



RSA

Provisional Review of Fatal Collisions

1 January to 31 December 2019

Issued 3 January 2020

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Review of 2019 fatal collision statistics

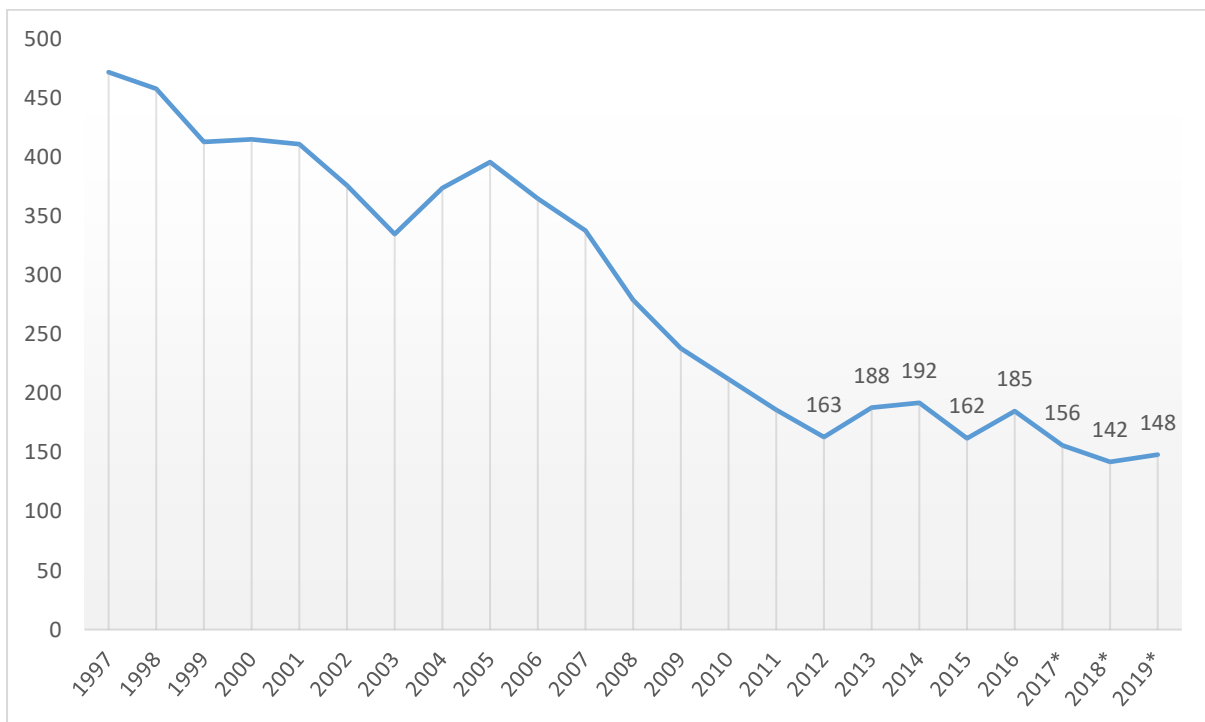
Overview

This report summarises the main trends in road traffic collision fatalities that have occurred up to 31 December 2019¹. 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 2019 collision data is formally signed off on by the RSA.

As of 31 December 2019, there have been 137 fatal collisions, which have resulted in 148 fatalities on Irish roads. This represents two more fatal collisions and six more deaths (+4%) compared to provisional Garda data for the full year 2018¹.

September was the most dangerous month for road users in 2019 with 20 fatalities recorded, but December was also particularly dangerous with 16 deaths recorded. The monthly average for 2019 was 12 fatalities per month.

Figure 1 Fatalities by year, 1997-2019



*Note: 2017-2019 data is provisional and subject to change.

¹ Based on provisional data and subject to change.

