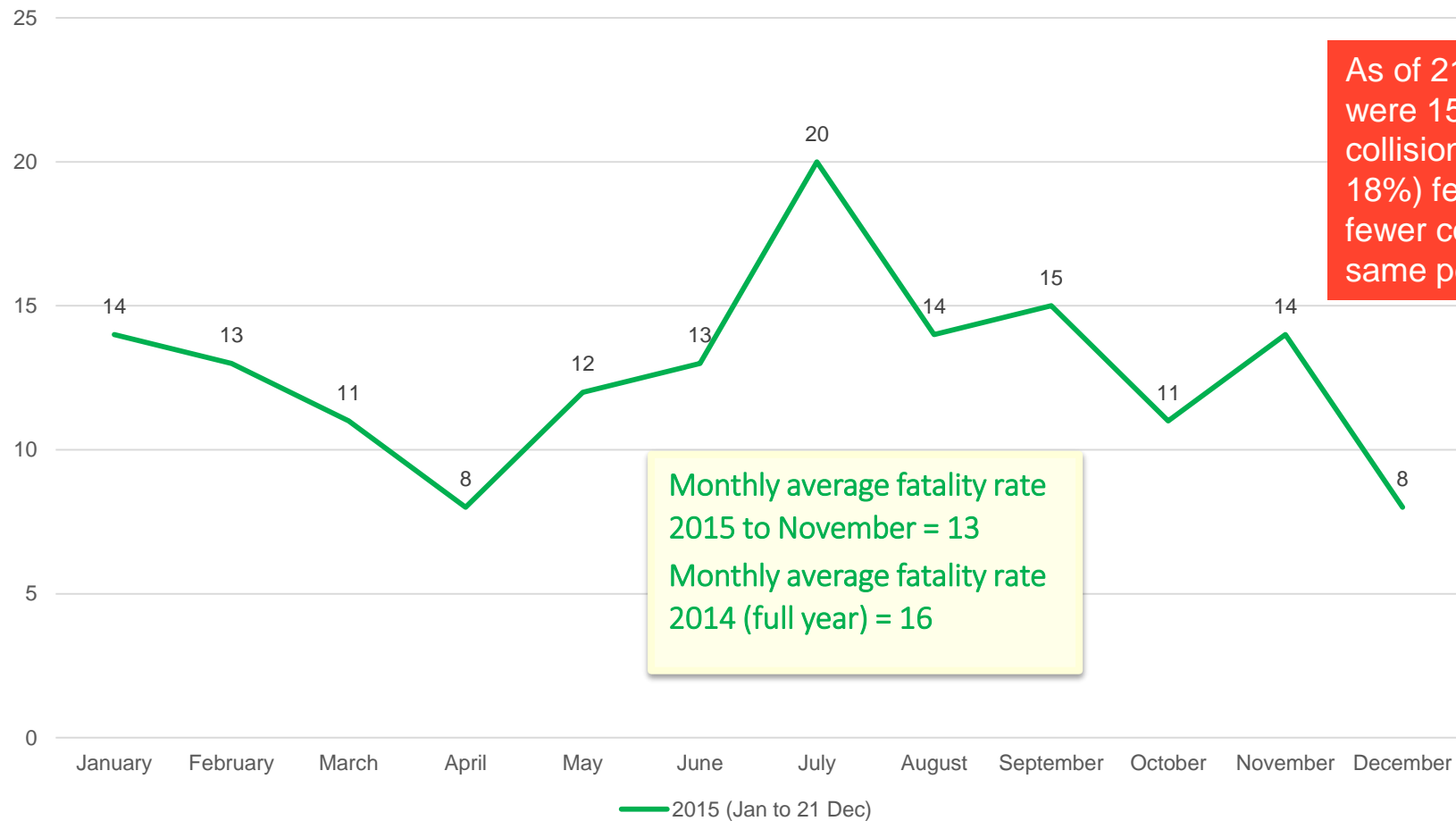




# **Review of Road Fatalities as of 21 December 2015**

**153 Fatalities to 21 December 2015, down 18% vs 2014: July 2015 was the most dangerous month with 20 fatalities; April (8) saw the fewest road fatalities, safest month since November 2012 (8)**

