



# IRELAND

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Ireland recorded 147 road fatalities in 2020, which is 7 more than in 2019. This is despite the traffic on the National Road Network decreasing by 28% in 2020 compared to 2019. The road safety target of having fewer than 124 deaths or 25 traffic deaths per one million inhabitants by 2020 was not reached. In 2021, the Irish Government launched the new Road Safety Strategy 2021-2030, which adopts the Safe System approach and the long-term goal of Vision Zero by 2050.

## Road safety management and strategy

Ireland's responsibility for road safety lies with the Road Safety Authority (RSA). It is a state agency under the direction of the Department of Transport tasked with improving safety on Irish roads to reduce road death and injury resulting from road crashes. The RSA co-operates and co-ordinates with road safety stakeholders, including, but not limited to: the Department of Transport, *An Garda Síochána* (AGS, police), Transport Infrastructure Ireland, the Medical Bureau of Road Safety, the Department of Justice, the National Transport Authority and the County and City Management Association.

Development of the government's Road Safety Strategy 2021-2030 took place during 2020 and 2021. The RSA engaged in an extensive development process in partnership with key stakeholders. This process involved adopting a series of best practice approaches, such as conducting a Road Safety Management Capacity Review and in-depth public and stakeholder consultation processes. An unprecedented 2 237 responses were received through a public online consultation process, including 2 012 answers from members of the public – a clear

### Ireland: Quick facts

**Population:** 4.9 million

**GDP per capita:** USD 84 324

**Road network:** 213 848 km (2019)

- motorways: 1%

**Registered motor vehicles:** 2.8 million

- cars: 78%
- goods vehicles: 13%
- motorcycles: 4%

**Volume of traffic:** +0.7% (2000-20)

**Speed limits:**

- urban roads: 30 km/h on built-up areas and 60 km/h on arterial roads
- rural roads: 80 or 100 km/h
- motorways: 120 km/h

**Limits on Blood Alcohol Content:**

- general drivers: 0.5 g/l
- professional drivers: 0.2 g/l
- novice drivers: 0.2 g/l
- learner drivers: 0.2 g/l

**Road fatalities:** 147

- pedestrians: 22%
- cyclists: 7%
- car occupants: 48%
- motorcyclists: 12%
- other: 12%

**Road fatalities per 100 000 population:** 3.0

**Road fatalities per 10 000 vehicles:** 0.5

**Cost of road crashes:** 0.3% of GDP (2019-21)

All data 2020 unless otherwise stated.

testament to the public interest in road safety in Ireland. Local authorities, road safety advocacy groups and other representative bodies also submitted responses.

In December 2021, the government launched “Our Journey towards Vision Zero”, Ireland’s Road Safety Strategy 2021-2030. Its primary aim is to reduce the number of deaths and serious injuries by 50% over the next ten years. This means lowering deaths to 72 or lower and reducing serious injuries to 630 or lower by 2030. The strategy has adopted the Safe System approach to road safety management to achieve these ambitious targets. Guiding this strategy is Vision Zero, Ireland’s long-term goal of achieving zero road deaths or serious injuries by 2050.

To ensure the road safety interventions and activities undertaken for the 2021-2030 strategy continue to be effective and incorporate the latest innovations and developments in the field, it will feature three phases of action plans. Phase 1, which runs from 2021 to 2024, is backed by a projected EUR 3.8 billion investment and includes 50 high-impact actions and 136 support actions.

To meet the ambitious 2030 targets, the strategy sets out regular assessments of road safety performance. It includes a series of key safety performance indicators (SPIs) developed according to EU best practices to measure and track the factors that influence death and serious injuries, such as the non-wearing of seat belts and speed.

## Latest road safety measures

The penalty point system has been an effective deterrent since it was introduced in Ireland in 2002. As this system needs to be continuously reviewed and updated, high impact actions are included in Phase 1 of the Road Safety Strategy 2021-2030.

Three critical actions are to:

- review the penalties for serious road traffic offences, including the following: impaired driving, speeding, mobile phone use, non-wearing of seat belts and carrying unrestrained children in a vehicle (Action 30)
- legislate for increased sanctions for polydrugs and drug and alcohol use while driving (Action 31).
- streamline and automate enforcement of Penalty Points from roadside capture via courts to update driver records (Action 32).

In November 2019, a new offence of dangerous overtaking of a cyclist was introduced. The fines range from EUR 120 and three penalty points on payment of a fixed charge to EUR 240 as a final payment option. If it goes to court and there is a conviction, five penalty points and a fine are applied.

From February 2022, the penalties for motorists who park on footpaths, cycle tracks and bus lanes are increasing. The fixed charge notice doubled from EUR 40 to EUR 80 for



motorists caught parking on footpaths, cycle tracks and bus lanes. Illegal parking results in blocked footpaths and cycle lanes.