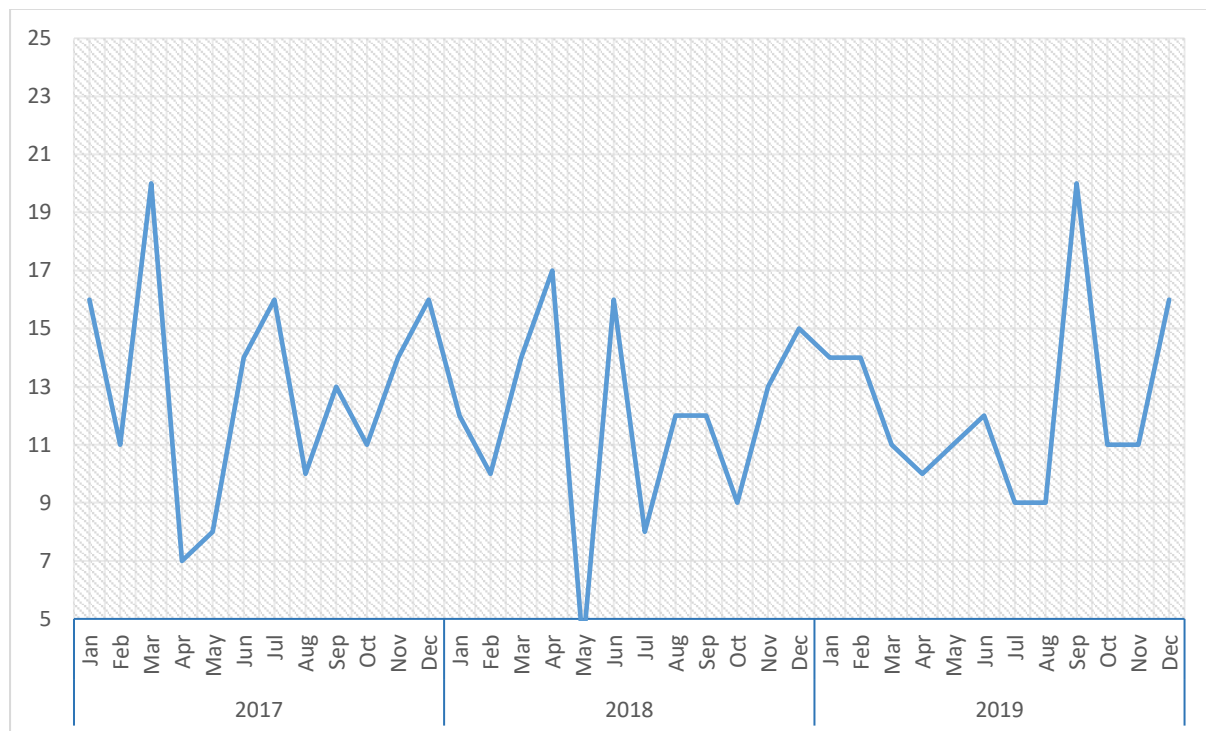
In this report, an analysis has been conducted of the following variables to help understand the current trends in fatality rates:

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Section 1. Month of year

As can be seen in Figure 2, which presents the monthly fatalities from 1 January 2017 to 31 December 2019, there can be considerable fluctuations in monthly fatalities across each year. During this period, the greatest number of fatalities occurred in March 2017 (20) and September 2019 (20). By contrast, May 2018 (4) had the lowest number of fatalities over this timeframe, followed by April 2017 (7).

Figure 2 Fatalities by month 1 January 2017 to 31 December 2019

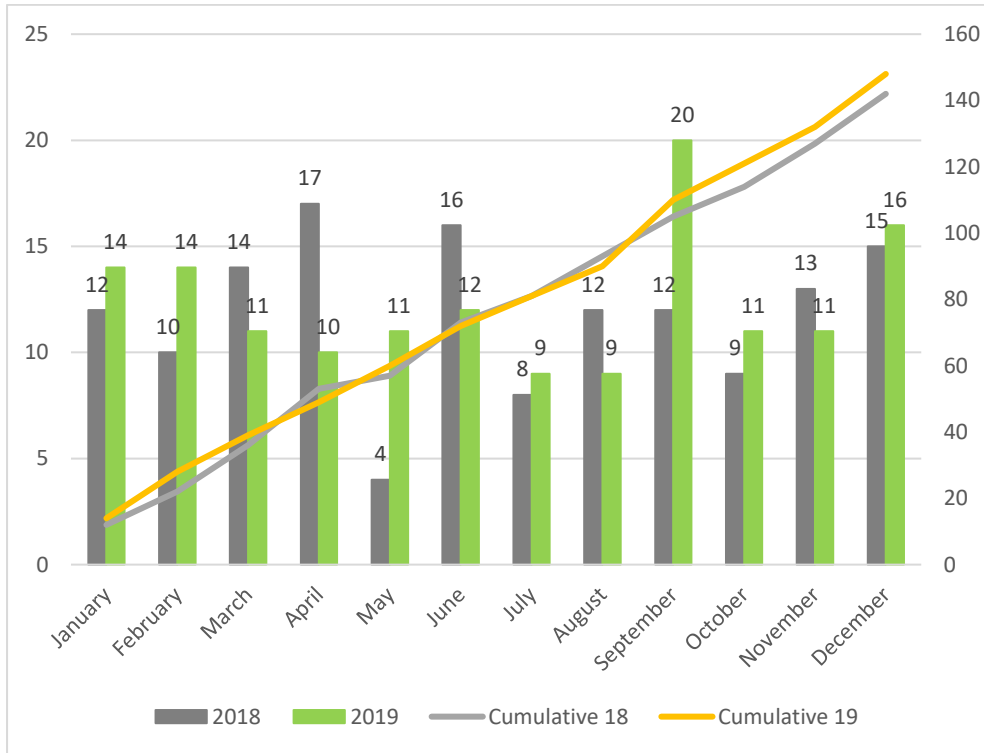


In Figure 3 the fatality figures for each month of the year for 2018 and 2019 are presented. September (20), December (16), January (14) and February (14) were the most dangerous months in 2019.