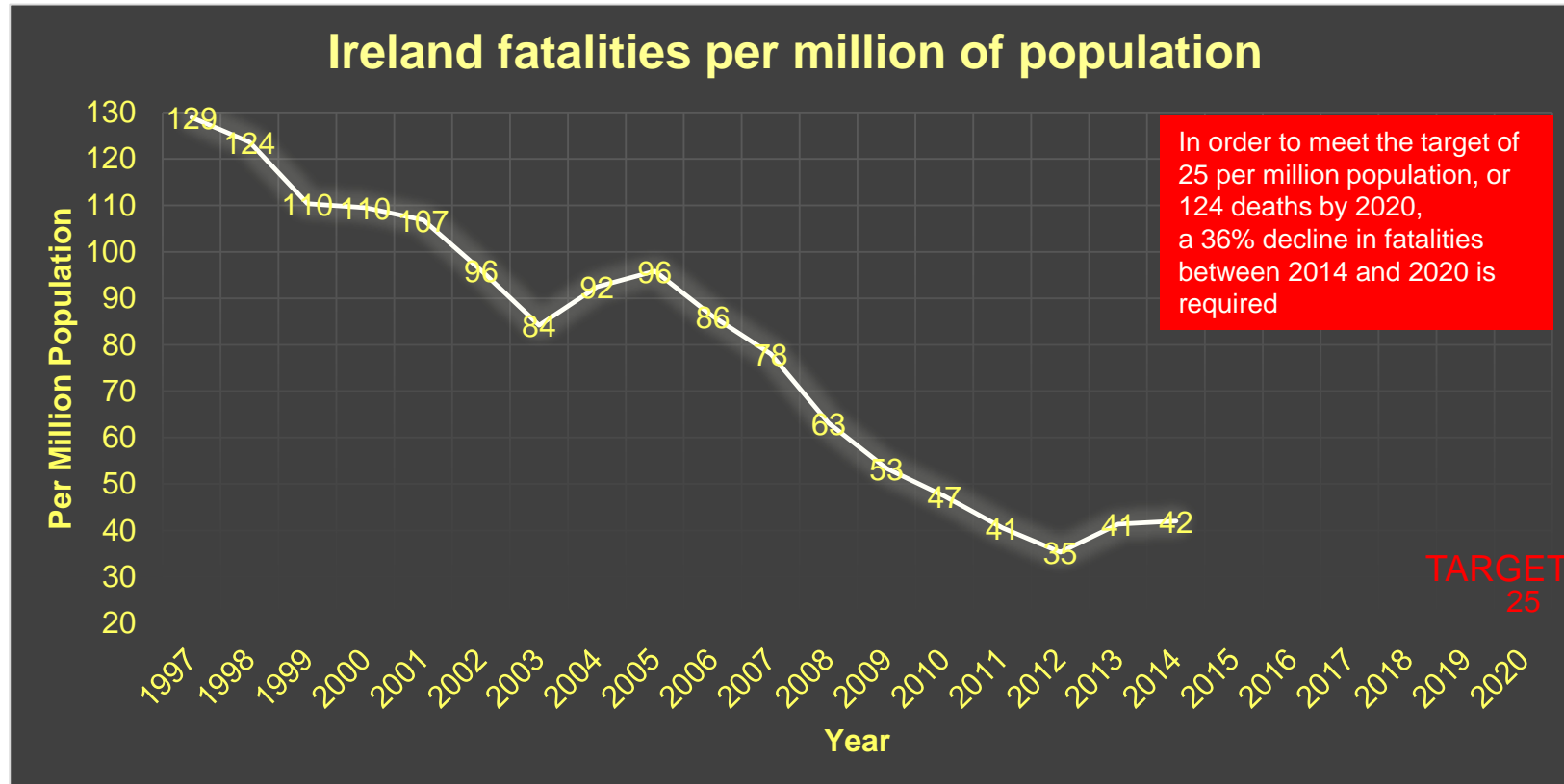


As of 21 December 2015, there were 153 fatalities in 147 collisions. This represents 34 (-18%) fewer deaths and 26 (-15%) fewer collisions compared to the same period in 2014.

*\*Note: 2015 figures are provisional*

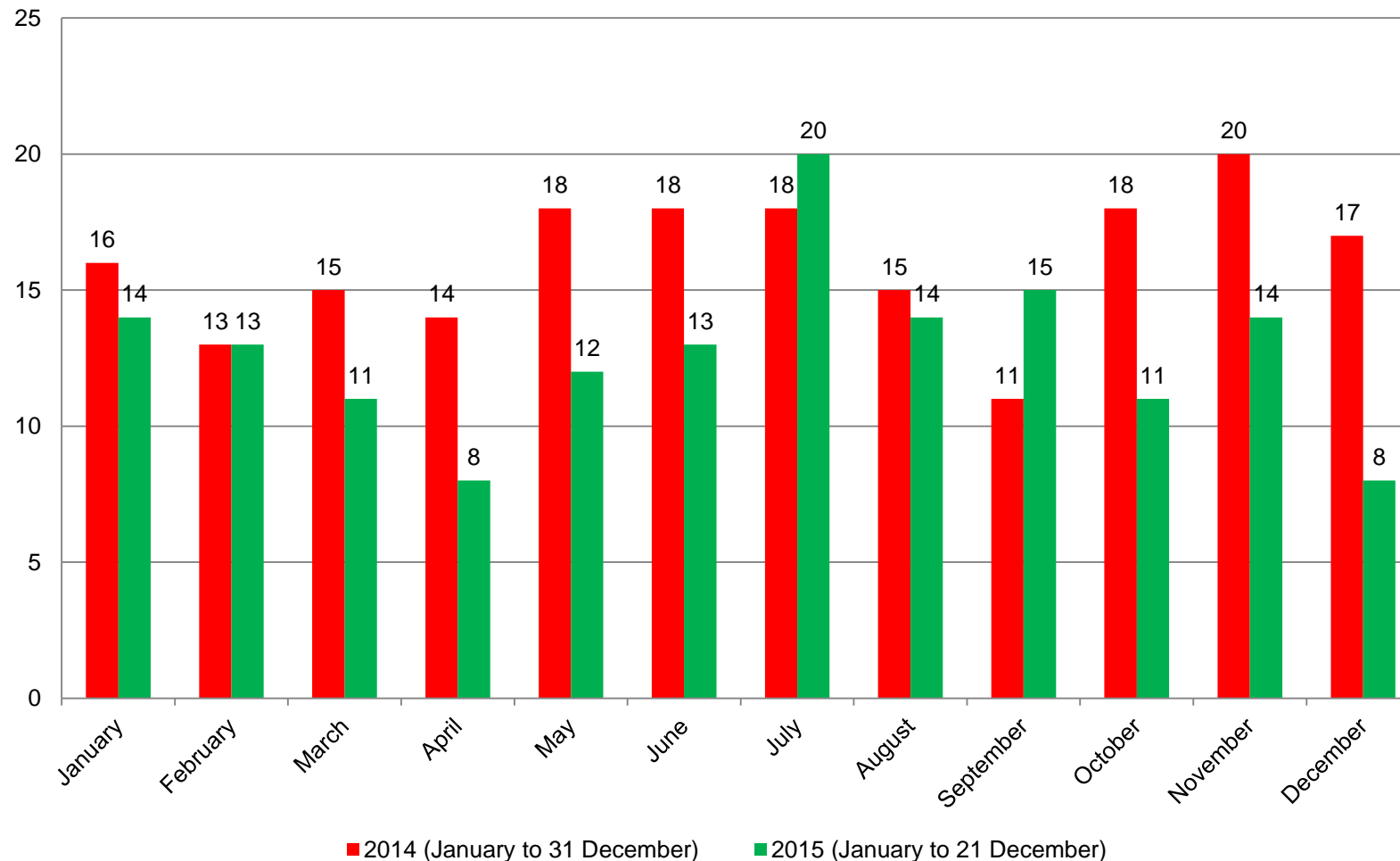
## Progress is required in order to meet Ireland's 2020 target

