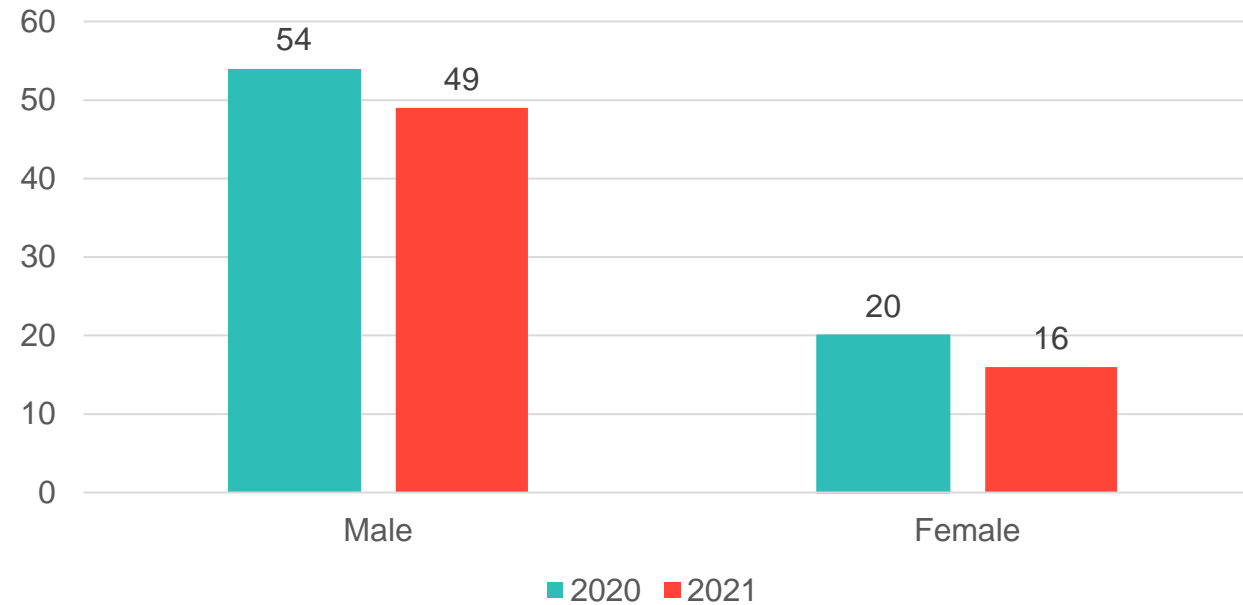
*Note: All data for 2020 and 2021 are provisional and subject to change, one unknown age in 2021*





# Gender of fatalities

January to 15 July 2021



- In 2021, **75%** of fatalities were **male** (49) and **25%** of fatalities (16) were **female**

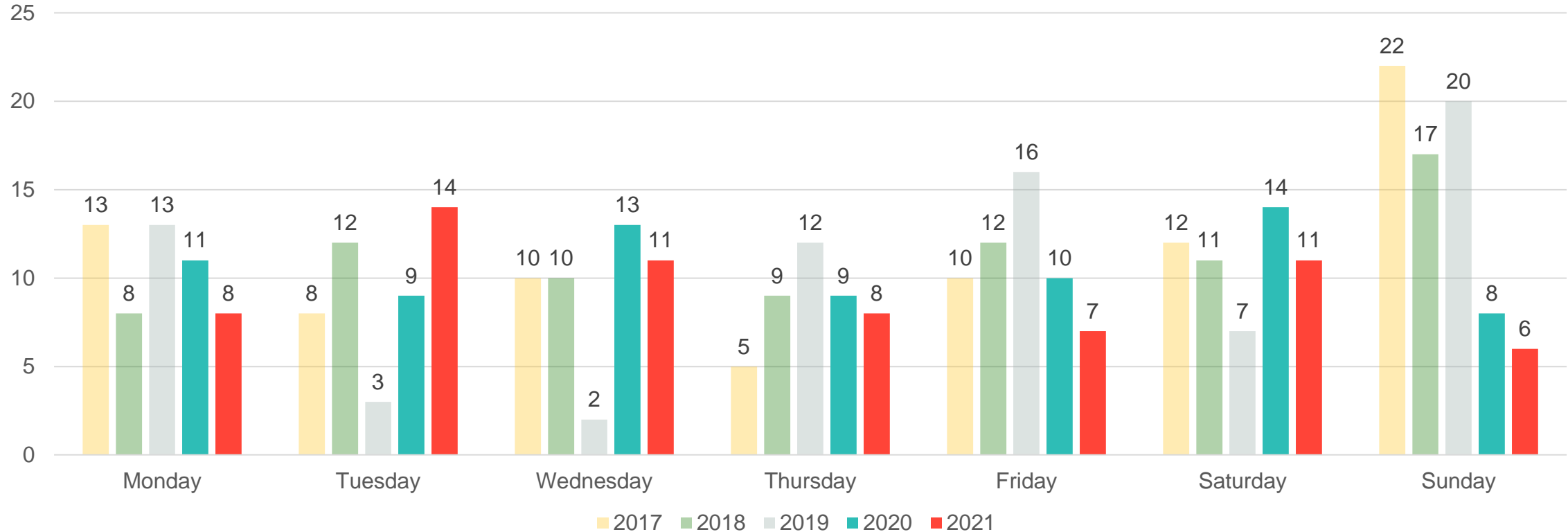
*Note: All data for 2020 and 2021 are provisional and subject to change*