In comparison to the same months in 2018, there has been an increase in the number of fatalities recorded in September (+8), December (+1), January (+2) and February (+4) in 2019. However there was a decrease in fatalities in five months of 2019 compared to 2018, with the biggest reductions seen in April (-7) and June (-4).

The average number of deaths in 2018 and 2019 are equivalent (12 deaths per month).

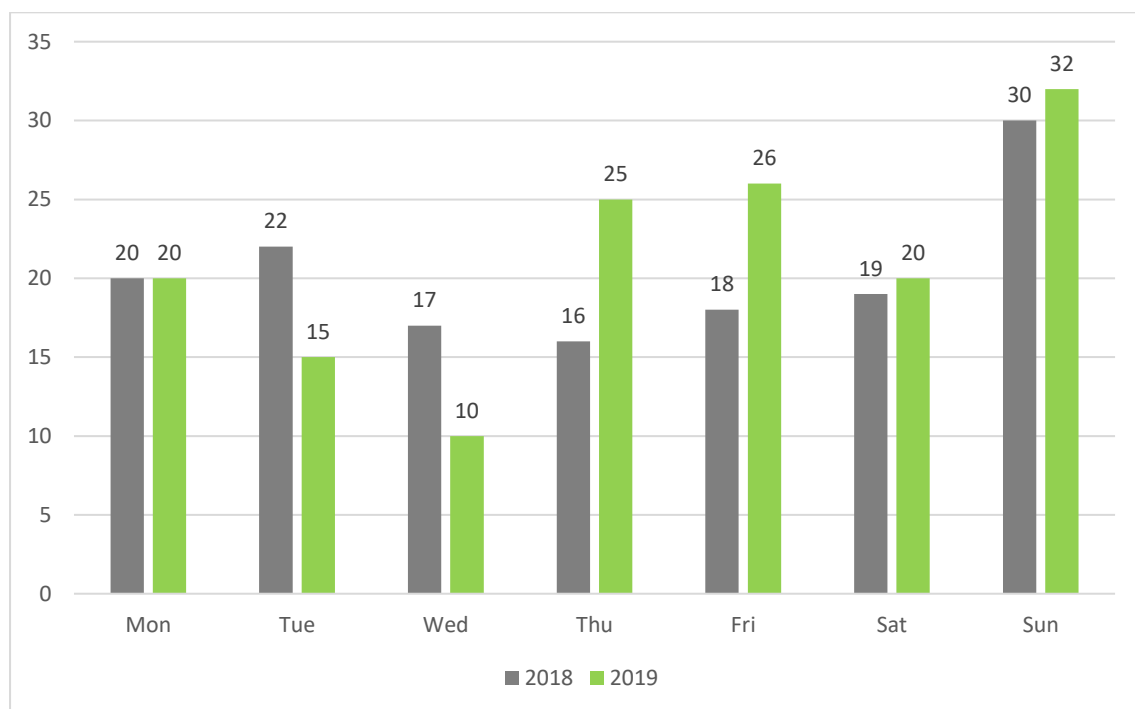
Figure 3 Road deaths by month, 1 January to 31 December 2018 and 2019



Section 2. Day of week

Figure 4 shows the distribution of fatalities by day of week for 2019 compared to 2018. Sunday (32) was the most dangerous day of the week in 2019. Thursday and Friday in 2019 were considerably more dangerous than Thursday and Friday in 2018 (+17 deaths). By contrast, there were less fatalities on Tuesday and Wednesday in 2019 compared to 2018, with 14 more fatalities in 2018. Over half of all fatalities happened from Friday to Sunday in 2019 (53%).