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*Note: 2014 and 2015 data is provisional and subject to change*

**Month of Year: apart from an increase in July (+2) and in September (+4) and similar figures in February (13), the monthly trend in fatalities in 2015 has improved overall on 2014 figures.**



There were 193 fatalities to year end in 2014

There were 153 fatalities up to 21 December 2015

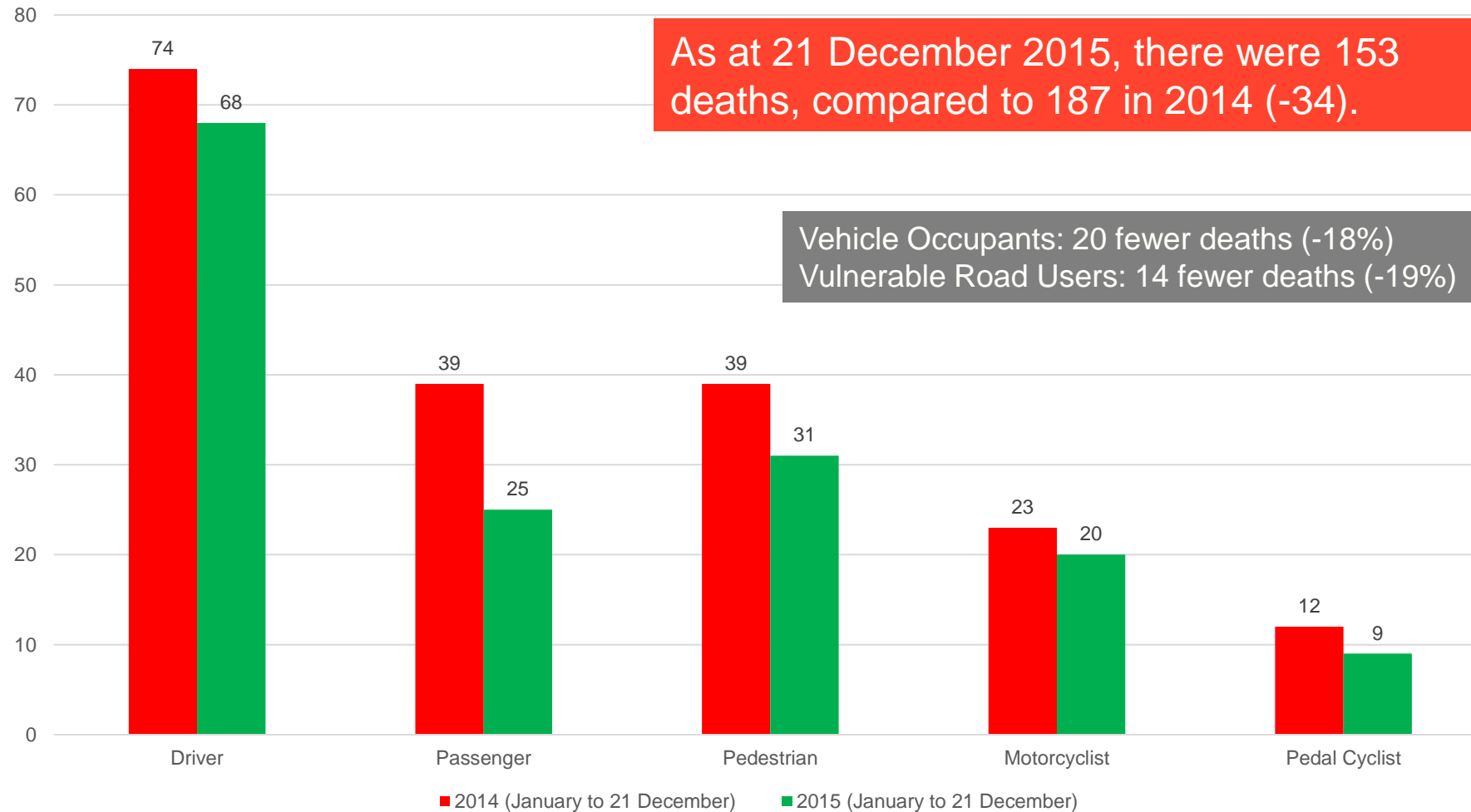
Monthly average fatality rate 2014 (full year) = 16

Monthly average fatality rate 2015 to November = 13

April saw the lowest number of monthly fatalities (8) since November 2012.

