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RSA

# **A review of 2015 fatal collision statistics**

## July 31st 2015

Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

# **A review of 2015 fatal collision statistics**

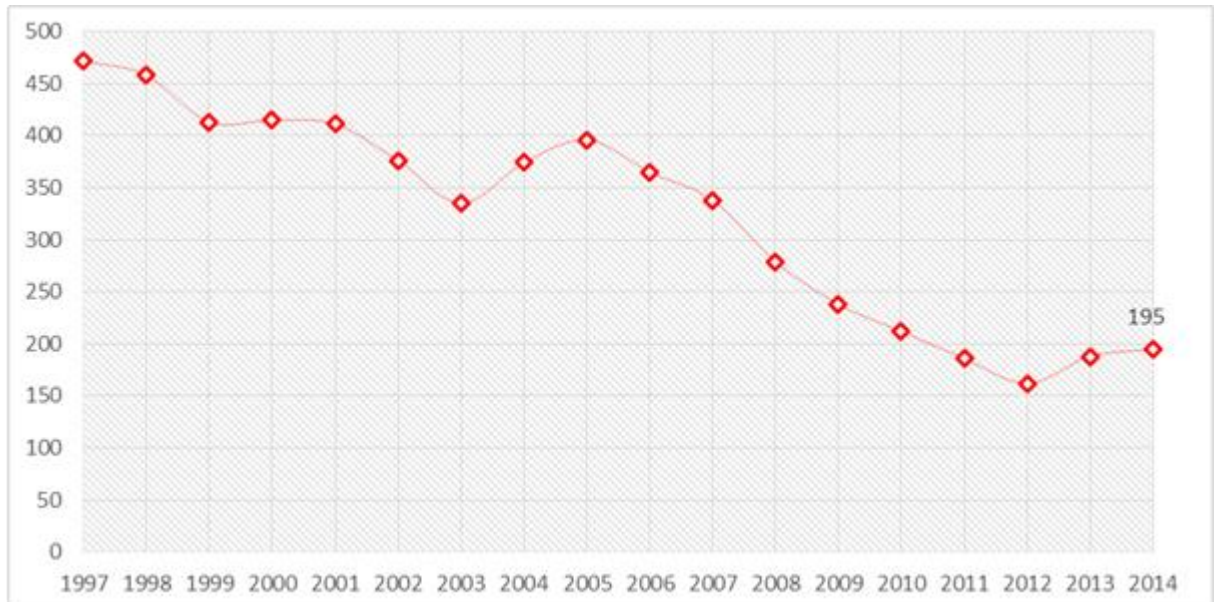
**This report summarises the main trends in road fatalities that have emerged in the first seven months of 2015. This has been prepared by the Road Safety Authority following analysis of the fatality reports provided to the RSA by An Garda Síochána. Note that the information contained in this report is provisional and subject to change until the 2015 Collision Database is formally signed off by the RSA.**

As of 31st July 2015, there have been 87 fatal collisions, which have resulted in 92 fatalities on Irish roads. This represents 17 less collisions, and 21 less deaths compared to provisional Garda data for the same period in 2014. This decrease is welcome, particularly in the context of the increases in fatalities seen in 2013 and 2014, when fatalities increased from a low of 162 in 2012 to 195 in 2014 marking the first increases in fatalities since 2005.

While January to June 2015 was overall a safer period on our roads compared to the same period in 2014, July 2015 marked the most dangerous month of the year, with twenty people losing their lives. If the annual average of 13 deaths per month continues until the end of 2015, 65 more people will lose their lives by the end of the year. However, should our record continue as per July, with 20 deaths per month, as many as 100 more people could lose their lives by the end of 2015.

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Fatalities by Year, 1997-2014



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

- 1. Month of year
- 2. Day of week
- 3. Time of day
- 4. Age profile
- 5. Road user type
- 6. Profile of fatalities by road user group
- 7. Key Findings

Upon finalisation of the 2015 collision database, a more detailed review of the contributory factors will be possible.

