

Managing Road Safety & Collisions

An Update on Progress

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9 May 2019



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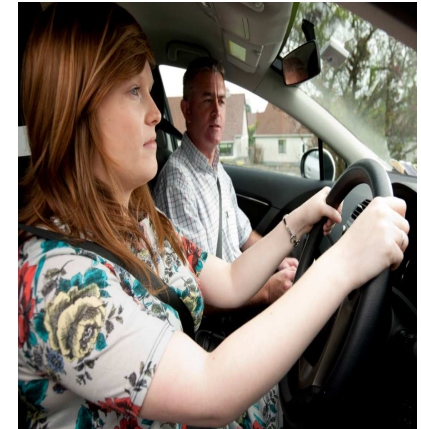
The RSA exists to save lives

Our Vision

'The Road Safety Authority is recognised as the leading voice for road safety nationally and a leading voice Internationally, driving change in attitudes and behaviours in road users, collaborating with key stakeholders, to save lives.'

Our Mission

The aim of the Road Safety Authority is to save lives and prevent injuries by reducing the number and severity of collisions on our roads.



The RSA exists to save lives

Our purpose

For the general public

We research, educate and intervene to ensure that all road users are safer, year on year. We do this by challenging and changing attitudes to road safety in order to reduce high-risk, dangerous behaviour on our roads.

For road users

We set standards, we set out training, we test and we provide feedback so that road users can achieve an acceptable level of competence, that vehicles are at an acceptable level of safety such that road users can be confident about their own safety and the safety of others in their use of the road.

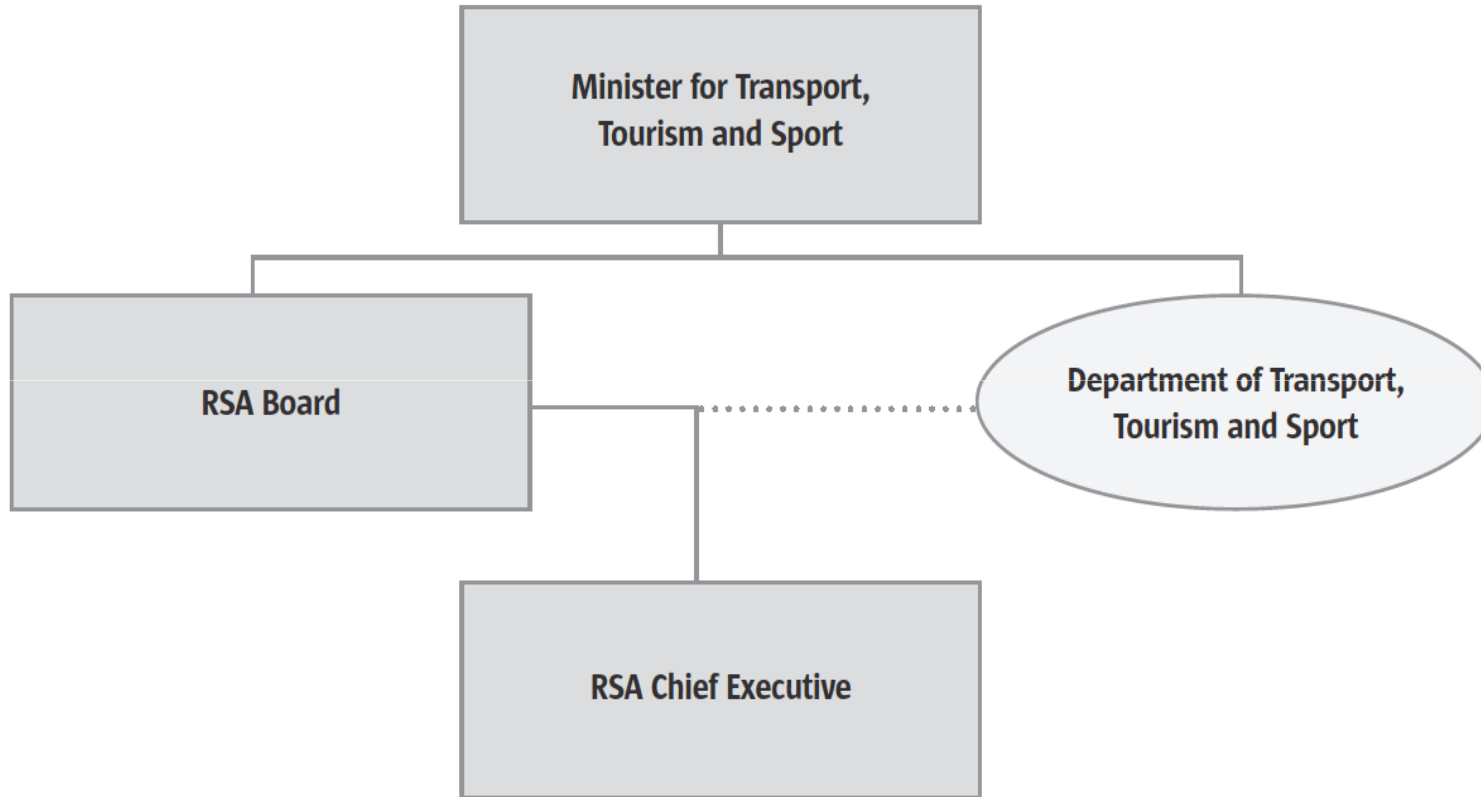
For professional drivers and business operators

