



# Provisional Review of Fatal Collisions

1 January to 31 December 2021

Road Safety Authority  
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## Review of fatal collision statistics

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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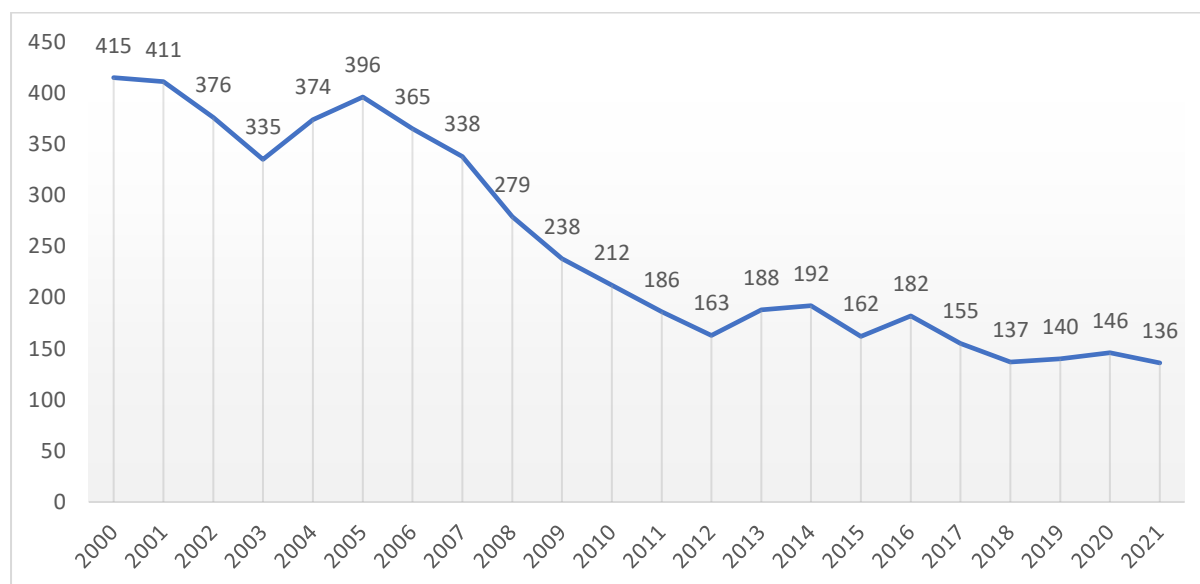


## Overview

This report summarises the main trends in road traffic collision fatalities that have occurred up to 31 December 2021<sup>1</sup>. This report 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 is subject to change until the 2021 collision data is formally signed off on by the RSA.

As of 31 December 2021, there have been 123 fatal collisions, which have resulted in 136 fatalities on Irish roads. This represents 12 less fatal collisions and 10 less deaths (-7%) compared to provisional Garda data for the full year 2020. The number of deaths per million population decreased from 29 in 2020 to 27 in 2021.

**Figure 1** Fatalities by year, 2000-2021



\*Note: 2018-2021 data is provisional and subject to change.