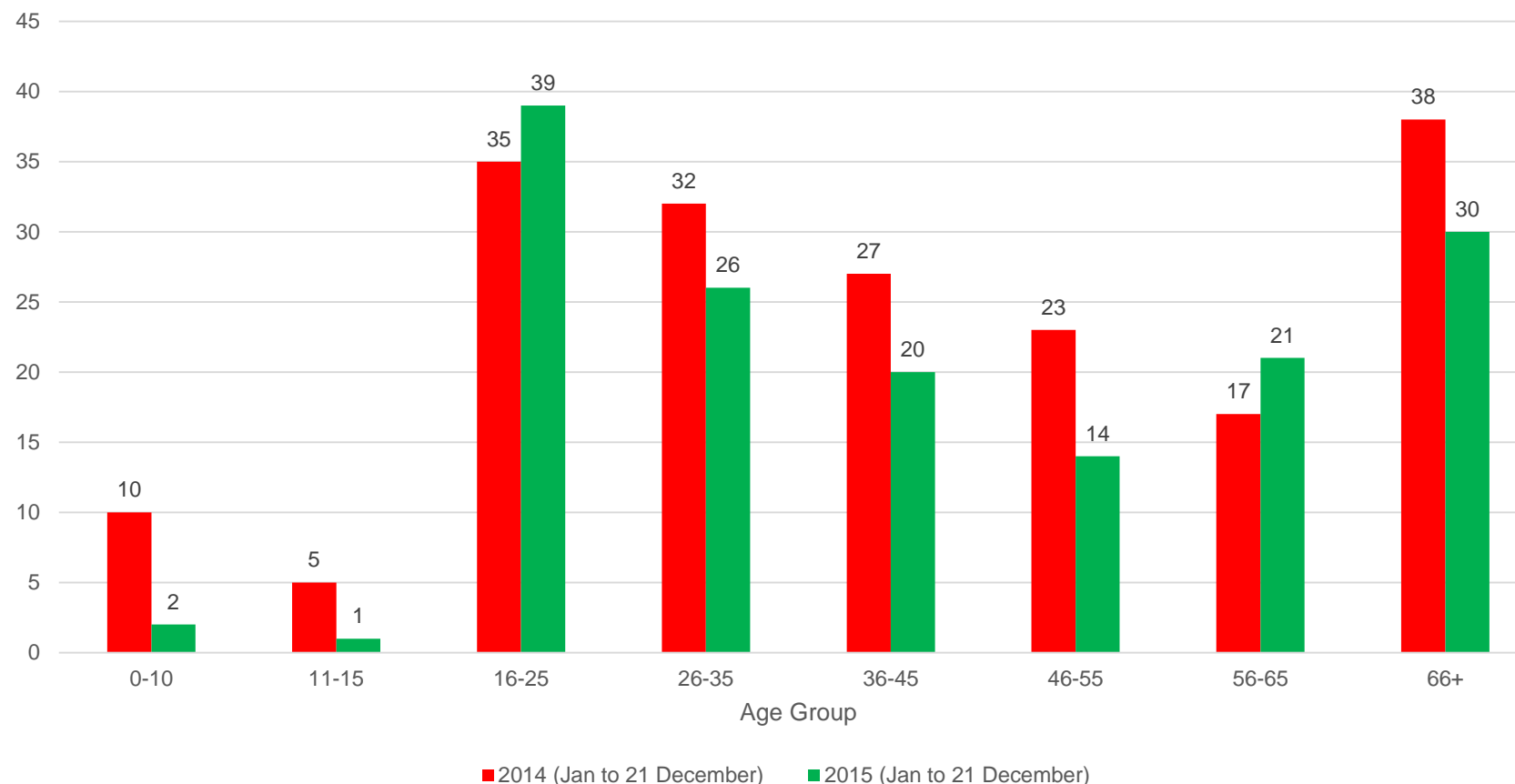
*\*Note: 2014 and 2015 figures are provisional and subject to change*

**Road User Profile Comparison 2015: so far a safer year compared to 2014 with 18% fewer fatalities, driven largely by fewer vehicle occupant and pedestrian fatalities. Motorcyclists and pedal cyclists remain high risk.**