We establish a regime to protect road users, drivers, commercial and public enterprises from the hazards of defective vehicles and poor commercial driving practices to ensure their road users and the commercial enterprise is not impacted negatively.

For victims, victim organisations and those impacted by collisions

We advocate to reduce the personal, family, community and societal impact of death and injuries on our roads.

Governance



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How we are organised

Road Safety, Driver Education and Research

'Our purpose is to educate and protect road users by improving their knowledge, skills and behaviours as they move through life'

Driver Testing and Licensing

'Our purpose is to set and assess driving standards, promote remedial training and licence drivers according to entitlements'

Vehicle Standards and Enforcement

'Our purpose is to set standards for vehicles, test against minimum standards and support compliance amongst commercial vehicle drivers and operators and enforce where necessary'

Finance and Commercial Services, Human Resources (HR) and Information and Communications Technology (ICT)

'Our purpose is to ensure that the operation of the RSA is enabled; efficiently, effectively and sustainably'



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Our services 2018

4.7 million population



2.7m Licence Holders

684,000 licences,
162,000 driver tests,
130,000 theory tests,
20,000 digital tachograph cards,
77,795 Driver CPC card holders



2.4m Vehicles

1.34 million National Car Test (NCT),
493,000 Commercial Vehicle Roadworthiness Tests (CVRT)



Education and Training

825,000 hours education interactions annually,
1,758 Registered ADI's,
1,014 Driver CPC trainers,
650,000 EDT lessons completed in 2015,
6,218 IBT lessons completed in 2015



24 RSA Enforcement Officers

18,000 Roadside vehicle inspections
1,500 drivers' hours' inspections
150 prosecutions initiated

Number of Service Centres

Theory Test 41; Driver Testing 52; NDLS 36; NCT 46; CVRT 144



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Road Safety Interactive Education Initiatives

Figures relate to 2018



Check it Fits
8,429 Checks



Streetsmart
13,026 Participants



Mobile Education Unit - Shuttle
150,235 Visitors



Roll Over Simulator
53,131 Participants



National Road Safety Education Service
9,192 Contact Hours



Education Programmes
5,231 Deliveries



Leaflets / Booklets Distribution
217,949 Distributed



High Visibility Distribution
773,064 Items

Government Road Safety Strategy



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Government Road Safety Strategy 2013 to 2020