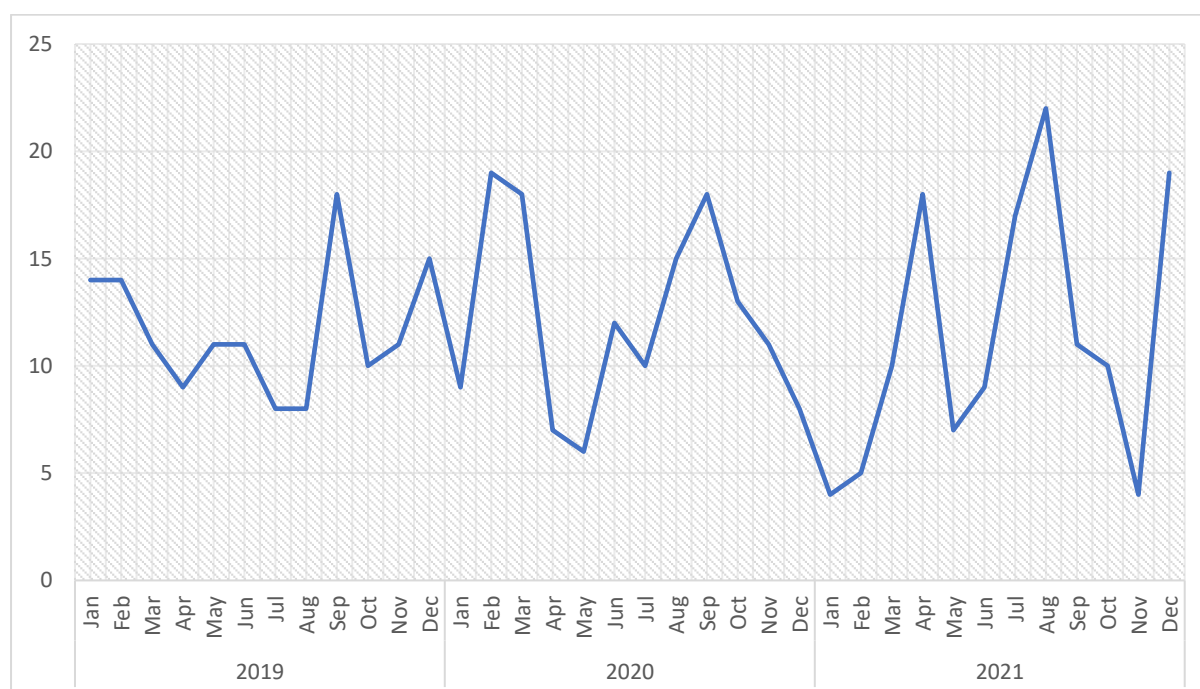
<sup>1</sup> Based on provisional data and subject to change.

## 1. Month of year

As can be seen in Figure 2, which presents the monthly fatalities from 1 January 2019 to 31 December 2021, there can be considerable fluctuations in monthly fatalities across each year.

During this period, the greatest number of fatalities occurred in August 2021 with 22 fatalities. By contrast, both January and November in 2021 (4) had the lowest number of fatalities over this timeframe, followed by February 2021 (5).

Figure 2 Fatalities by month 1 January 2019 to 31 December 2021

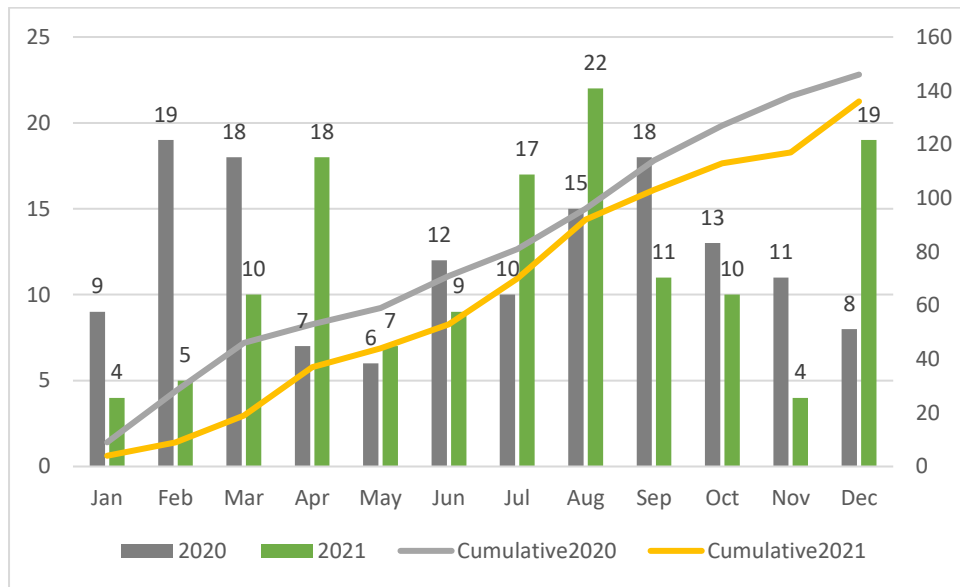


In Figure 3 the fatality figures for each month of the year for 2020 and 2021 are presented. August (22), December (19), April (18), and July (17) were the most dangerous months in 2021.

In comparison to the same months in 2020, there has been an increase in April (+11), May (+1), July (+7), August (+7) and December (+11). There were decreases in fatalities across seven months of 2021 compared to 2020.

The monthly average for 2021 was 11 fatalities per month, while the monthly average for 2020 was 12 per month.