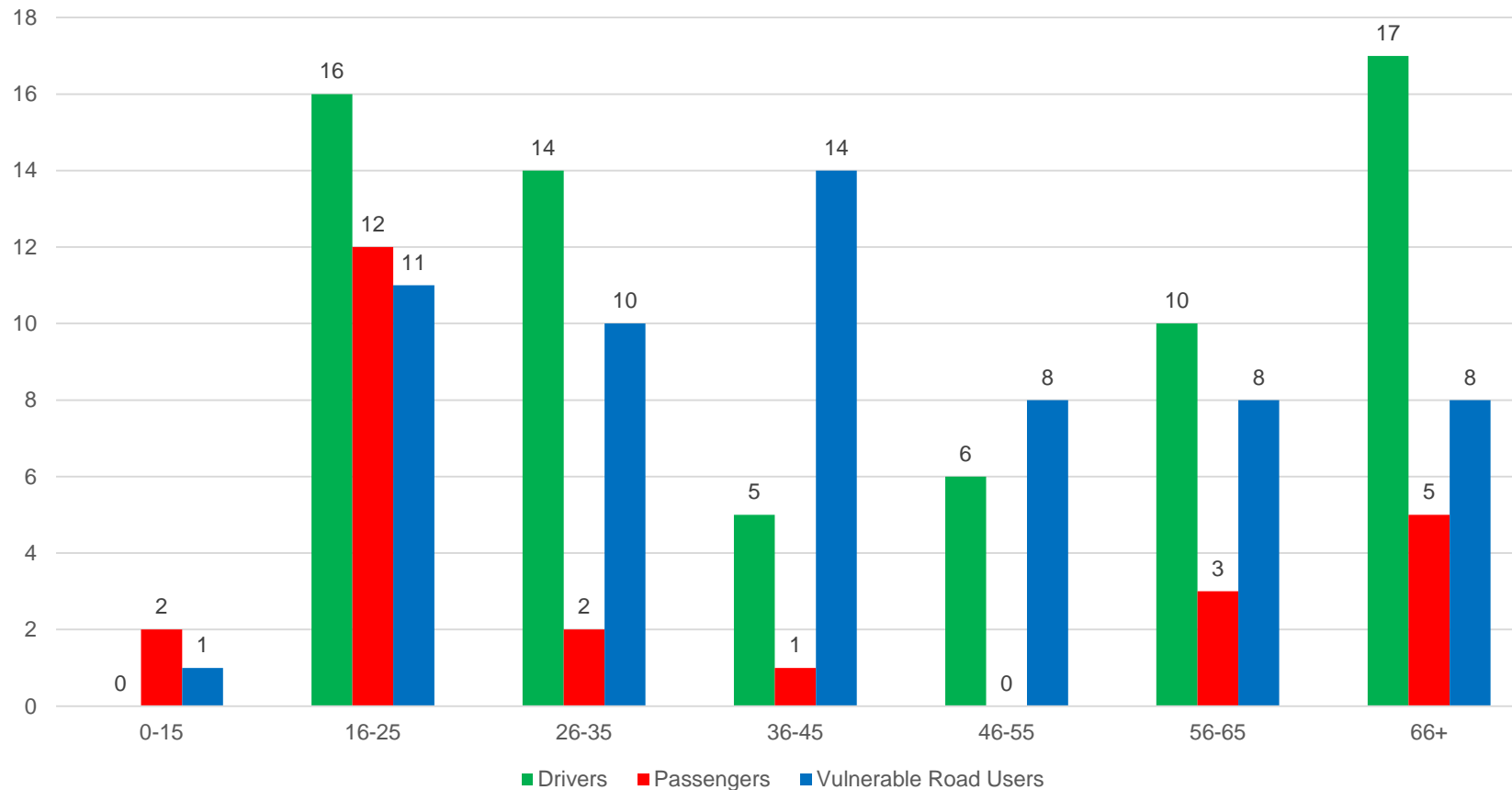
*Note: 2014 and 2015 figures are provisional and subject to change*

**Age Group All Fatalities 2015: there were more fatalities among those aged 16-25 (+4) and 56-65 (+4) compared to the same period in 2014; with fewer deaths in all other age groups, in particular among children 15 years and younger**



*Note: 2014 and 2015 figures are provisional and subject to change*

**Age group of drivers, passengers, and vulnerable road users killed in 2015: younger and older drivers, passengers aged 16-25, and VRUs aged 36-45 are particularly high-risk groups.**