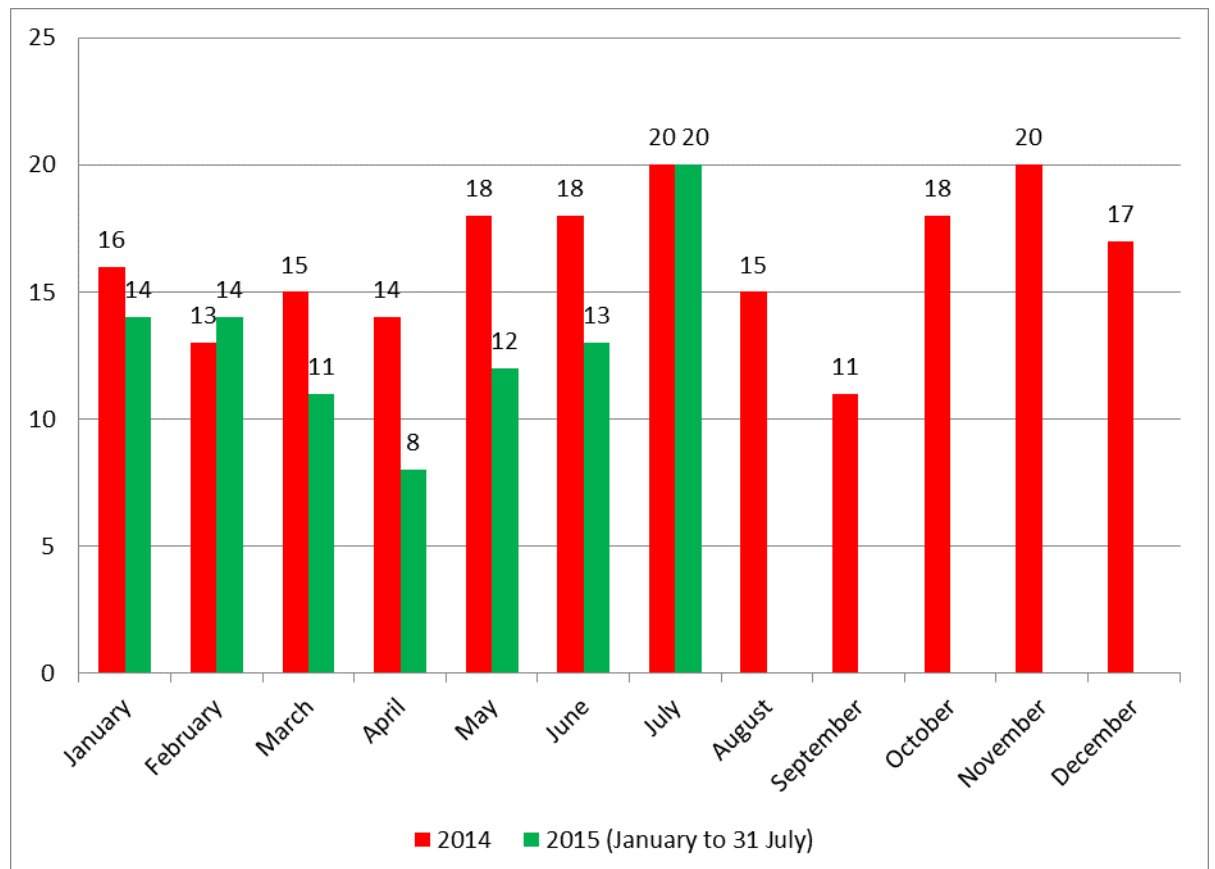
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### Month of Year

The table below shows the monthly trend in fatalities for 2015 to date. Note that these figures are provisional.

The monthly trend in fatalities in 2015 has improved overall on 2014 figures, except for a small increase in February (+1) and a similarly high figure in July (20) both years. April saw the lowest number of monthly fatalities (8) since November 2012. The average monthly fatality rate for 2015 is lower than the 2014 full year average figure.