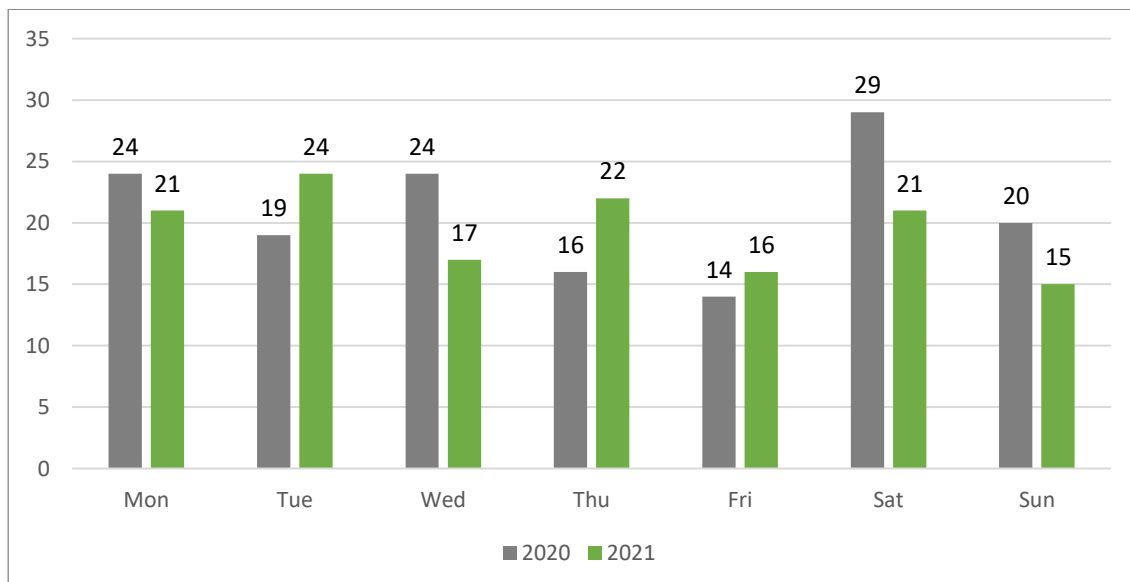
Figure 3 Road deaths by month, 1 January to 31 December 2020 and 2021



## 2. Day of week

The day of week pattern differs between 2020 and 2021. Figure 4 shows the distribution of fatalities by day of week for 2021 compared to 2020. Tuesday was the most dangerous day of the week in 2021 with 24 fatalities. Tuesday, Thursday and Friday were more dangerous than these days in 2020 (+13 deaths). By contrast, there were less fatalities on Monday, Wednesday, Saturday and Sunday with 23 more fatalities on these days in 2020. A third (33%) of fatalities occurred between Monday and Tuesday in 2021.