Drivers = 68  
Passengers = 25  
Vulnerable road users = 60

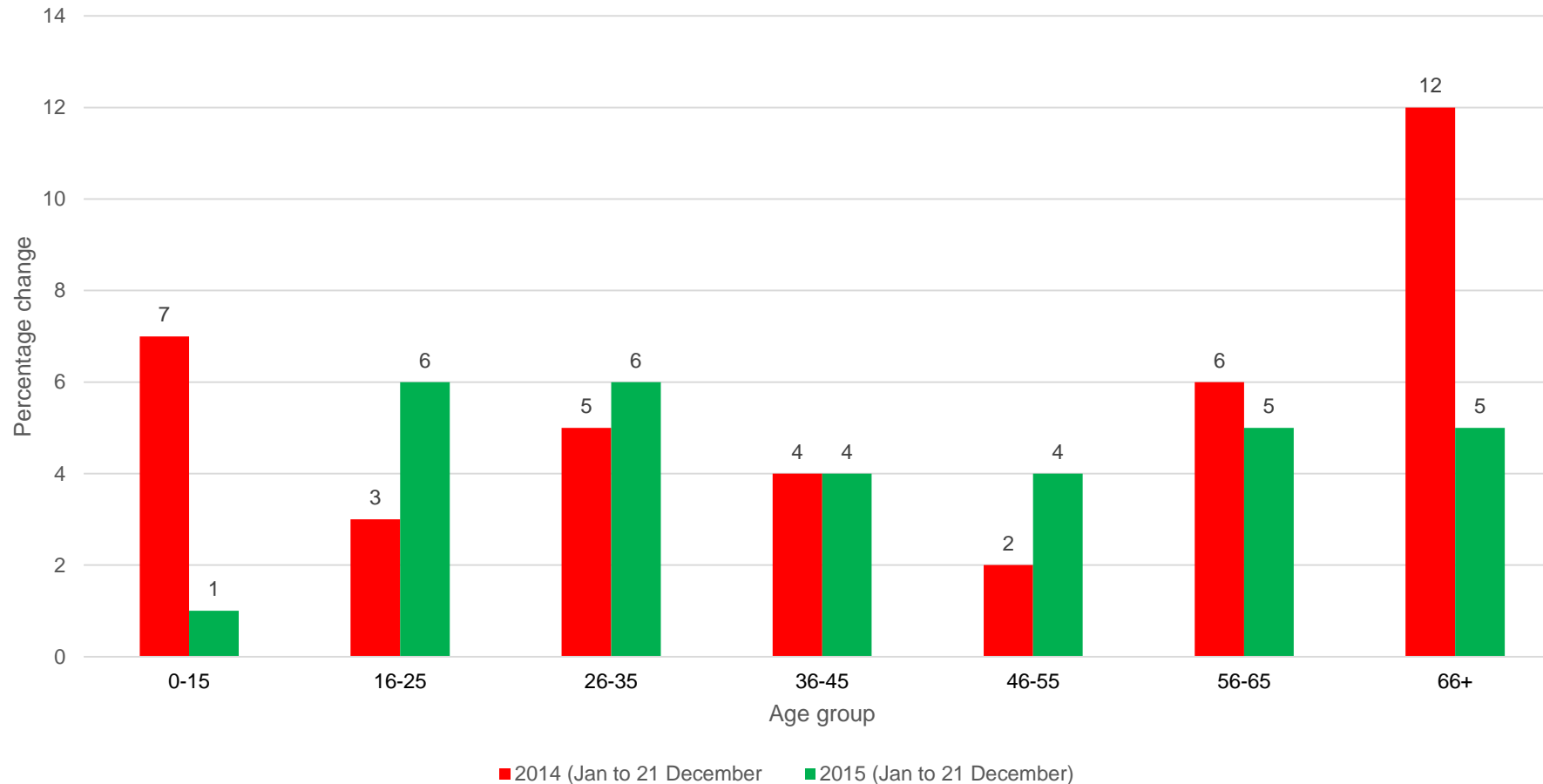
Vulnerable road users are pedestrians, pedal cyclists, and motorcyclists

*\*Note: 2015 figures are provisional and subject to change*



There was an increase (+4) in the number of male pedestrians killed between 2014 (18) and 2015 (22) but a decrease (-12) in the number of female pedestrians killed between 2014 (21) and 2015 (9)\*

**Changes by age group of pedestrians killed in 2014 (39) and 2015 (31):  
there was an increase in the number of pedestrians killed in the 16-25 (+3), 26-35 (+1), 46-55 (+2) age groups but decreases in those aged 0-15 (-6), 56-65 (-1) and 66+ (-7)**