# Day of week

## January to 15 July 2021



- In 2021, **41 fatalities** occurred on **weekdays** compared to 41 in 2020, **24** occurred at **weekends** compared to 32 in 2020

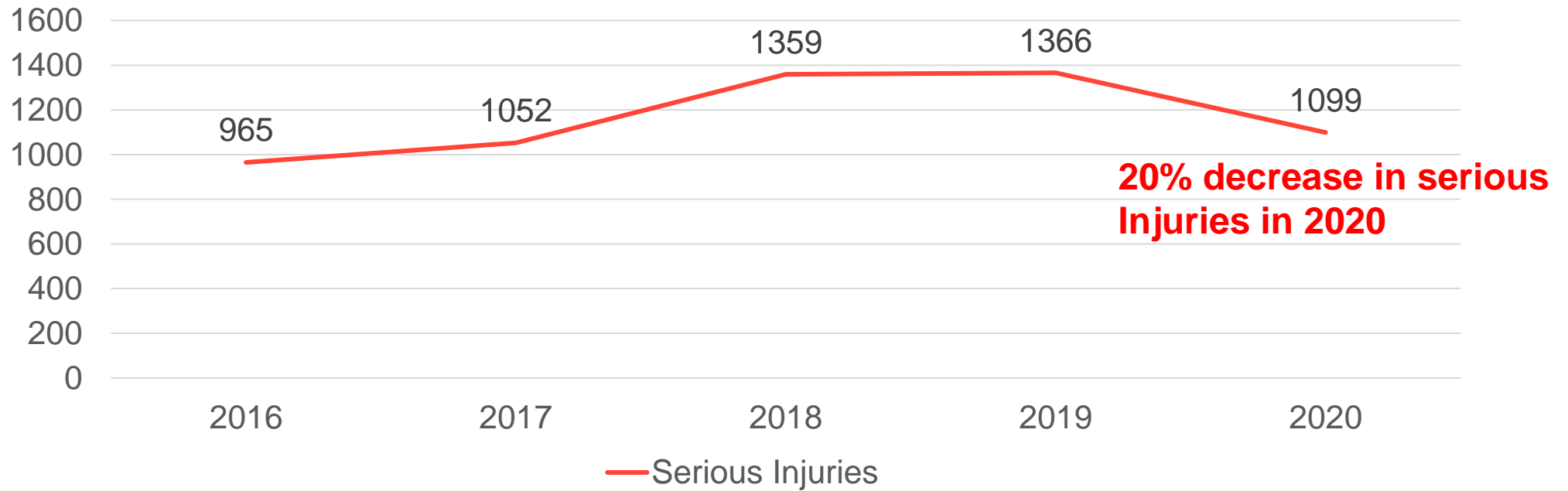
*Note: All data for 2018 to 2021 are provisional and subject to change*





# Long-term trend in serious injuries

2016 - 2020



- Between 2019 and 2020, there was a 20% decrease in serious injuries on Irish roads
- Total traffic volumes in 2020 were approximately 25-30% below 2019 levels