Road deaths by month, 2014 and January to 31st July 2015

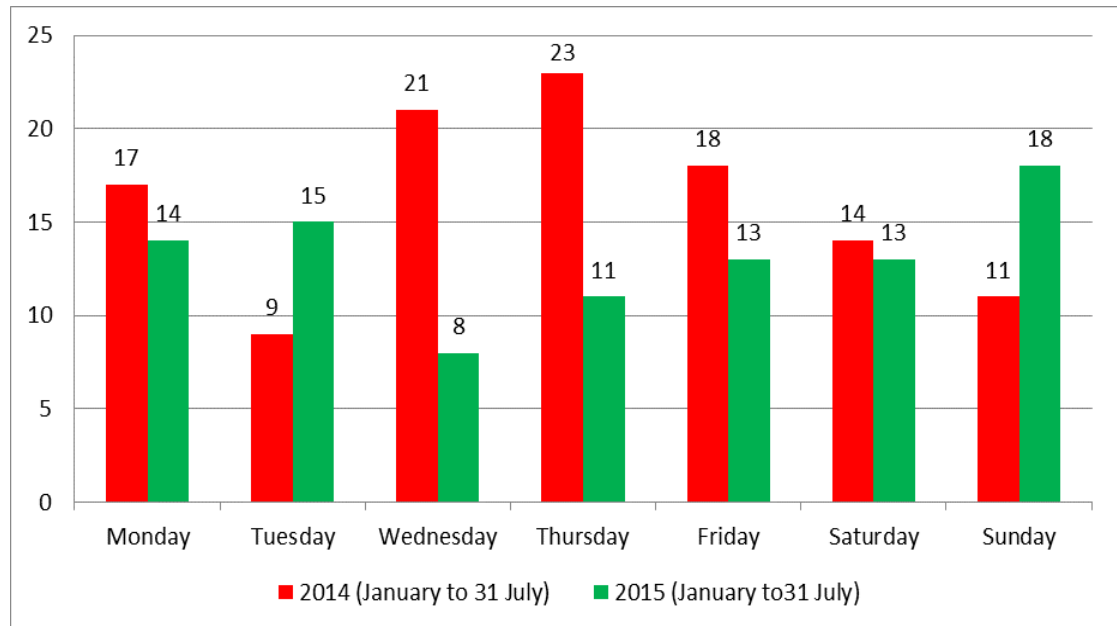


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### Day of week

The below chart shows the distribution of fatalities by day of week for January – July 2015 compared with the same period in 2014. The highest number of fatalities recorded to date in 2015 were on Sunday, compared to mid-week (Wednesday/Thursday) in 2014.

Road deaths by day of week, January to 31st July 2014 and 2015



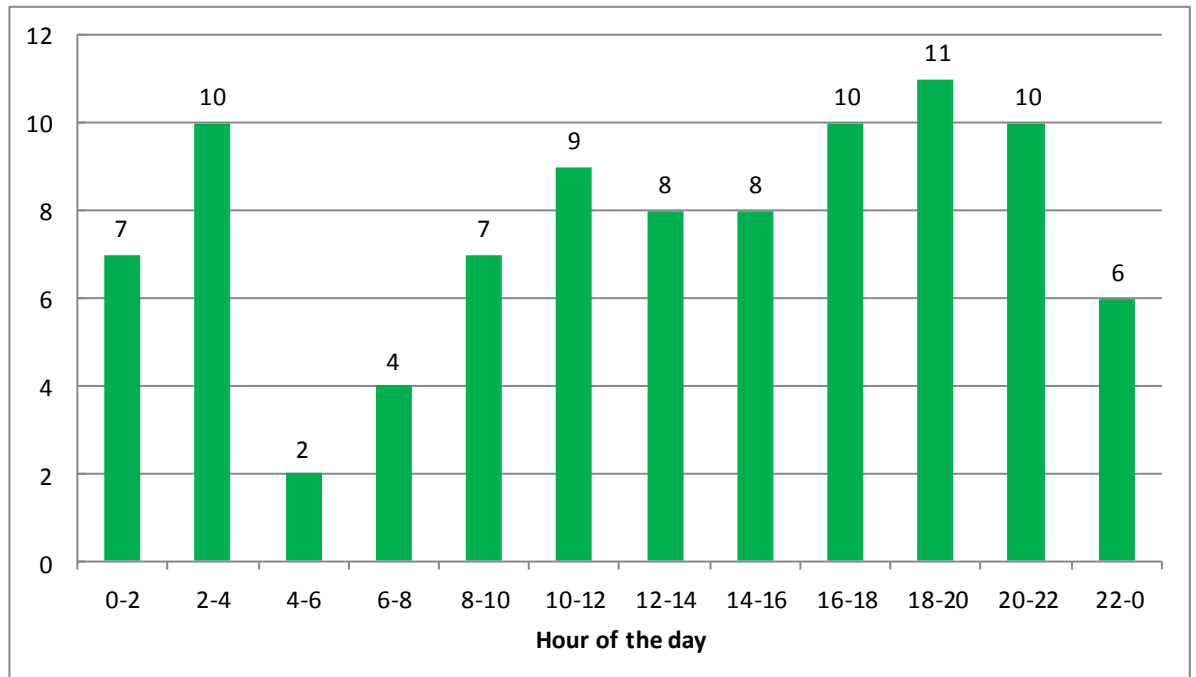
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### Time of day

The following graph shows the distribution of road deaths by hour of day from January to 31<sup>st</sup> July 2015.