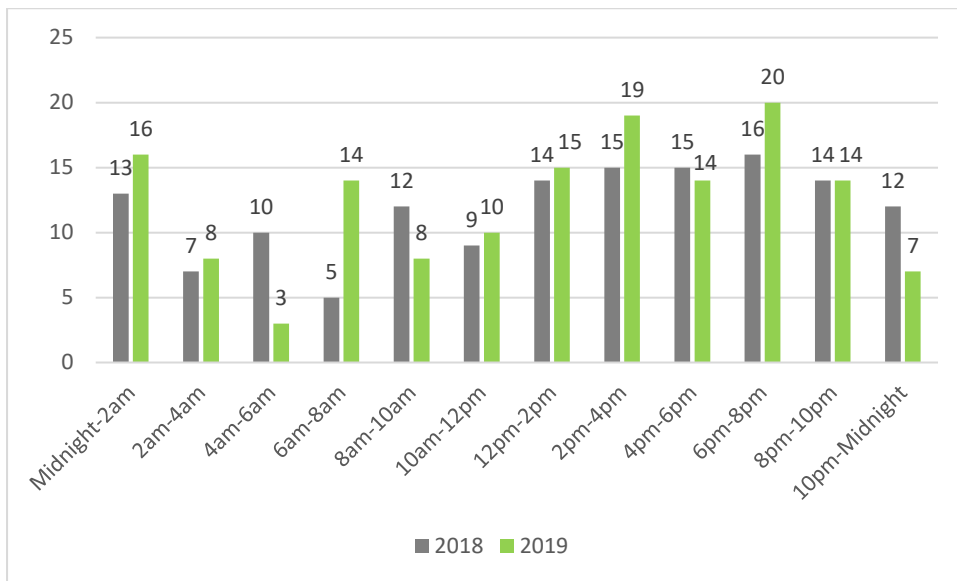
Figure 4 Road deaths by day of week, 1 January to 31 December 2017 and 2018



Section 3. Time of day

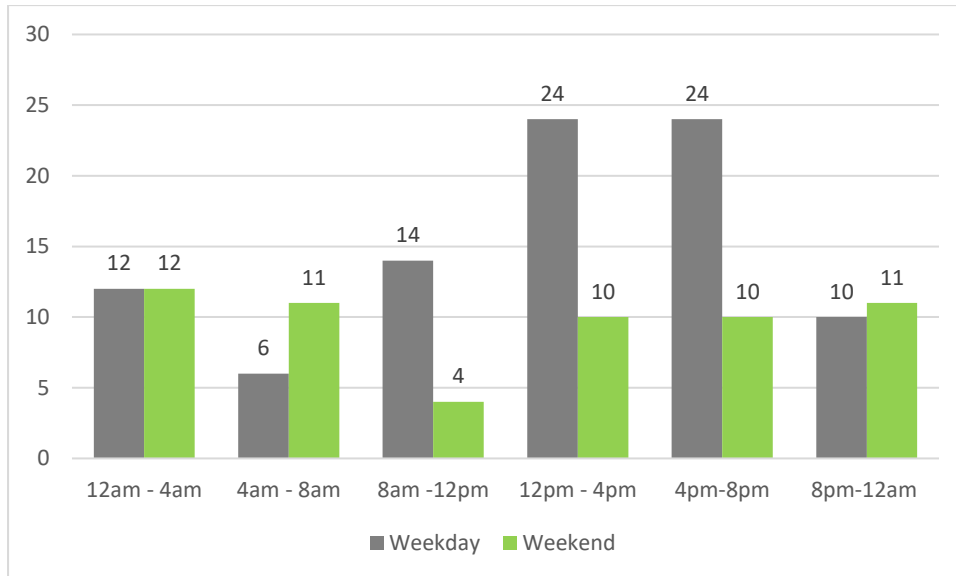
Figure 5 shows the distribution of road deaths by hour of the day in 2018 and 2019. 46% of fatalities in 2019 occurred between 12pm and 8pm. There were 27 fatalities between midnight and 6am (18%). Of the 27, 56% occurred on Fridays, Saturdays and Sundays

Figure 5 Road deaths by time of day, 1 January to 31 December 2018 and 2019



As seen in Figure 6, the hours 8am-8pm during weekdays accounted for the most fatalities; 62 fatalities in 2019 (42%). For the hours 4am-8am, weekend days accounted for more fatalities relative to weekdays.

Figure 6 Road deaths by time of day and weekday vs weekend, 1 January to 31 December 2019