The RSA runs several high-profile campaigns targeting the primary factors and at risk groups involved in road collisions each year.

Throughout the pandemic, travel was limited to local areas and people were required to work from home where possible. As a result, 2020 saw a 28% reduction in overall traffic volume. The RSA developed the "We're on the road back" campaign to encourage a safe return to the roads by all road users when the restrictions were lifted. Through a mixture of radio, social and digital display, the public was asked to remember the basics of road safety when emerging from lockdown to make their return to using the roads safer than before.

Following an increase in fatalities on Irish roads in 2020, the Emergency Services campaign was developed to encourage road users to be extra cautious when using the road. The campaign was fronted by those who work on the front line of road safety to appeal to the public to take greater care when using the roads. This campaign is a direct appeal from the emergency services who have experienced first-hand the tragic consequences of collisions on the roads.

In 2020, there were several television-led advertising campaigns such as "Crashed Lives, Seat Belts, Cycling Safe Pass" and "Mobile Distraction".

The RSA continues to have a strong presence on social media and is steadily growing its reach online. The RSA have eight social media accounts over six platforms, with the addition of LinkedIn to the portfolio of channels. Through social media, the RSA can give timely road safety messages, respond to queries and gather feedback that helps shape other campaigns.

Cycle Right training for primary school children was introduced in 2017 and is the national standard for cycle training. Cycling Ireland manages this training programme. A total of over 8 500 primary school children completed the training in 2020. Due to the Covid-19 pandemic, in 2020, there were fewer participants than in previous years.

In December 2020, as part of Action 11 in the government's last Road Safety Strategy 2013-2020, the RSA published the "Code of Practice for Child Car Seat Retailers". This Code of Practice aims to bring all the information and education on child car seats that customers receive at the point of purchase in line with legal requirements and best practices. The Code also aims to help the public feel confident that they are getting the correct information and support they need when buying a child car seat.

The RSA's "Check it Fits" is a free child car seat checking service that travels all over the country. Since October 2013, the "Check it Fits" service has provided free child car seat checks at nationwide events. In response to the Covid-19 pandemic, the service was suspended in March 2020 and was relaunched as a virtual online service in October 2020.

The virtual service held 33 events during the year, checking 296 seats. In 2021, the provision of the service continued online.

The risks associated with driving for work are well understood. The current collaborative approach adopted by the RSA, AGS and the Health and Safety Authority assist employers and employees through a range of initiatives to ensure they are informed and educated about how to drive safely for work. Work-related road safety is a critical challenge in the new Road Safety Strategy 2021-2030, which includes a safe work-related road use intervention area.

In November 2020, the RSA worked with the Health and Safety Authority and AGS to deliver an online webinar on managing driving for work. This was the first time the event was shown online. The webinar was aimed at employers, managers and supervisors responsible for safe fleet operations. Over 200 participants joined the webinar. The keynote speaker was Professor Desmond O'Neill of the National Office for Traffic Medicine. Professor O'Neill spoke about medical fitness to drive, current knowledge on the impact of medical conditions and how best to manage medical fitness to drive when driving for work. The Driving for Work website (<http://drivingforwork.ie/>) hosts a range of resources and tools, including an e-learning course to assist, inform and educate employers.

Regulation (EU) 2018/858 is the new vehicle Type Approval Framework Regulation published by the EU. It strengthens the testing quality and introduces market surveillance and oversight of the type-approval process for all new vehicles. In 2020, the RSA consulted with industry on the new Framework Regulation. As a result, a new law was developed to strengthen the technical standards for nationally approved vehicles.

This new law established and appointed the RSA as the Automotive Market Surveillance Authority (AMSA) for Ireland. The AMSA unit started activities in 2021. Its primary duties include carrying out compliance verification checks on vehicles as part of the Framework Regulation's aim to achieve a high level of safety and environmental standards, publishing information from vehicle manufacturers on vehicle recalls, attending EU meetings and working with the other Member States on market surveillance of vehicles.

A cross-discipline Connected Autonomous Vehicles (CAV) Working Group was established in the RSA. A study exploring global best practices for the safe integration of CAV commenced, which is expected to determine the challenges and opportunities CAV will bring to road safety.

The RSA also investigated possible combinations of significant defects in a specific vehicle area during a roadworthiness inspection, resulting in a higher risk to road safety. These combinations will be included in National Car Test roadworthiness inspections in 2021.