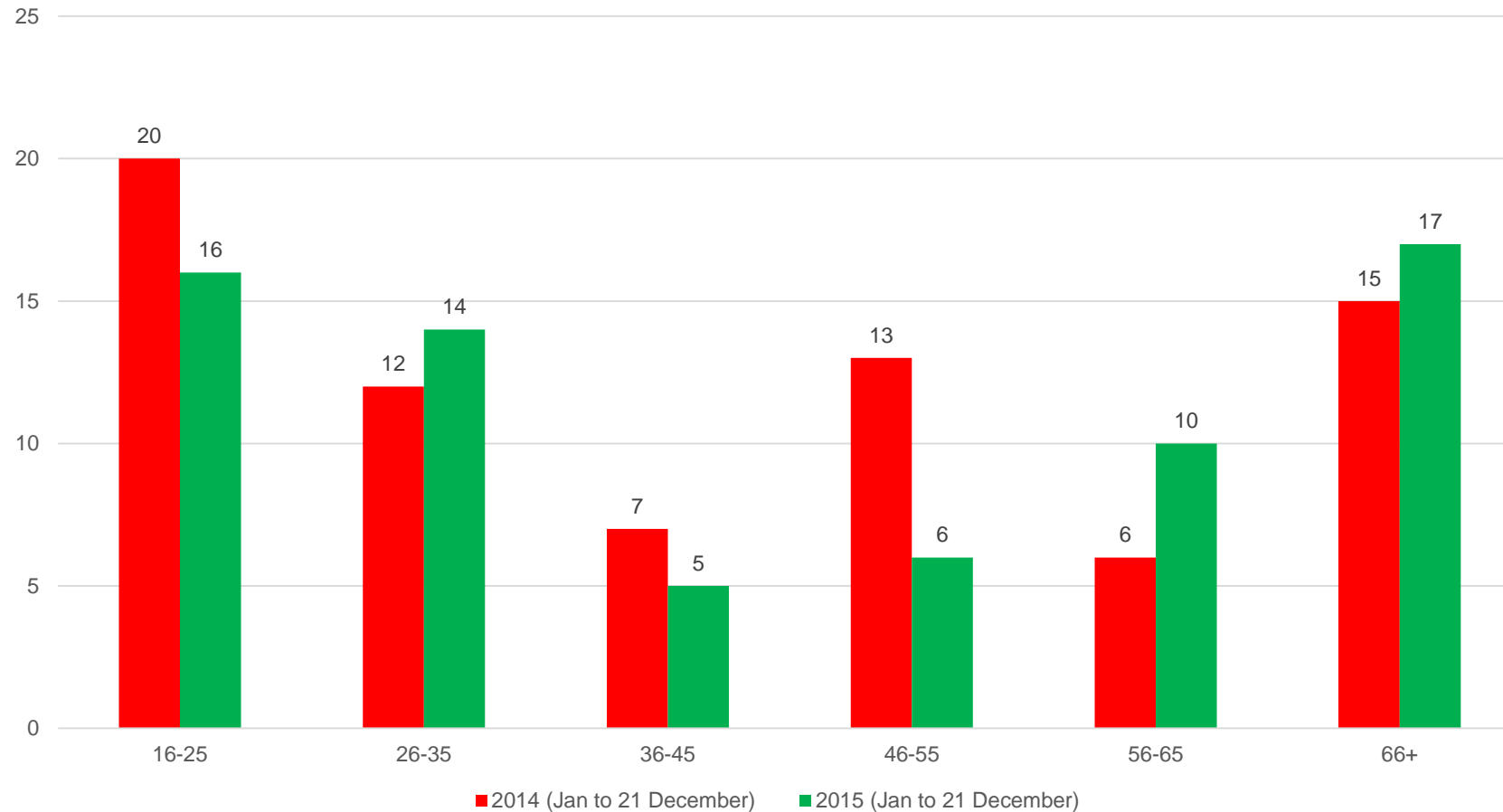


*\*Note: 2014 and 2015 figures are provisional and subject to change*

*\*Figures are for January – 21 December*



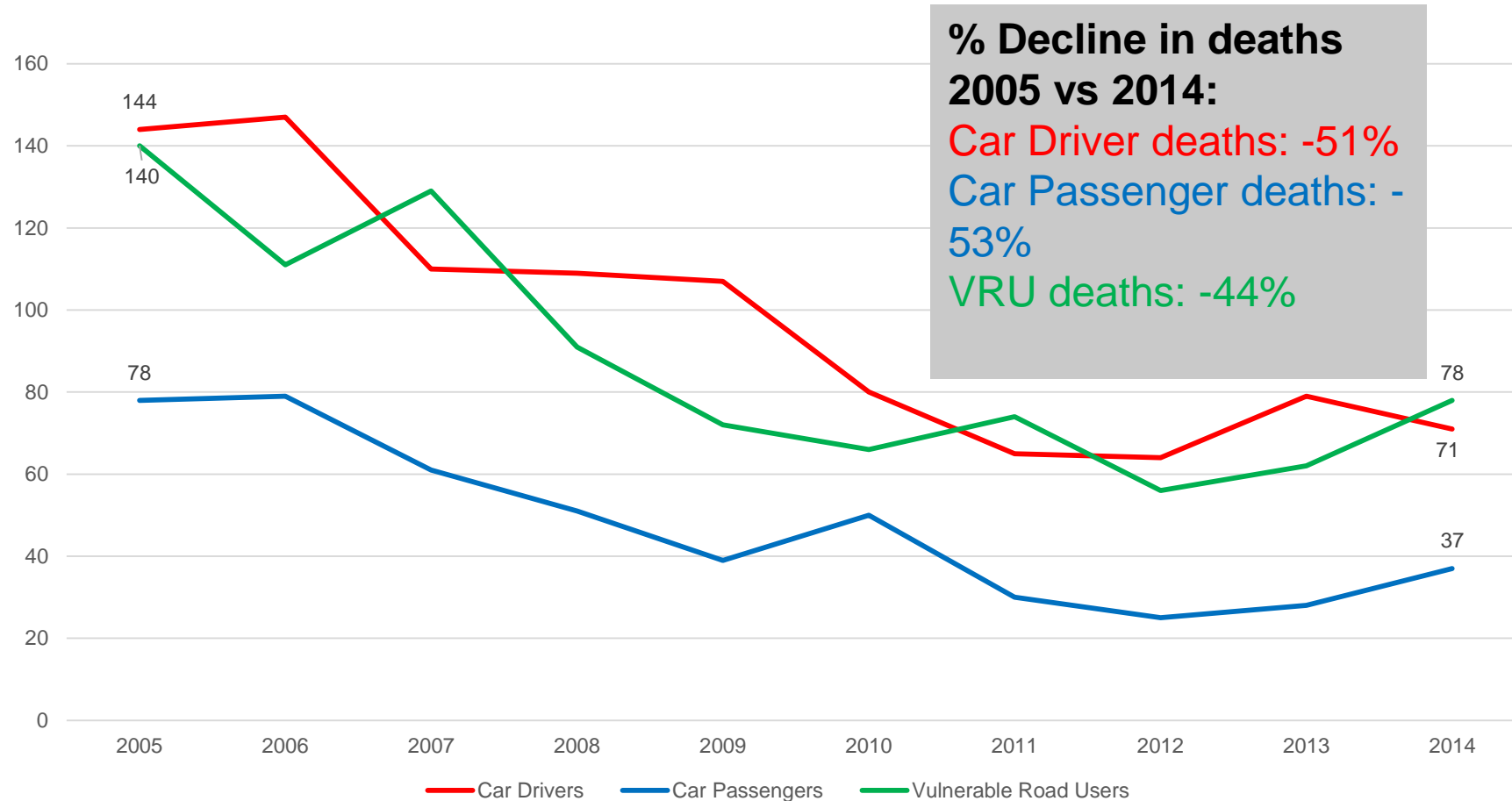
**Age of driver fatalities in 2014 (74) and 2015 (68): Fewer driver fatalities in 2015 driven in part by a decrease among drivers aged 46-55 (-7)**