Figure 4 Road deaths by day of week, 1 January to 31 December 2020 and 2021

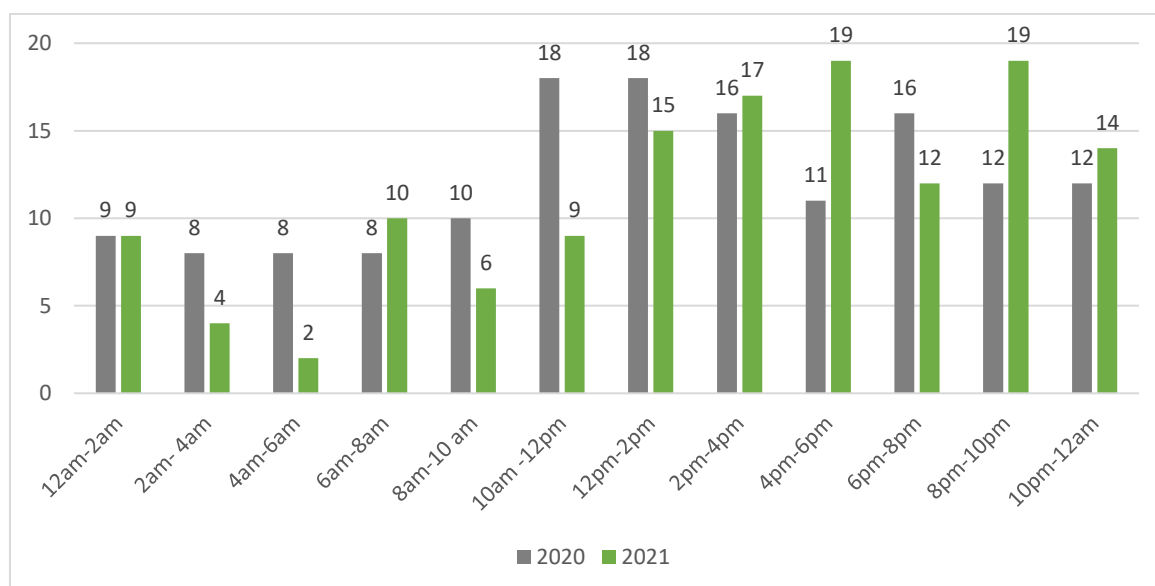


### 3. Time of day

Figure 5 shows the distribution of road deaths by hour of the day in 2020 and 2021. 49% (67) of fatalities in 2021 occurred between 2pm and 10pm, compared to 38% (55) in 2020.

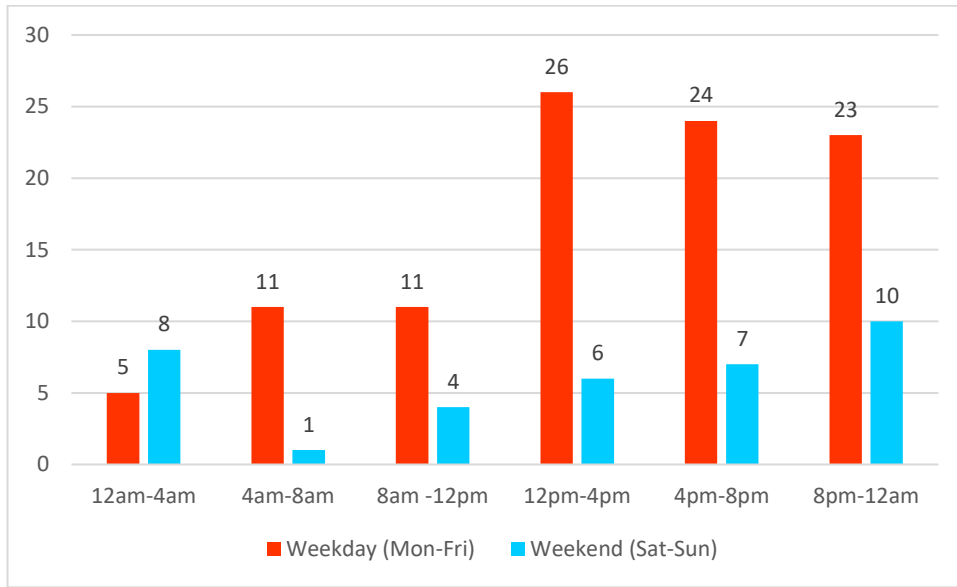
Of the 67 fatalities, 50 occurred on a weekday (Monday-Friday). There were 15 fatalities between midnight and 6am (11%), compared to 25 (17%) in 2020. Of the 15, 8 (53%) occurred on Saturdays and Sundays, while 47% (7) occurred on weekdays.

Figure 5 Road deaths by time of day, 1 January to 31 December 2020 and 2021



As seen in Figure 6, the hours 12pm-12am during weekdays accounted for a large number of fatalities (73) in 2021 (54%). The only time band which saw a larger figure for fatalities on weekends compared to weekdays was the 12am-4am time band.

Figure 6 Road deaths by time of day and weekday vs weekend, 1 January to 31 December 2021



Note: Weekday is Monday to Friday and weekend is Saturday to Sunday.

#### 4. Where fatalities occurred

As can be seen in Figure 7, in both 2020 and 2021 there have been more fatalities on rural roads than on urban roads. Rural roads are those where the speed limit is 80km/h or greater while urban roads have speed limits of 60km/h or less.

In 2021, 24% of fatalities occurred on an urban road and 76% occurred on a rural road. For 2020, these proportions were 28% and 72% respectively.