AGS, the Irish Police, develops annual enforcement plans. Communications plans set out by the RSA are integrated with these plans per action in the Road Safety Strategy. In 2020, AGS and the RSA conducted several campaigns, including National Slow Down Days in May and December, driving under the influence for the August Bank Holiday, being extra cautious of children cycling and walking to school in September, riding quad bikes and

scramblers in November and a road safety appeal for Christmas and New Year. In conjunction with the Irish Tyre Industry Association, AGS and the RSA teamed up for national tyre days to remind all road users to check their tyres.

Despite reductions in traffic volumes due to the introduction of travel restrictions in March 2020, detections for primary road safety offences (that is, speeding, mobile phones, seat belts and drink/drug driving) saw an increase of 20% compared to the same period in 2019.

All police deployed to the National Roads Policing Bureau now have access to mobile devices with a Traffic App and Fixed Charge Notice App. This technology allows them to carry out real-time roadside detections. As a result, the Traffic App has helped increase detections of disqualified drivers, untaxed cars and stolen vehicles. The Fixed Charge Notice App has also significantly reduced the paperwork required, improved the quality of data and lowered the rate that Fixed Charge Notices are challenged in court. By 2020, 2 500 mobility devices were rolled out and 55 000 Fixed Charge Notices were issued electronically. New speed detection devices purchased in 2020 have the additional capability of integrating with mobility devices.

Ireland has adopted a strategic approach to target commercial vehicle operators and drivers who, based on a risk rating system, are deemed high risk, therefore, minimising inconvenience to those considered low risk. The inspections promote and encourage operators and drivers to maximise their compliance with legislation and deliver outcomes for road safety. Roadside inspections are carried out in collaboration with AGS, which assists inspectors in checking vehicles for compliance with minimum roadworthiness standards.

In 2020, due to the Covid-19 pandemic, these inspections were disrupted. Inspection protocols were revised and reinstated when the government deemed enforcement services essential. Frontline enforcement staff use an enforcement app on their phones, which gives them the information they need to conduct inspections more efficiently and effectively.

Several high impact actions are included in Phase 1 of the Road Safety Strategy 2021-2030 under the Safe Roads and Roadsides intervention area. These actions relate to developing infrastructure for the improved safety of all road users, including cyclists and pedestrians and considering the speed limits to broaden the implementation of 30 km/h limits.

For example, Action 5 states that over 2021 to 2025, 1 000 km of segregated walking and cycling facilities will be constructed or under construction on the national, local and regional road network to provide safe cycling and walking arrangements for users of all ages. Action 6 sets out to establish a working group to examine and review the framework for setting speed limits. As part of this review, there will be a specific consideration of introducing a 30 km/h default speed limit in urban areas.

Due to restrictions imposed in response to the Covid-19 pandemic, most driver education services were suspended for part of 2020, including driver theory testing and Certificate of

Professional Competence delivery. The Driver Theory Test service was suspended for a couple of periods in 2020 and continued into 2021. This means that the significant backlog of applications needs to be managed when the service resumes.

The Driver Testing Service suspended operations in March 2020 because of the Covid-19 pandemic and a phased resumption began, firstly for trucks and buses on 29 June and then for cars on 20 July 2020. During this time, a limited number of tests for frontline workers continued to be delivered. The service was subsequently restricted to testing essential workers only during Level 5 restrictions from 22 October until 30 November 2020. From the phased resumption of service on 29 June 2020 until the end of the year, over 62 000 driving tests were conducted.

In 2020, Transport Infrastructure Ireland developed a tool to quantify emissions from road transport. The Emissions and Air Quality Tool will help answer Ireland's crucial questions concerning greenhouse gas emissions and air quality emissions and how these will change in the future. The tool draws together information on the vehicle fleet, considers how this vehicle fleet may change over time and uses vehicle emission rates combined with the number, composition and speed of vehicles projected on the roads network to predict total emissions.

## Costs of road crashes

As part of the evaluation of the last government Road Safety Strategy 2013-2020, an economic analysis was conducted to estimate the cost of traffic crashes for Irish society. Based on the calculation of costs and benefits associated with the 2013-2020 Road Safety Strategy, it was possible to calculate the net economic benefit of the Strategy and the overall benefit-cost ratio.

This analysis indicates that, in economic terms, the benefits of the 2013-2020 Road Safety Strategy net of the expenditure involved in the delivery of the Strategy amounted to EUR 901 million. This gives an overall benefit-cost ratio for the Strategy of 1.43:1.

The cost of collisions in 2020 is estimated at around EUR 1.15 billion (0.3% of GDP). The cost of crashes was assessed in line with guidance from the Common Appraisal Framework for Transport published by Ireland's Department of Transport.