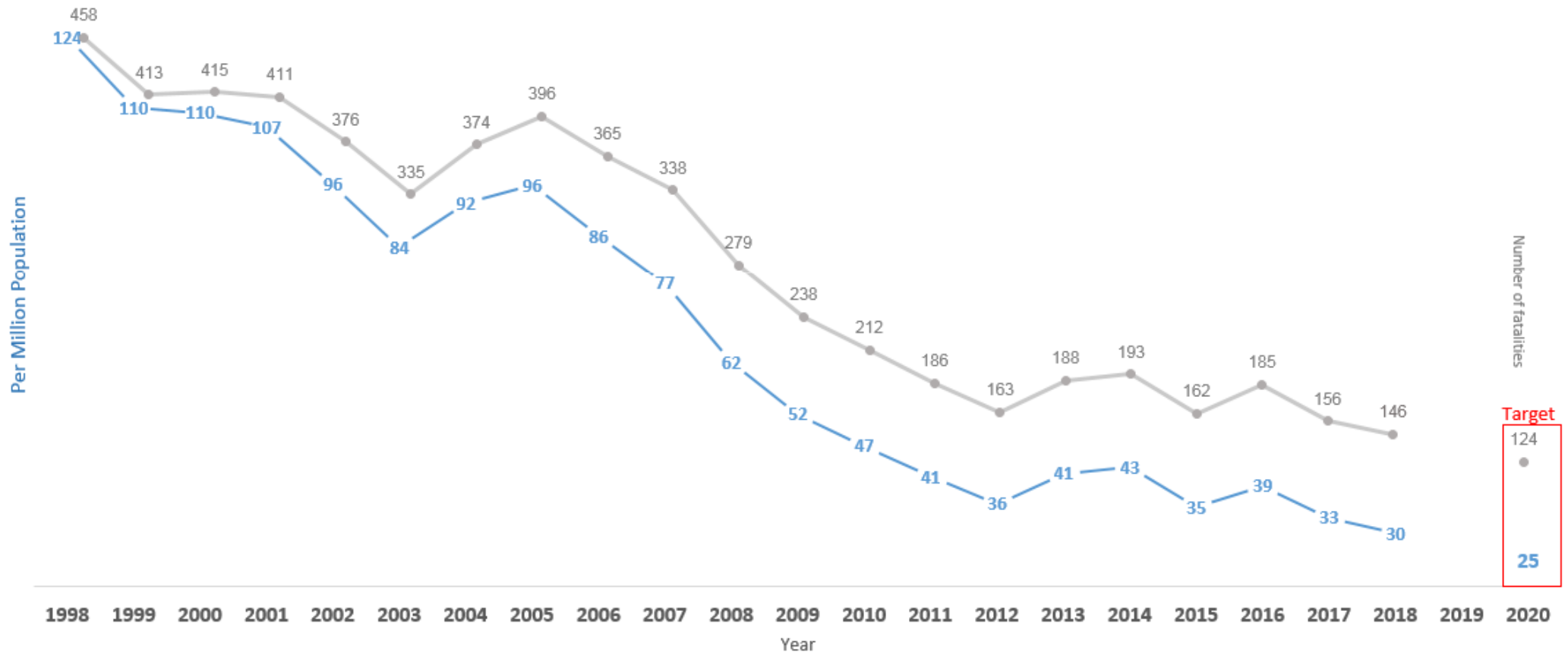
- The 4th Government Road Safety Strategy runs from 2013-2020.
- RSA is the Strategy “Owner”
- High Level Quarterly Ministerial Review.
- Mid-term review
- Target 124 deaths or fewer by 2020



Performance Versus Target

There were 146 fatalities in 2018, Ireland's safest year on record. This represents 30 deaths per million population.

To reach 124 fatalities by 2020, a 16% decline in fatalities is required from 2018 to 2020.



Government Road Safety Strategy Local Authority Actions

	Actions	Responsibility	Due Date
43	Establish a Road Safety Working Together Group(RSWTG) in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.	CCMA	Q4 2013
44	Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	CCMA	Annually
54	Implement safety schemes at high risk locations on regional and local roads.	LA's	Annually
58	Each Local Authority to publish/renew their prioritised plan on road building construction and maintenance on an annual basis.	LA's / CCMA	Annually