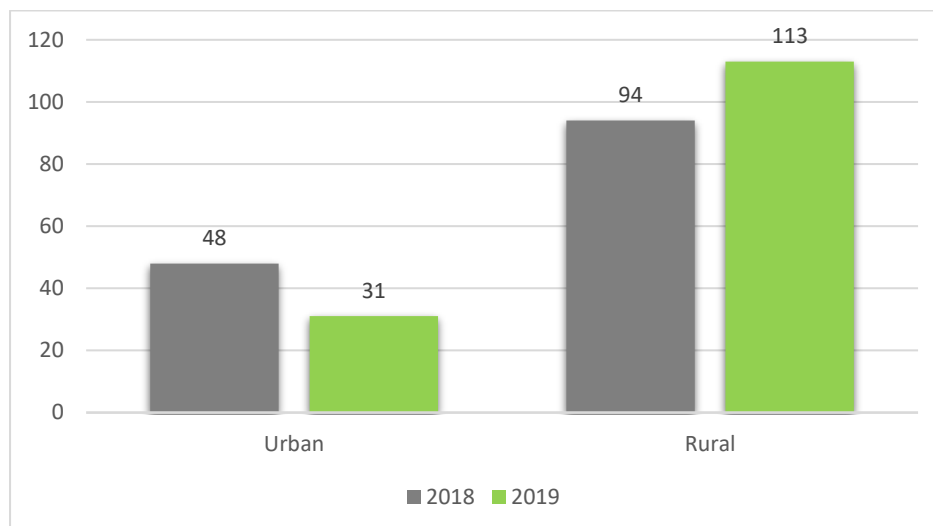


Note: Weekday is Monday to Friday and weekend is Saturday to Sunday.

Section 4. Where fatalities occurred

As can be seen in Figure 7, in both 2018 and 2019 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.

Figure 7 Fatalities by urban and rural roads, 1 January to 31 December 2018 and 2019



Note: Speed limit unknown for 4 fatalities in 2019

Table 1 shows a pronounced decrease in the number of fatalities on roads with speed limits of 60km/h (-92%) and 120km/h (-50%) between 2018 and 2019 while there was a notable increase in fatalities on roads with speed limits of 80km/h (+45%).

Table 1 Fatalities by speed limit, 1 January to 31 December 2018 and 2019

| Speed Limit | 2018 | 2019* | % Change |
|--------------|------------|------------|------------|
| <=30 km/h | 7 | 4 | -43% |
| 50km/h | 28 | 26 | -7% |
| 60km/h | 13 | 1 | -92% |
| 80km/h | 49 | 71 | +45% |
| 100km/h | 35 | 37 | +6% |
| 120km/h | 10 | 5 | -50% |
| Unknown | 0 | 4 | |
| Total | 142 | 148 | +4% |

*Four unknown speed limits at time of issue

Fatalities at the county level are shown in Table 2. The highest number of fatalities in 2019 were in Dublin (19), Cork (16), Tipperary (13) and Limerick (9). Dublin (12) had highest number of vulnerable road user (pedestrian, cyclist and motorcyclist) fatalities followed by Cork (6). Kildare, Kerry, Kilkenny, Meath and Tipperary each had 3 vulnerable road user fatalities.

Cork (10) and Tipperary (9) had highest number of driver fatalities. Donegal (3), Limerick and Clare (2 in each) had highest number of passenger fatalities.

Table 2 County breakdown by the number of fatalities 2019

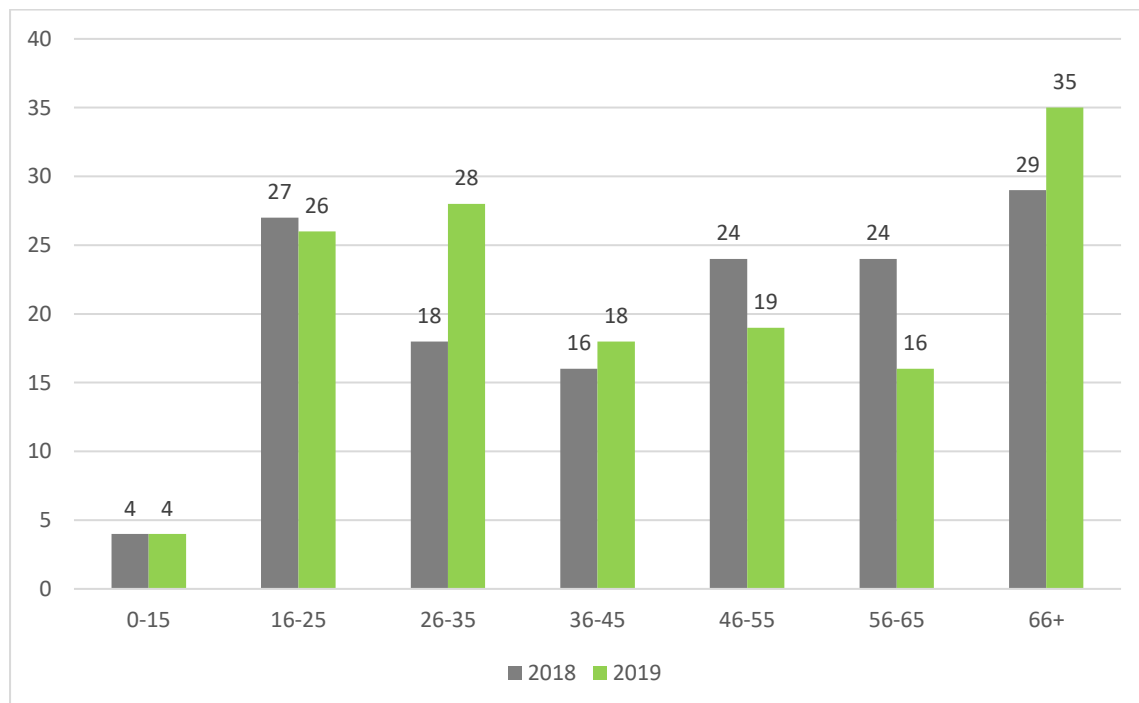
| County | Fatalities |
|-----------|------------|
| Carlow | 3 |
| Cavan | 4 |
| Clare | 6 |
| Cork | 16 |
| Donegal | 8 |
| Dublin | 19 |
| Galway | 8 |
| Kerry | 7 |
| Kildare | 4 |
| Kilkenny | 6 |
| Laois | 1 |
| Leitrim | 1 |
| Limerick | 9 |
| Longford | 1 |
| Louth | 4 |
| Mayo | 3 |
| Meath | 7 |
| Monaghan | 2 |
| Offaly | 5 |
| Roscommon | 4 |
| Sligo | 1 |
| Tipperary | 13 |
| Waterford | 3 |
| Westmeath | 3 |
| Wexford | 7 |
| Wicklow | 3 |
| Total | 148 |