Figure 7 Fatalities by urban and rural roads, 1 January to 31 December 2020 and 2021

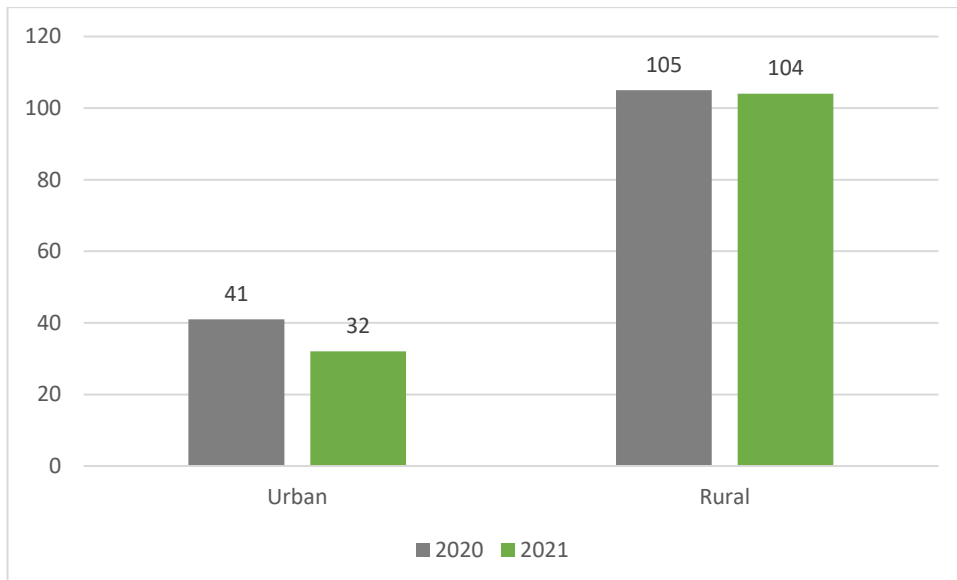


Table 1 shows an increase in fatalities on roads with speed limits of 120 km/h (+4) between 2020 and 2021, while there was a decrease in the number of fatalities on roads with other speed limits (-14).

Table 1 Fatalities by speed limit, 1 January to 31 December 2020 and 2021

Speed Limit	2020	2021	Change
<=30km/h	8	6	-2
50km/h	26	22	-4
60km/h	7	4	-3
80km/h	54	49	-5
100km/h	40	40	0
120km/h	11	15	4
<b>Total</b>	<b>146</b>	<b>136</b>	<b>-10</b>

Speed Limit	2020	2021	Change
<=30km/h	8	6	-2
50km/h	26	22	-4
60km/h	7	4	-3
80km/h	54	49	-5
100km/h	40	40	0
120km/h	11	15	4
<b>Total</b>	<b>146</b>	<b>136</b>	<b>-10</b>

Fatalities at the county level are shown in Figure 8. The highest number of fatalities in 2020 were in Dublin (21), Meath (14), Galway (12), and Tipperary (11).

Dublin (12) had the highest number of vulnerable road user (pedestrian, cyclist, and motorcyclist) fatalities followed by Cork (6) and Kildare (6).

Meath (11), Galway (7) and Tipperary (7) had the highest number of driver fatalities. Dublin (3), Galway (2), and Meath (2) had the highest number of passenger fatalities.



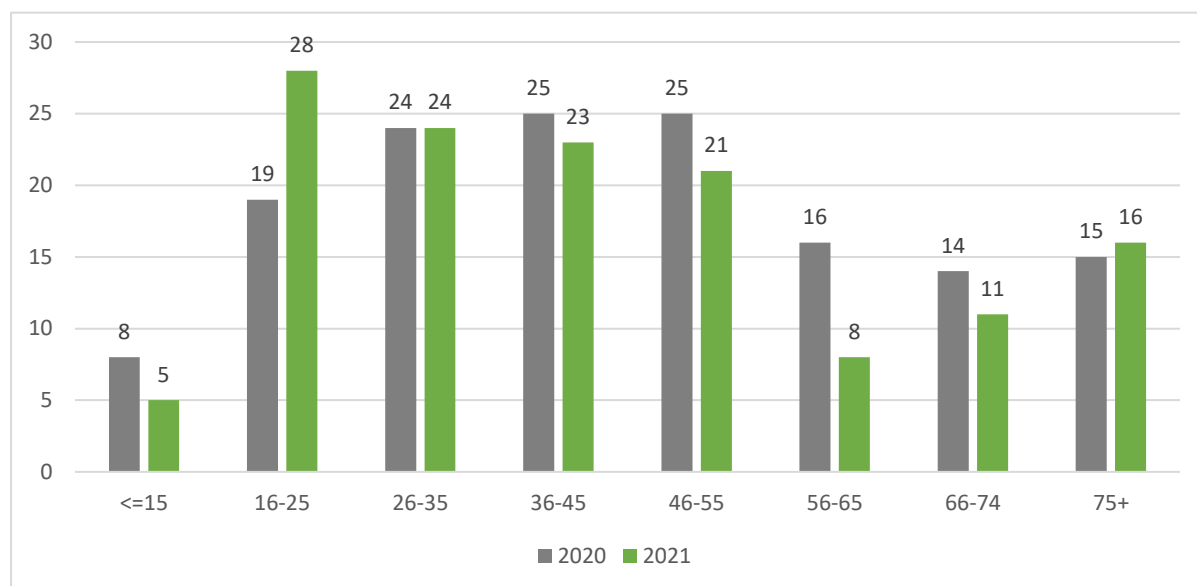
Figure 8 County breakdown by the number of fatalities 2021