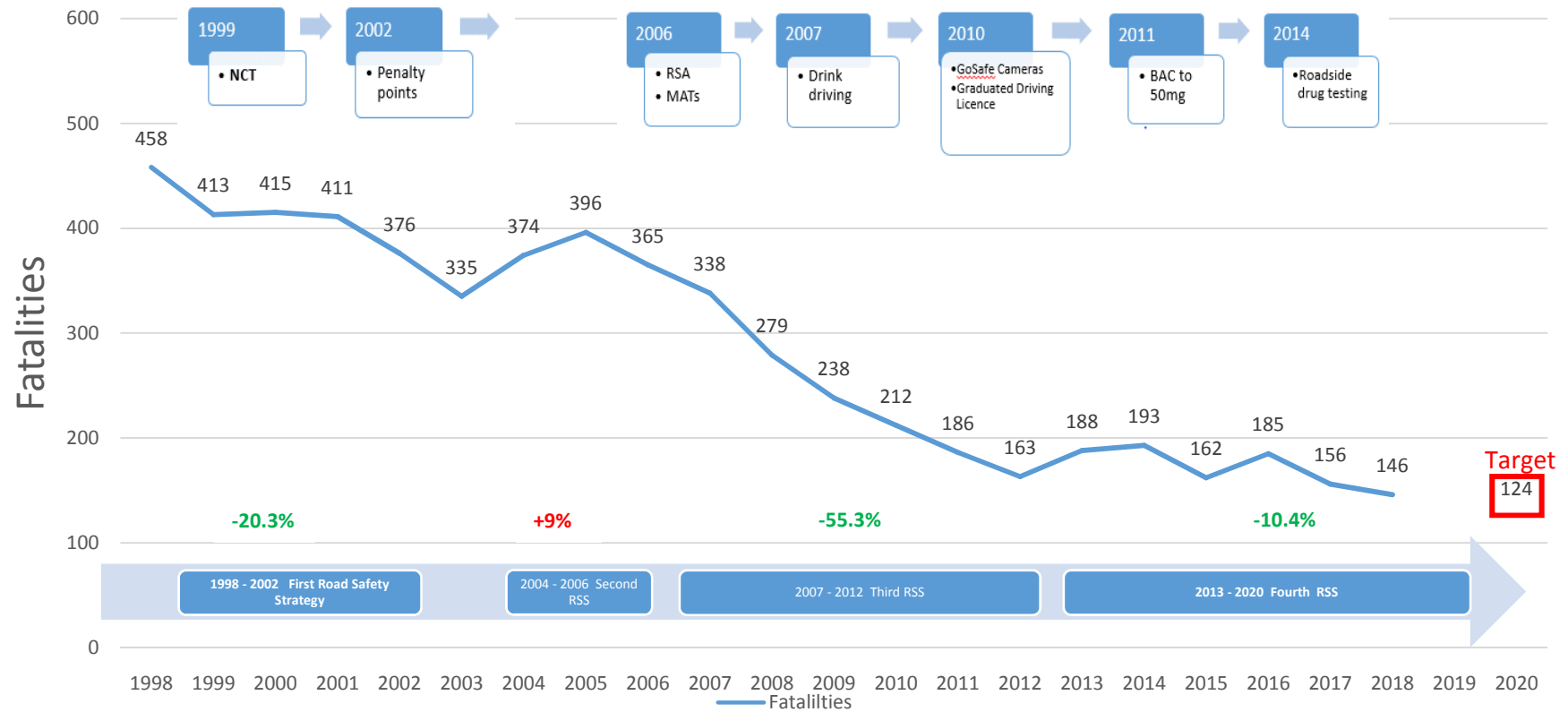
- **Mid Term Review of Road Safety Strategy – New Actions**

Action 35 – Review the feasibility of extending the number of 30km/h zones in VRU rich locations (urban city / town centres), in consultation with UK experts on best practice models in place in the UK and internationally