Section 5. Age profile

As per Figure 8 the highest risk age group in 2019 were those aged 66 and older (24% of all road user fatalities for which age is known), followed by those aged 26-35 (19%) and those aged 16-25 (18%).

In 2019, there have been reductions in deaths among those aged 16-25 years (-1), 46-55 (-5) and 56-65 (-8). There has been an increase in the number fatalities in those aged 26-35 (+10), 36-45 (+2) and 66+ (+6).

Figure 8 Deaths by age group, 1 January to 31 December 2017 and 2018



Note: Age unknown for 2 fatalities in 2019 at time of issue

Section 6. Road user type

As can be seen in Figure 9 and Table 3 below, driver and passenger fatalities represent two thirds of fatalities (66%) in 2019, while vulnerable road users represent one third (34%).

There has been an increase in driver fatalities (+25) and motorcyclist fatalities (+1). While there has been a decrease in passenger fatalities (-4), there has been a net increase in vehicle occupant fatalities from 76 to 97 (+21; 28% increase). There has been a decrease in pedestrian fatalities (-15) and cyclist fatalities (-1).

Figure 9 Deaths by road user type, 1 January to 31 December 2018 and 2019

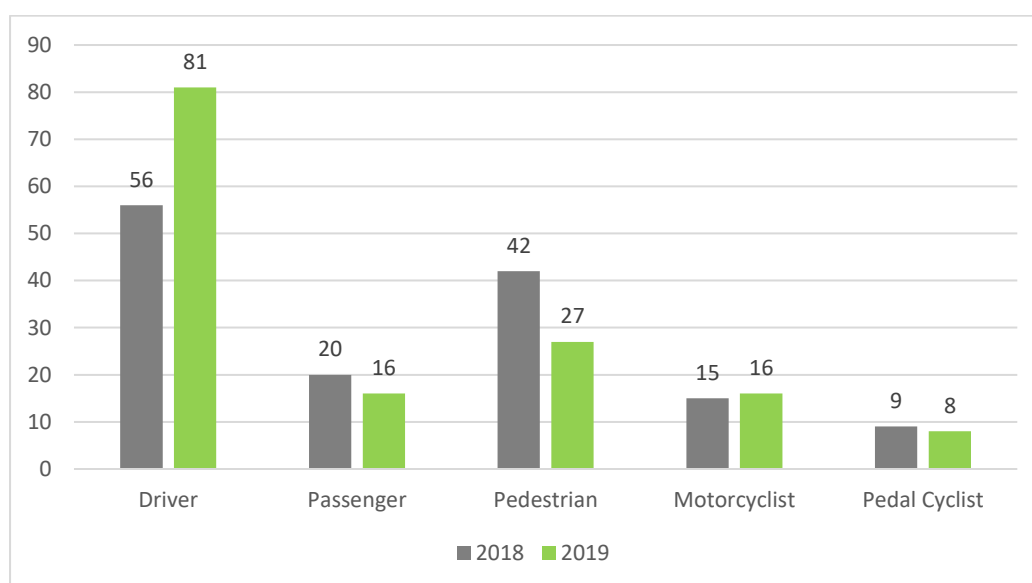


Table 3 Road User Fatalities 2018

| | 2018 | 2019 | % Change |
|----------------------|------------|------------|-------------|
| Driver | 56 | 81 | +45% |
| Passenger | 20 | 16 | -20% |
| Pedestrian | 42 | 27 | -36% |
| Motorcyclist | 15 | 16 | +7% |
| Pedal Cyclist | 9 | 8 | -11% |
| Total | 142 | 148 | +4% |