The greatest number of fatalities so far this year occurred in the afternoon and evening (from 16-22 hours); peaks were also noted in the early hours of the morning (2-4am) and late morning (10-12pm).

Road deaths by time of day, January to 31st July 2015

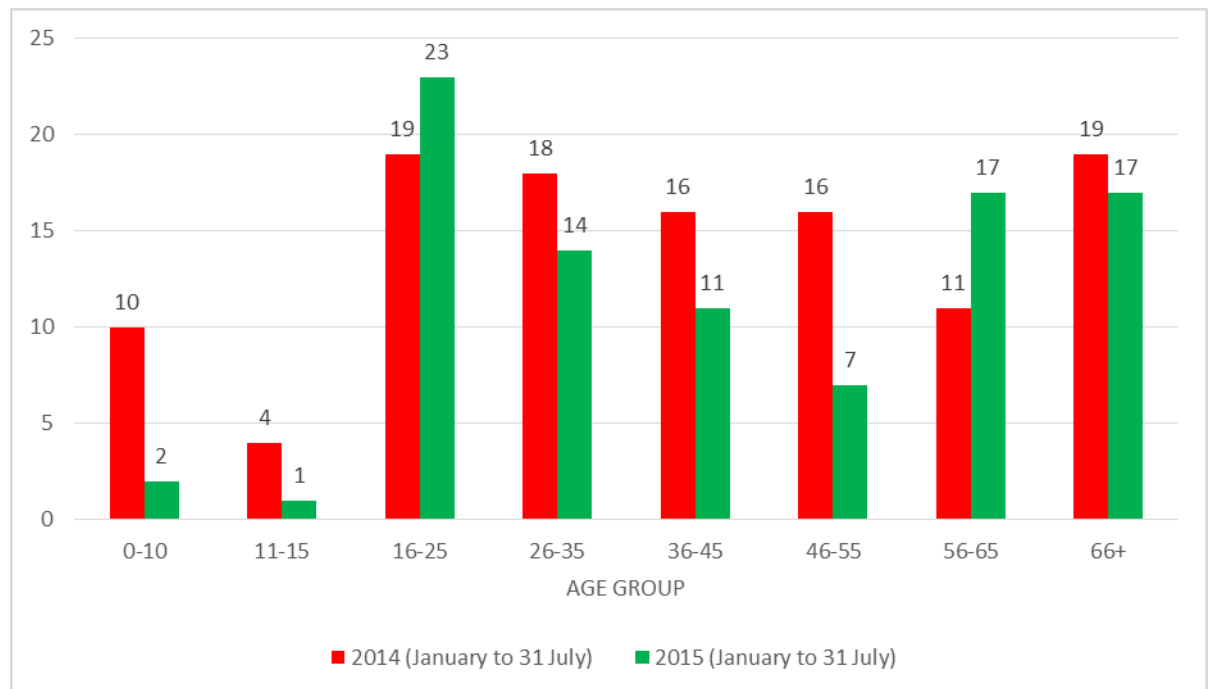


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### Age profile

To date in 2015, there have been more deaths among those aged 16-25 (23) and those aged 56-65 (17) than in 2014. There have been fewer deaths in all other age ranges, in particular among children 15 years and younger (-11), compared to the same period in 2014. (The increase in child fatalities recorded in 2014 has not continued into 2015.) Those over 56 remain a vulnerable group of road users.