## 5. Age profile

As per Figure 9 the highest risk age group was those aged 16-25 years with 28 fatalities (21%). This age group represented 13% of fatalities in 2020.

In 2021, there have been reductions in deaths among those aged 0-15 (-3), 36-45 (-2), 46-55 (-4), 56-65 (-8) and 66-74 (-3). There has been an increase in the number of fatalities in those aged 16-25 (+9) and 75+ (+1).

**Figure 9** Deaths by age group, 1 January to 31 December 2020 and 2021

## 6. Road user type

As can be seen in Figure 10 and Table 3 below, driver and passenger fatalities represent 65% of fatalities in 2021 while vulnerable road users represent 35% of fatalities. In 2020 these proportions were 59% and 41% respectively.

There has been an increase in driver fatalities (+10) and motorcyclist fatalities (+5) while there has been a decrease in all other road user fatalities (passenger (-8), pedestrian (-13), cyclist (-3)).

**Figure 10** Deaths by road user type, 1 January to 31 December 2020 and 2021

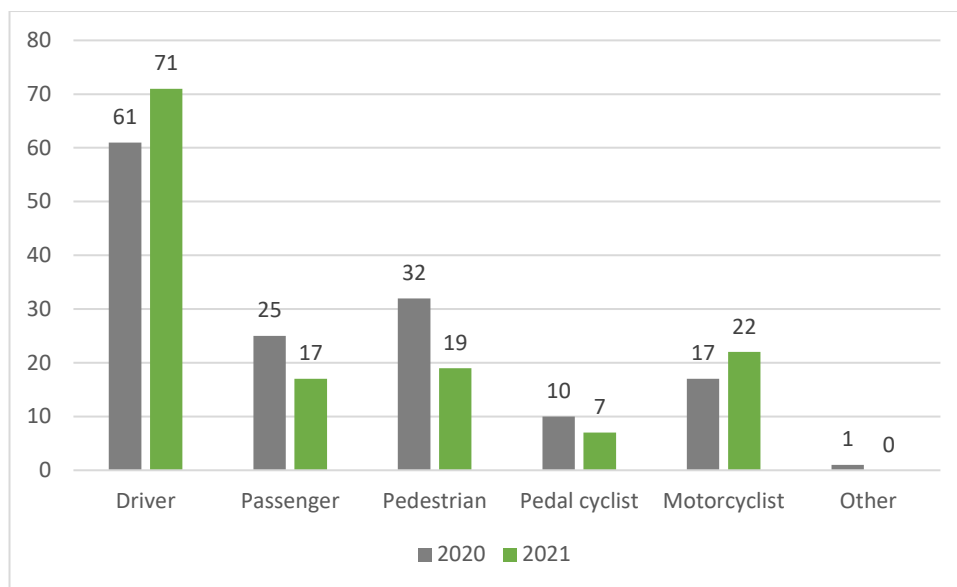


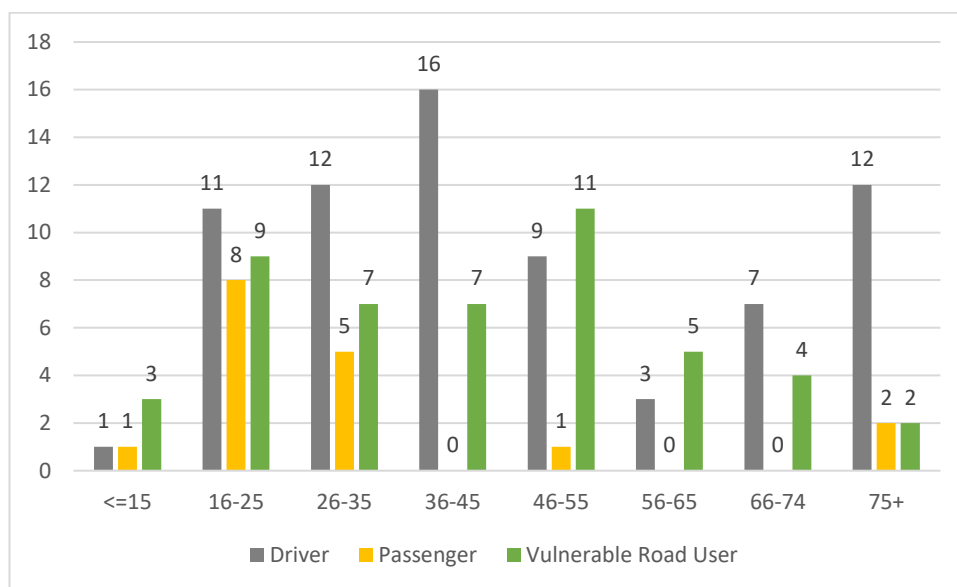
Table 2 Road User Fatalities 2020 and 2021

Road User	2020	2021	Change
Driver	61	71	10
Passenger	25	17	-8
Pedestrian	32	19	-13
Pedal cyclist	10	7	-3
Motorcyclist	17	22	5
Other	1	0	-1
<b>Total</b>	<b>146</b>	<b>136</b>	<b>-10</b>

## 7. Age profile by road user type

Figure 11 illustrates that more drivers were killed in the 36-45 age category (16), than in any other age category. Passenger fatalities were highest among the 16-25 age group (8).

In relation to vulnerable road users, fatalities were highest among those aged 46-55 (11).

**Figure 11** Deaths by age group of drivers, passengers and vulnerable road users, 1 January to 31 December 2021

## 8. Profile of fatalities by road user group

### 8.1 Profile of Driver Fatalities:

As of 31 December, there were 71 driver fatalities in 2021.