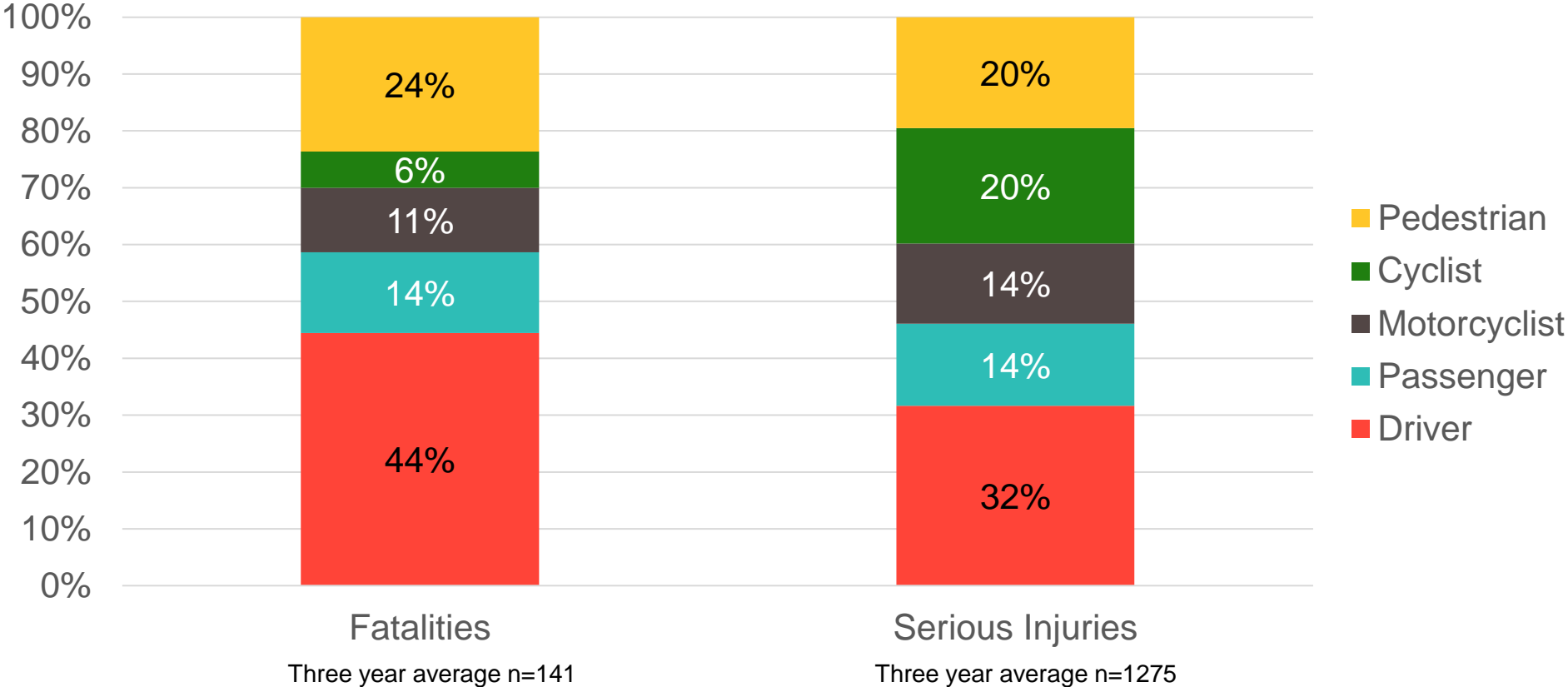
*Note: All data for 2018 to 2021 are provisional and subject to change*



# Road user Type, Fatalities and Serious injuries



Three year average of road user type as percentage of total



Note: All data for 2018 to 2021 are provisional and subject to change



# Key Statistics from Driver Attitude and Behaviour Study



- 61% of motorists admit to exceeding 50km/h speed limits by less than 10km/h 'at least sometimes' (up from 48% in 2019)
- 53% of motorists admit to exceeding 100km/h speed limits by less than 10km/h 'at least sometimes' (up from 41% in 2019)
- 36% of motorists admit to exceeding 50km/h speed limits by more than 10km/h 'at least sometimes' (up from 26% in 2019)
- 35% of motorists admit to exceeding 100km/h speed limits by more than 10km/h 'at least sometimes' (up from 23% in 2019)
- 61% of motorists believe it is acceptable to exceed 50km/h speed limits by less than 10km/h (up from 53% in 2019)
- 59% of motorists believe it is acceptable to exceed 100km/h speed limits by less than 10km/h (up from 45% in 2019)
- 34% of motorists believe it is acceptable to exceed 50km/h speed limits by more than 10km/h (up from 26% in 2019)
- 34% of motorists believe it is acceptable to exceed 100km/h speed limits by more than 10km/h (up from 19% in 2019)
- 41% of motorists stated they 'strongly support' the use of safety cameras, down from 57% in 2019.
- 28% of motorists now indicate they have fallen asleep or nodded off/ even if only for a brief moment when driving (up from 16% in 2019)
- 10% of motorists admit to texting while driving 'at least sometimes' (up from 6% in 2019)
- 9% of motorists admit to checking apps while driving 'at least sometimes (up from 4% in 2019)
- 9% of motorists admit to talking on a handheld phone while driving 'at least sometimes (down from 12% in 2019)
- 56% of motorists state that they take preventative safety measures regularly (turn off/on silent, put out of sight) before setting out to drive , up on 40% in 2019
- 43% of all motorists now believe 'no alcohol' can be consumed to remain under legal limit (down from 64% in 2019)
- 9% of motorists consumed alcohol before driving in past 12 months –largely on a par with previous years