All deaths by age group, January to 31st July 2014 and 2015



### Road user type, January to 31st July 2015

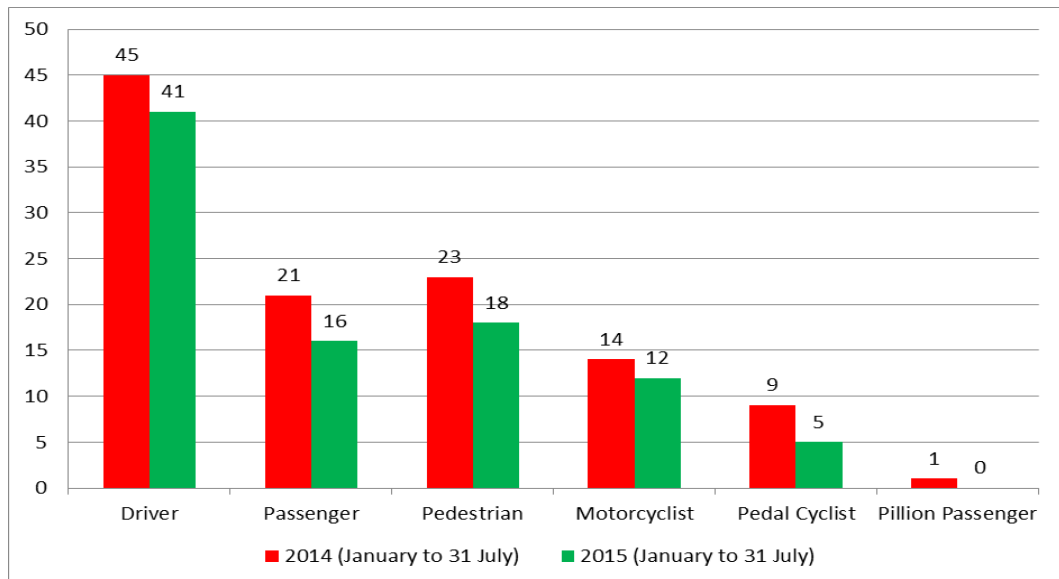
As can be seen in the graph below there has been a decline across all road user groups. While Ireland saw an increase in deaths among vulnerable road users (cyclists, motorcyclists and pedal cyclists) in 2014, early indications for 2015 show a reduction in fatalities among these road user groups compared to 2014.

Driver and passenger fatalities represent just over three in every five fatalities (62%) in 2015, while vulnerable road users (pedestrians, motorcyclists and pedal cyclists) represent almost two in five (38%).

There has been a decline in driver fatalities (-4) and passenger fatalities (-5). Overall, this represents a net decline in vehicle occupant fatalities from 66 in 2014 to 57 (-9) in 2015.

Fatalities among all vulnerable road user groups have also decreased, with the most notable decrease evident among pedestrians (-5), with pedal cyclist (-4) and motorcyclist fatalities (-2) also decreasing.