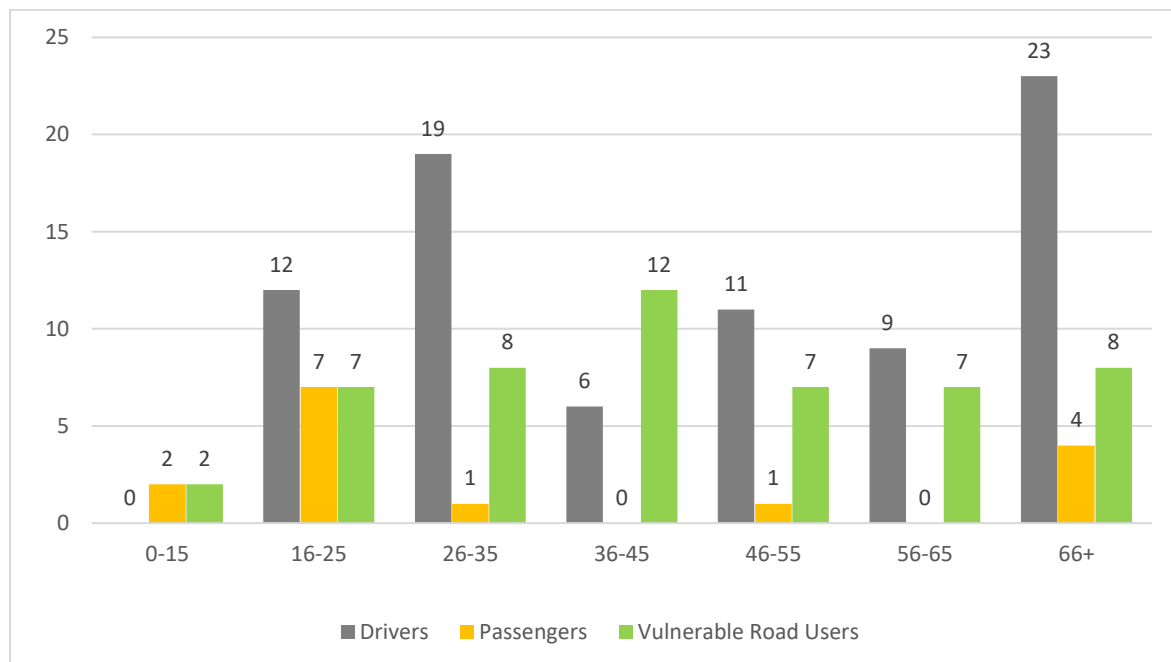
Section 7. Age profile by road user type

When looking at the age profile by road user (see Figure 10), it can be seen that of the drivers killed the highest risk age group was those aged 66 and older (23).

Passenger fatalities were highest among the 16-25 age group (7).

In relation to vulnerable road user fatalities, the groups which were most at risk were those aged 36-45 (12) followed by those aged 26-35 and 66+ (8 in each category).

Figure 10 Deaths by age group of drivers, passengers and vulnerable road users, 1 January to 31 December 2019



*Note: Age unknown for 2 fatalities in 2019 at time of issue

Section 8. Profile of fatalities by road user group

Profile of Driver Fatalities²:

As of 31 December, there were 81 driver fatalities in 2019.

Gender: The majority of driver fatalities were male (58).

Age: In 2019 the majority of fatalities among drivers were those aged 46 years and above (43).

Speed limit: The majority of fatalities occurred on higher speed roads (64), mainly on 80km/h roads (38) and 100km/h roads (22). Fourteen fatalities occurred on roads with a speed limit of 60km/h or less.

Time of day: Seventeen driver fatalities took place between midnight and 6am, 19 fatalities occurred between 6am and 12pm and 21 fatalities occurred between the hours of 12pm and 4pm. Fifteen driver fatalities occurred between 4pm and 8pm and 9 driver fatalities occurred between 8pm and midnight.

Month of year: There were twelve driver fatalities in December, seven in each of February and September.

Seatbelt use: Of 80 drivers killed operating seatbelt-equipped motor vehicles, seventeen (21%) were reported as not wearing a seatbelt; 37 drivers (46%) were confirmed as wearing a seatbelt³. In the case of 26 killed drivers (33%), it is not known if they were wearing a seatbelt.

Multi vehicle collisions: Of the driver fatalities, 42 occurred in single vehicle collisions with the remainder involving at least one other vehicle or road user.

County: Cork (10) and Tipperary (9) had highest number of driver fatalities

² There is 1 unknown for gender and age and 3 unknowns for speed limit.