*Note: 2014 and 2015 figures are provisional and subject to change*

Long term trend in fatality reduction since 2005: *Progress in cutting deaths among car drivers and passengers has been greater, compared to VRU deaths.*

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*Note: 2014 figures are provisional and subject to change*

## Review of Road Fatalities 21 December 2015: *Profile of Driver & Passenger Fatalities*



### Profile of Driver Fatalities (68)

- The majority of fatalities were among male drivers (52 men, 16 women)
- Older and younger drivers were most at risk (16 killed 16-25; 23 killed 61 and older)
- The majority of fatalities occurred on higher speed roads (59 at 80km/h or more)
- 19 drivers (28%) were not wearing seatbelts. All but two were male (17 of 19 drivers), and they were a mix of age groups (8 aged 20-30; 3 aged 31-40; and 8 aged 45-85)
- 33 were single vehicle collisions
- Evening and night are times of greater risk (13 killed from 4pm-8pm; 13 from 8pm-midnight; 11 from midnight-4am)

### Profile of Passenger Fatalities (25)

- There were more male passengers killed (14 men and 11 women)
- Older and younger people were most vulnerable (11 killed 20 years and younger; 7 killed over 60 years)
- Most fatalities occurred on higher speed roads (24 at 80km/h or more)
- Almost the same number of rear as front seat passengers were killed (13 front, 12 rear)
- Where known, eight passengers were not wearing seatbelts, six of whom were rear seat passengers. Ten were wearing a seatbelt

## Review of Road Fatalities 21 December 2015: *profile of pedestrian fatalities*



### Profile of Pedestrian Fatalities (31)

- Majority of fatalities were among male pedestrians (22 men, 9 women)
- Pedestrian ages ranged from young to old (7 killed under 25 years; 12 killed between the ages of 30 and 50 years; 11 killed over 50 years)
- More fatalities occurred on higher speed roads than lower (17 on 80km/h or more)
- More pedestrian fatalities occurred in hours of darkness (18) of which 10 were in areas with poor or no lighting
- Where known, twenty one pedestrians had not taken any high-visibility precautions, of which 12 happened in hours of darkness; four pedestrians were recorded as having done so
- Eleven occurred between the hours of midnight and 5.30am

## Review of Road Fatalities 21 December 2015: *Profile of motorcyclist and pedal cyclist fatalities*



### Profile of Motorcyclist Fatalities (20)

- Nineteen motorcyclists killed were male
- All aged between 20 and 59 years
- More fatalities occurred on higher speed roads (14 at 80km/h or more)
- Eight single vehicle collisions
- July was the worst month for motorcyclist fatalities with four deaths followed by August (3) and September (3)
- There were five motorcyclists killed between 9pm and 10pm and four between 11am and 12pm

### Profile of Cyclist Fatalities (9)

- Eight cyclists killed were male
- All were aged between 35 and 75
- Seven fatalities occurred on rural roads
- All collisions took place between 9am and 7.30pm
- Three fatalities did not involve another vehicle

## Key Findings of Review of Road Fatalities 21 December 2015



- As of 21 December 2015, there were 153 fatalities, representing 34 fewer deaths (-19%) compared to the same period in 2014 with reductions in all road-user groups.
- There have been 19 fewer vehicle occupant deaths (-17%) have been 15 fewer Vulnerable Road User deaths (-20%).
- As of the 21 December 2015, there were 68 drivers, 25 passengers, 31 pedestrians, 20 motorcyclists and 9 cyclists killed on Irish roads.
- The overall reduction in fatalities observed to date can be attributed to:
  - 12 fewer child fatalities in 2015 compared to 2014
  - 6 fewer driver fatalities in 2015
  - 14 fewer passenger fatalities in 2015
  - 8 fewer pedestrian fatalities in 2015
- VRU fatalities show a decline overall, but no real change for motorcyclists and pedal cyclists. Also note that December tends to be a particularly dangerous time of year for VRUs. They remain a high risk group from now until year end and awareness of their vulnerability must continue to be highlighted.
- An analysis of longer term trends by road user group shows progress has been greater in reducing car driver and car passenger deaths, compared to vulnerable road users.

## Overview of key road safety interventions implemented in 2015, and identification of critical interventions needed to sustain progress based on available evidence



- Interventions which may have contributed to the overall decline observed to date in 2015 :
  - RSA International Conference on Child Safety in April 2015
  - Transfer of RSA/AGS Go Slow Campaign to high risk period of Summer
  - High profile launch of July Fatality Review
  - Increase in penalty points for specific offences in August 2014
  - Road safety has featured heavily in media reporting in second half of 2015 in particular
  - New RSA public awareness campaigns
- An analysis of the profile of road users killed shows that the following areas of intervention remain critical if the reduction in fatalities is to be sustained:
  - Highlight motorcyclist safety in Summer months, with particular reference to speed control
  - Promote wearing of high visibility clothing for pedestrians
  - Continue to promote cyclist safety among drivers & cyclists
  - Safe behaviour by younger and older drivers, particularly young males
  - Reinforce the importance of wearing seatbelts
  - Continue to reduce incidence of Learner Drivers driving unaccompanied