Deaths by road user type, January to 31st July 2014 and 2015



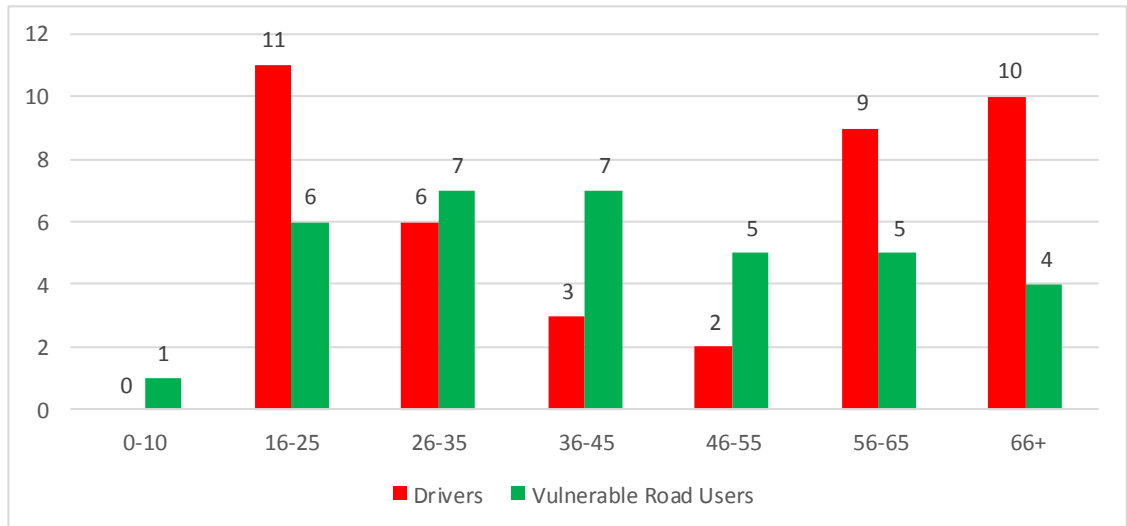


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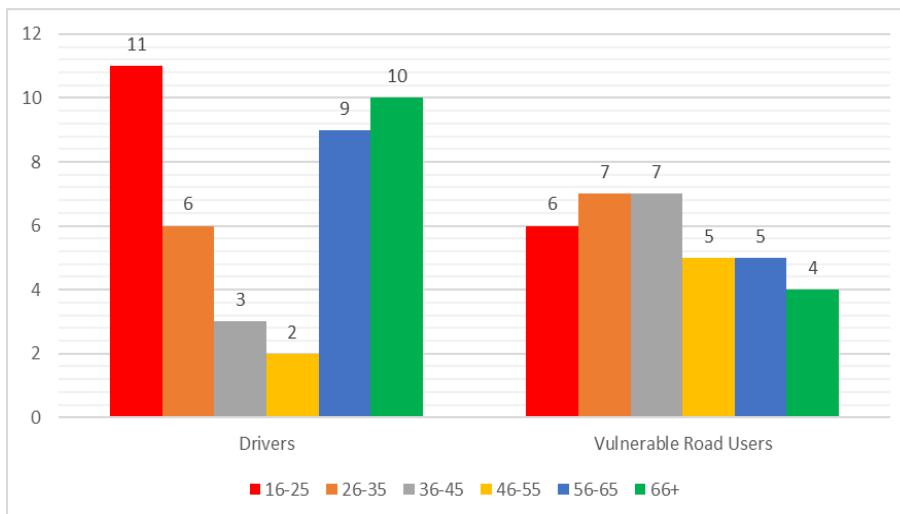
### Age profile by road user type 2015

Specifically looking at drivers and those in the category of vulnerable road users (cyclists, motorcyclists and pedestrians), among the high risk age group of 16-25's, there were more drivers than VRU's (+5) killed. Older drivers, those aged 56 and older, were the next most at risk.

Deaths by age group of drivers and vulnerable road users, January to 31st July 2015



Deaths by age group of drivers and adult vulnerable road users, January to 31st July 2015



## Profile of fatalities by road user group

### Profile of Driver Fatalities

As of 31<sup>st</sup> July, there were 41 driver fatalities to date in 2015.

**Gender:** The majority of driver fatalities were men (32 of the 41 drivers were male).

**Age:** Older and younger drivers were found to be most at risk (11 killed 16-25; 16 killed 60 years and older).

**Speed limit:** The majority of fatalities occurred on higher speed roads; 17 fatalities occurred on 80km/h roads, 16 were on 100km/h roads, two on 120km/h roads, four on 50km/h roads, and two on 60km/h roads.

**Road type:** Thirteen fatalities occurred on national roads, sixteen on regional roads, and ten on local roads, two on a motorway.

**Time of day:** Eleven driver fatalities took place between midnight and 8am, there were nine between 16.00-20.00, nine between the hours of 8.00-12.00, and seven fatalities between 12.00-16.00, and five fatalities between the hours of 22.00-midnight.

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

**Seatbelt use:** 15 drivers killed were reported as not wearing a seatbelt, 19 drivers were wearing a seatbelt, and it was unknown in seven cases.

**Single vehicle collisions:** Of the driver fatalities, 16 occurred in single vehicle collisions with the remainder involving at least one other vehicle.

**County:** The highest number of driver fatalities occurred in Cork (6).

### Profile of Passenger Fatalities

As of 31<sup>st</sup> July, there were 16 passenger fatalities to date in 2015.

- **Gender:** There were more female passengers killed than male passengers (10 women and 6 men).
- **Age:** Older and younger people were most vulnerable; there were seven persons killed who were 20 years and younger and five persons killed over 60 years of age.
- **Speed limits:** The majority of fatalities occurred on higher speed roads (15); seven happened on 80km/h roads, seven on 100km/h roads, one on a 120km/h road, and one on a road with a 50km/h speed limit.
- **Road type:** Seven fatalities occurred on national roads, one on a motorway, five on regional roads, and three on local roads.
- **Month of year:** Seven passenger fatalities occurred in January and five in July. There were no passenger fatalities in April, May, or June.
- **Seating position:** More front seat passengers were killed than rear seat (9 front, 6 rear).
- **Seatbelts:** Where known, four passengers were not wearing seatbelts and eight were.
- **Single vehicle collisions:** Six of the fatalities occurred in single vehicle collisions .