³ Figures include drivers of goods and passenger vehicles only.

Profile of Passenger Fatalities⁴:

As of 31 December there were 16 passenger fatalities in 2019.

Gender: There were 11 male passengers killed and 4 female passengers.

Age: Older and younger people were most vulnerable; there were 10 people killed aged 26 years or younger and 4 people killed aged 72+.

Speed limits: More fatalities occurred on higher speed roads (13), ten of which happened on 80km/h roads. Two passenger fatalities occurred on roads with a speed limit of 60km/h or less.

Month of year: January had the highest number of passenger fatalities (5), followed by September (4).

Seating position: There were 7 front seat passengers killed and 8 rear seat passengers killed. For 1 passenger it was unknown whether they were a front or rear passenger.

Seatbelts: Seven passengers were wearing a seat belt and 2 were confirmed as not wearing a seatbelt⁵. For 7 passengers it was unknown whether they were wearing a seat belt.

Single vehicle collisions: Nine of the fatalities occurred in single vehicle collisions (56%).

County: Donegal (3) as well as Limerick and Clare (2 in each) had highest number of passenger fatalities.

⁴ There is 1 unknown for gender, age, speed limit and seating position.

⁵ Figures include passengers of goods and passenger vehicles only.

Profile of Pedestrian Fatalities:

As of the 31 December there were 27 pedestrian fatalities in 2019.

Gender: Twenty pedestrian fatalities were male and 7 were female.

Age: The age groups with the highest risk were those aged 36-45 (6), 56-65 (6) followed by those 66 and older (5).

Speed limit: 11 fatalities occurred on a road with a speed limit of 50km/h or less (mostly 50km/h: 9). In seven cases the fatalities happened on a road with an 80km/h speed limit, in eight cases it was a road with a speed limit of 100km/h and one occurred on a 120km/h speed limit road.

Light conditions: More pedestrian fatalities occurred in hours of darkness (17) compared to during daylight (10). Fourteen (52%) pedestrian deaths occurred between the hours of 8pm and 8am.

County: Six pedestrian fatalities occurred in Dublin and three occurred in Cork.

Profile of Cyclist Fatalities:

As of 31 December, there were 8 cyclist fatalities in 2019.

Gender: Six of those killed were male.

Age: Five cyclists killed were aged 45-70.

Speed limits: Six collisions occurred on roads with an 80km/h speed limit.

Light conditions: All eight fatalities occurred during daylight conditions.

Day of week: Five of the fatalities occurred on Saturday or Sunday, while 3 fatalities occurred on weekdays⁶.

⁶ Weekday is Monday to Friday and weekend is Saturday to Sunday

Profile of Motorcycle Fatalities:

As of 31 December, there were 16 motorcyclist fatalities in 2019.

Gender: All 16 motorcyclists killed were male.

Age: Thirteen motorcyclists were aged 18-45.

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

Single vehicle collisions: Of the 16 fatal motorcycle collisions, 11 were recorded as multi-vehicle collisions (69%).

Month: There were four motorcyclist fatalities in July and three motorcyclist fatalities in October.

Day of week: Four fatalities occurred on a Sunday (25%).

Time of day: Thirteen fatalities took place between the hours of 10am and 8pm (81%).

County: There were five motorcyclist fatalities in Dublin.

Section 9. Summary

The key findings of this provisional review of 2019 fatalities can be summarised as follows:

In 2019 there have been 148 fatalities in 137 fatal collisions.

- There has been a 45% increase in fatalities across drivers (+25) and a 7% increase in motorcyclist fatalities (+1) compared to 2018.
- There has been a 36% decrease in pedestrian fatalities (-15), a 20% decrease in passenger fatalities (-4) and an 11% decrease in cyclist fatalities (-1) in 2019 compared to 2018.
- The highest risk age group in 2019 were those aged 66 and older, making up 24% of those killed across all road user types (n=25). 19% of fatalities were those aged 26-35 (n=28) and 18% were those aged 16-25 (n=26).
- September had the most deaths (20; 14%), followed by December (16; 11%).
- The highest number of fatalities, 68, occurred from 12pm - 8pm (46%).
- Sunday had the highest number of deaths, with 32 fatalities (22%), followed by Friday with 26 (18%) and Thursday with 25 (17%).
- Dublin (19; 13%), Cork (16; 11%), Tipperary (13; 9%) and Limerick (9; 6%) had the highest number of fatalities overall.
- Nineteen, or 20% of all drivers and passengers⁷ killed, were reported as not wearing a seat belt. 44 (46%) were recorded as wearing seat belts, while for 33 (34%) 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.

⁷ Drivers and passengers of goods and passenger vehicles only.