**Gender:** The majority of driver fatalities were male (51).

**Age:** In 2021 the age group with the greatest number of driver fatalities was the 36-45 age group (16).

**Speed limit:** The majority of fatalities occurred on higher speed roads<sup>1</sup> (59), mainly on 80km/h roads (23) and 100km/h roads (25). Twelve driver fatalities occurred on roads with a speed limit of 60km/h or less.

**Time of day:** Six driver fatalities took place between midnight and 6am, 18 driver fatalities occurred between 6am and 12pm and 17 driver fatalities occurred between the hours of 12pm and 4pm. Fourteen driver fatalities occurred between 4pm and 8pm and 16 driver fatalities occurred between 8pm and midnight.

**Month of year:** There were fourteen driver fatalities in August.

**Seatbelt use:** Of 71 drivers killed operating seatbelt-equipped motor vehicles, seventeen (24%) were reported as not wearing a seatbelt; 35 drivers (49%) were

<sup>1</sup> Higher speed roads include road with speed limits of 80km/h of greater

confirmed as wearing a seatbelt. In the case of 19 killed drivers (27%), it is not known if they were wearing a seatbelt.

**Multi vehicle collisions:** Of the driver fatalities, 24 occurred in single vehicle collisions with the remainder (47) involving at least one other vehicle or road user.

**County:** Meath (11), Galway (7) and Tipperary (7) had the highest number of driver fatalities.

## 8.2 Profile of Passenger Fatalities:

As of 31 December there were 17 passenger fatalities in 2021.

**Gender:** There were 8 female passengers killed and 9 male passengers.

**Age:** Younger people were most vulnerable; there were 13 passengers killed aged 16-35 years.

**Speed limits:** Most passenger fatalities occurred on higher speed roads<sup>1</sup> (14); five of which happened on 80km/h roads, seven on 100km/h roads and two on 120km/h roads.