## Profile of Pedestrian Fatalities

As of 31<sup>st</sup> July, there were 18 pedestrian fatalities in 2015.

- **Gender:** Eleven of the pedestrian fatalities were male and seven were female.
- **Age:** Pedestrian ages ranged from young to old (5 killed under 25 years; 7 killed between the ages of 30 and 50 years; 6 killed over 50 years).
- **Speed limit:** Seven fatalities occurred on roads with a 50km/h speed limit, two on roads with a 60km/h speed limit, in three cases it was 80km/h, and in five it was 100km/h.
- **Road type:** Nine fatalities occurred on national roads, five on local roads, and four on regional roads.
- **Hi-Visibility protection:** Where information is available, ten pedestrians had not taken any high-visibility precautions and two pedestrians were recorded as having done so.
- **Time of day:** More pedestrian fatalities occurred in hours of darkness (11) compared to 7 during daylight. Seven occurred between the hours of midnight and 4am.
- **Familiarity with location:** In 11 of 13 cases where information was available, it was stated that the pedestrian was familiar with the local area where the collision occurred.
- **Situational factors:** A review of situational factors surrounding the fatality was also conducted; where information was available it showed that:
  - Three pedestrians were killed in collisions involving heavy goods vehicles, fifteen in collisions involving cars
  - In one case the pedestrian crossed close to a heavy goods vehicle stopped in traffic

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- In two incidents, it was reported the pedestrian was lying in the road at the time of the collision

### Profile of Motorcycle Fatalities

As of 31<sup>st</sup> July, there were 12 motorcycle fatalities to date in 2015.

- **Gender:** Eleven of the twelve motorcyclists killed were male.
- **Age:** Five motorcyclists were aged 30 - 39, three aged 20-29, and four were aged between 40-55.
- **Speed limits:** In three cases the speed limit was 100km/h, in four cases it was 80km/h, and in four cases it was 50km/h, and in one case it was 120km/h.
- **Road type:** Seven fatalities occurred on regional roads, two on local roads, two on national roads, and one on a motorway.
- **Vehicles & other drivers involved:** There were six single vehicle collisions. In the other six there was at least one other vehicle involved.
- **Month:** July has been the worst month to date for motorcyclist fatalities with four motorcyclists losing their lives.
- **Time of day:** Five collisions occurred between 20.00 and 22.00 hours, three between 10.00-12.00 hours, three between 14.00-17.00 hours, and one between the hours of 7.00-8.00.
- **Weather conditions:** Of the nine collisions where this information is available, seven of the collisions occurred in dry conditions, two in wet conditions.
- **Situational factors:** Additional information provided on Garda reports indicates that

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- In three cases the collisions happened when the motorcyclist was overtaking
- In two cases the collisions happened when the motorcyclist lost control
- In two cases another vehicle made an unexpected manoeuvre

### Profile of Cyclist Fatalities

As of 31<sup>st</sup> July, there were 5 cyclist fatalities to date in 2015.

- **Gender:** All cyclist fatalities were male.
- **Age:** All fatalities were older cyclists (aged between 55 and 75).
- **Speed limits:** Two collisions occurred on roads with an 80km/h speed limit, one with 100km/h speed limit, one with a 50km/h speed limit, one with 60km/h speed limit.
- **Time of day:** Two collisions occurred in the late morning, two between 16.00 and 19.00, and one in the early afternoon.

## **Key Findings**

The key findings of this provisional review of 2015 fatalities from January – July 31<sup>st</sup> can be summarised as follows:

- Despite the fact that there were 21 fewer deaths on our roads (19% decline) compared to this time last year, July was a particularly dangerous month with 20 deaths, on a par with the death toll for July 2014
- Should the July trend continue, as many as 100 more people could die on our roads by the end of 2015
- There was a reduction in the number of fatalities of those aged 15 years and younger (-11)
- There was a net overall decline in vehicle occupant deaths compared to 2014 (-9), also a reduction in the number of vulnerable road users killed (pedestrians, cyclists and to a lesser extent motorcyclists)
- Younger and older drivers remain a high risk group as per 2014
- Non-wearing of seatbelts remains a concern for both drivers and passengers
- April saw the lowest number of monthly fatalities since November 2012 (8)
- Cork had the highest number of driver fatalities (6) and Dublin had the highest number of vulnerable road user (7) fatalities up to 31<sup>st</sup> July 2015

# Working To Save Lives

## Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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