Agency - CCMA

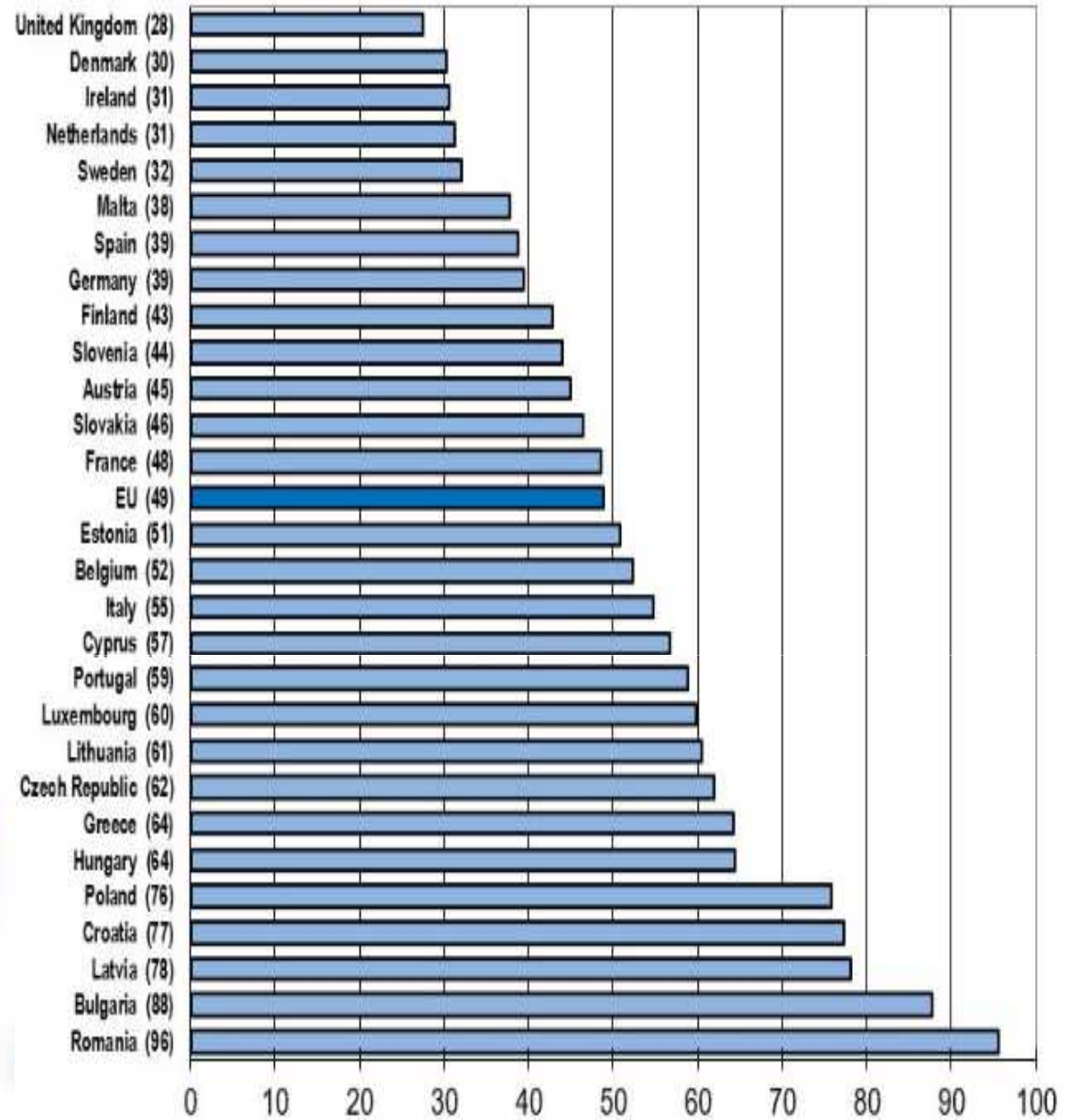
Delivery - Q4 2018

Progress since first Government Road Safety Strategy



Road deaths per million inhabitants in the EU28 - 2018

2nd



Contributory Factors



No Seatbelt



Excessive & Inappropriate Speed



Distracted Driving



Driver Fatigue



Drink Driving



Drug Driving



Drunk Pedestrians



Vehicle Factors

Pre Crash Reports

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:

1. An Garda Investigation Report
2. Forensic Collision Investigation Report

So far, four reports have been completed:

- Speed
- Vehicle Factors
- Alcohol Report in Co-Operation with Medical Bureau of Road Safety
- Motorcyclists

Summary of Vehicle Factor Report



Tyres were a known contributory factor in **8% of the 858 collisions** involving a motorised vehicle



Over half (52%) of the tyres on the 66 vehicles with defective tyres were excessively/dangerously worn **11%** were underinflated, some dangerously low



21 (32%) of the 66 vehicles lost control on a bend

The condition of tyres accounted for almost **two thirds (64%)** of the 101 vehicle factors cited as contributory to the collision.



Combination of **tyres** and behavioural factors such as **alcohol, drugs, speed, distraction, fatigue** led to the final outcome of the collision.



Defective tyres were very prevalent as a factor in **single vehicle crashes (74%)**



47% drivers were 17 to 24 year olds



The majority of defective tyres were on **cars (84%) (6%) motorcycle** collisions had tyre quality as a contributory factor



The majority (**62%**) of the 66 collision occurred on a regional road



Dry at the time of **41 (62%)** of the 66 collision



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Summary of Findings

Speed as a factor in Fatal Collisions



Half of the Drivers

(both male and female) were aged between 16 to 24 years.