**Month of year:** August had the highest number of passenger fatalities (5).

**Seating position:** There were 7 front seat passengers and 8 rear seat passengers killed. For 2 passengers it is currently unknown if they were front or rear seat passengers.

**Seatbelts:** Three passengers (18%) were wearing a seat belt and 7 (41%) were confirmed as not wearing a seatbelt. For 7 passengers (41%) it was unknown whether they were wearing a seat belt.

**Multiple vehicle collisions:** Nine of the fatalities occurred in multiple vehicle collisions (53%).

**County:** Dublin (3), Galway (2), and Meath (2) had highest number of passenger fatalities.

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<sup>1</sup> Higher speed roads include road with speed limits of 80km/h of greater

### 8.3 Profile of Pedestrian Fatalities:

As of the 31 December there were 19 pedestrian fatalities in 2021.

**Gender:** Twelve pedestrian fatalities were male and seven were female.

**Age:** The age group with the highest number of fatalities was the 56-65 age group (5).

**Speed limit:** Nine pedestrian fatalities occurred on a road with a speed limit of 50km/h or less. In seven cases the pedestrian fatalities happened on a road with an 80km/h speed limit, and three occurred on a 100km/h or 120km/h speed limit road.

**Month of year:** The most dangerous month for pedestrians in 2021 was July, which saw five fatalities.

**Light conditions:** Ten pedestrian fatalities occurred in hours of darkness while nine occurred during daylight. Ten (53%) pedestrian deaths occurred between the hours of 8pm and 8am.

**County:** Five pedestrian fatalities occurred in Kildare.

### 8.4 Profile of Cyclist Fatalities:

As of 31 December, there were 7 cyclist fatalities in 2021.

**Gender:** Six cyclists killed were male and one female.

**Age:** Three cyclists killed were aged 46-55.

**Speed limits:** Six collisions occurred on roads with either an 80km/h or 100 km/h speed limit and one occurred on roads with a 30km/h speed limit.

**Light conditions:** Where light condition was known, five fatalities occurred during daylight conditions.

**Day of week:** Five of the fatalities occurred either on Sunday or Monday. .

### 8.5 Profile of Motorcycle Fatalities:

As of 31 December, there were 22 motorcyclist fatalities in 2021.

**Gender:** All 22 motorcyclists killed were male.

**Age:** Twenty-one motorcyclists were aged 16-55.

**Speed limits:** Fifteen motorcyclist fatalities occurred on roads with a speed limit of 80km/h or higher.

**Multi-vehicle collisions:** Of the 22 fatal motorcycle collisions, 16 were recorded as multi-vehicle collisions.

**Month:** There were seven motorcyclist fatalities in April.

**Day of week:** Seven fatalities occurred on a Saturday (32%).

**Time of day:** Eighteen fatalities took place between the hours of 10am and 8pm (82%).

**County:** There were seven motorcyclist fatalities in Dublin.

## 9. Summary

The key findings of this provisional review of 2021 fatalities can be summarised as follows:

In 2021 there have been 136 fatalities in 123 fatal collisions.

- There has been a 16% increase in driver fatalities (+10) compared to 2020.
- There have been decreases in fatalities across passengers (-8), cyclists (-3), pedestrians (-13), but an increase in motorcyclist fatalities (+5) compared to 2020.
- The greatest number of fatalities in 2021 was in the 16-25 (n=28) age group which makes up 21% of those killed. Those aged 16-55 years make up 71% of fatalities in 2021.
- August (22; 16% of fatalities) had the most deaths.
- The highest number of fatalities, 67, occurred from 2pm - 10pm (49%).
- Tuesday had the highest number of deaths, with 24 fatalities (18%), followed by Thursday (22), Monday (21), and Saturday (21).
- Dublin (21, 15%), Meath (14, 10%), Galway (12, 9%), and Tipperary (11, 8%) had the highest number of fatalities overall.
- Twenty-four, or 27% of all drivers and passengers killed, were reported as not wearing a seat belt. 38 (43%) were recorded as wearing seat belts, while for 26 (30%) it is not known whether the killed passenger/driver wore a seat belt.

The information contained in this report will be used by the RSA to inform road safety interventions and campaigns, as the RSA is committed to the implementation of evidence-based policies and practice.



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