Over Half

(55.8%) of the collisions where excessive speed was cited as a contributory factor involved a single vehicle only.



The Top Five Counties

where most collisions had excessive speed cited as a factor were Donegal (8.4%), Cork (8%), Wexford (8%), Cavan (7%) and Galway (7%).



43% of the Collision

where excessive speed was a factor occurred between 9pm and 4am.



The Majority

(91%) of the 274 drivers were male.



The Primary Trip purpose was social (84%).



The Main Action

indicated for the culpable driver was loss of control of the vehicle (70%).



38%

alcohol-related collisions.



29%

of all 867 collisions involved at least one driver or motorcyclist with a record of alcohol consumption prior to the collision.

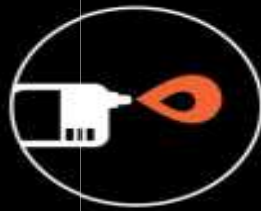


9%

of the 867 fatal collisions involved a pedestrian who had consumed alcohol.



Half of all drivers and motorcyclists over four times the current drink driving limit. A quarter of drivers were five times over the current legal limit and a fifth of motorcyclists were five times over the current legal limit.



Almost half (47%) of the drivers aged between 16 and 24 years had a BAC of 201-251+.



Over half (52%) of the pedestrians were on the road with a BAC in excess of 201mg.



Overall, over half (58%) of the 330 alcohol-related collisions occurred between 9pm and 5am with a particular peak between 2 and 3am.



Almost **1/3** of the alcohol-related collisions occurred on a Sunday.

Almost **2/3** occurred on the weekend days Friday, Saturday and Sunday.



Overall, the speed limits would suggest 19% of alcohol-related collisions occurred in an urban area and 81% on a more rural environment.



The majority of drivers who had consumed alcohol were male. Almost half (43%) of the drivers who had consumed alcohol were aged between 16 and 24 years.

Alcohol as a Factor in Fatal Collisions



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Summary of Findings

Motorcyclist Report



98% Male



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



86% on social trip
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.



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.
Sunday alone accounting for (33%)

Where

Vehicle Factors



The county where the largest proportion of culpable drivers which had defective tyres on their vehicles was **Donegal** (18.2%). Followed by **Cork**, **Kerry** and **Wexford** (9.1% each).

Speed



The top three counties where most collisions had speed cited as a factor were **Donegal** (8.4%), **Cork** (8%) and **Wexford** (8%). However, counties Cavan and **Galway** has similar levels.

Alcohol



Of all 330 collisions, **Cork**, **Galway**, **Dublin** and **Donegal** accounted for over a third (36%) of all collisions where alcohol was a contributory factor

Motorcyclists



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

Road Fatalities 2018

146 ROAD FATALITIES UP TO 31 DECEMBER 2018

*Please note: all figures are provisional and subject to change. These figures are inclusive of fatalities which occurred from 1 January – 31 December 2018.



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Road Fatalities 2018

A TOTAL OF **146** PEOPLE LOST THEIR LIVES IN 2018

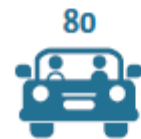


COMPARED TO 156 IN 2017
A 6% DECREASE

2018* ROAD SAFETY REVIEW



VEHICLE OCCUPANT FATALITIES



8%
DECREASE IN DRIVER DEATHS DOWN FROM 65 TO 60

23%
DECREASE IN PASSENGER DEATHS DOWN FROM 26 TO 20

VULNERABLE ROAD USER FATALITIES



34%
OF ALL DRIVERS AND PASSENGERS KILLED WERE **NOT** WEARING A SEATBELT

ALMOST 1 IN 3 ROAD USERS KILLED WERE PEDESTRIANS

SUNDAY WAS THE MOST DANGEROUS DAY OF THE WEEK (32 FATALITIES)

2 IN 5 FATALITIES OCCURED BETWEEN 12PM AND 8PM

Road Fatalities 2019



	DRIVER	PEDESTRIAN	PASSENGER	MOTORCYCLIST*	CYCLIST	TOTAL
2018	26	14	7	1	6	56
2019	34	8	7	4	3	54
DIFFERENCE	+8	-6	-	+3	-3	+2

Thank You.



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Fatalities Per 100,000 Population