## Safety performance indicators

### Speed

Inappropriate speed is a recognised contributing factor in road crashes. On behalf of the Irish Roads Safety Authority (RSA), road traffic collision (RTC) fatalities data are collected annually by Ireland's Health Research Board (HRB) from available closed coronial files, using the National Drug-Related Deaths Index (NDRDI) methodology. These data include detailed information on the deceased's actions before the fatal collision. Of the 387 driver and motorcycle driver fatalities from 2013-17 where there is a record of their pre-collision

actions, 24.5% exceeded the speed limit or drove at an unsafe speed for the road or prevailing conditions.

In a 2021 national survey of 1 220 motorists aged at or above the national car licensing age (17 and over), when asked about exceeding the speed limit by less than 10 km/h, 47% of motorists surveyed reported doing so on roads with a 50 km/h speed limit and 57% on roads with a 100 km/h speed limit. When asked about exceeding the speed limit by more than 10 km/h, 27% of motorists reported doing so on roads with a speed limit of 50 km/h and 32% on roads with a 100 km/h speed limit.

### **Drink-driving**

The coronial files data provided by the HRB also contain detailed toxicology information. In 2020, the RSA published a report examining road user fatalities from 2013 to 2017 with a positive toxicology for alcohol. This report revealed that of the 600 RTC fatalities with a toxicology result available, 36.5% (219) were positive for alcohol. Of the 379 driver/motorcycle driver fatalities with a toxicology result available, 35.6% (135) were positive for alcohol. Of the 107 pedestrian fatalities with a toxicology result available, 45.8% (49) were positive for alcohol.

The 2021 Driver Attitude and Behaviour Survey is a nationally representative sample of 1 220 motorists aged 17 (the national car licensing age) and over. Of all motorists, 9% of drivers said they had driven after consuming alcohol during the past 12 months. Of these, 34% said they had had at least two or more drinks on the most recent occasion. However, of all motorists, 26% said there were times when they may have been over the limit when driving the morning after a night out.

The government Road Safety Strategy 2021-2030 includes safety performance indicators (SPIs) which will be tracked over the next decade. One indicator consists of a measure of drink-driving captured using self-report questions. The indicator is the percentage of drivers and riders of motorised vehicles without alcohol, without other drugs that impair driving and without fatigue. A separate survey was conducted in 2021 to gather data to report on these SPIs, comprising a nationally representative sample of 1 013 car drivers who drive at least once a week aged 17 and over. The SPI survey found that of all drivers, 9% indicated they have driven when they may have been over the legal limit for drinking and driving in the past 12 months. This reduces to 4% who say they have done so in the past 30 days.

### **Drugs and driving**

Driving while impaired by other psychoactive substances has emerged as its own road safety issue. A wide variety of substances, from illegal drugs to some over-the-counter drugs, can adversely affect the cognitive and behavioural skills required to operate a vehicle safely.



Since 12 April 2016, AGS can establish roadside mandatory intoxicant checkpoints to test drivers for both alcohol and drugs, including cannabis, cocaine, opiates and benzodiazepines. Since 13 April 2017, AGS has had the power to test drivers' saliva for the presence of cannabis, cocaine, opiates and benzodiazepines at the roadside or in a police station.

The RSA is also collaborating with the HRB and Medical Bureau of Road Safety to complete a report examining driver/motorcycle driver fatalities with a positive toxicology for a selection of drugs, including alcohol. Preliminary findings indicate that of the 379 driver/motorcycle driver fatalities with a toxicology result available between 2013 and 2017, 13% had drugs and alcohol present, 16% had drugs only present, and 23% had alcohol only present.

One of the SPIs includes a measure for drivers driving without other drugs which impair driving. In the SPI survey in 2021 of 1 013 drivers, 3% said they have driven after using illicit drugs (e.g. cannabis, cocaine) in the past 12 months. Of all drivers, 10% said they have driven after taking medication that carries a warning that it may influence driving ability in the past 12 months.

### **Use of mobile phones while driving**

An increasing problem for traffic safety is distraction, namely through the use of mobile phones while driving. Restrictions in Ireland on the use of mobile phones while driving came into effect in May 2014. The regulations make it an offence to hold a mobile phone while driving a mechanically propelled vehicle.

The 2018 mobile phone survey found that out of the 14 221 drivers observed, 8% were observed using their mobile phones (4% of drivers holding it to their ear and 4% in their hand).

In a 2021 survey of 1 220 drivers' attitudes and behaviour, 28% use their mobile phone while driving to read messages and emails or check their phone notifications and social media. While 16% use their mobile phone while driving to write messages and emails or respond to social media posts or take photos and videos to share on social media at least sometimes.

### **Seat belt and helmet use**

Seat belt use has been compulsory in front and rear seats since 1971. Children must be protected by a child restraint appropriate for their size and weight.

A 2018 observational survey of seat belt wearing showed that adults' overall seat belt wearing rate was 94%. The wearing rate for drivers and front-seat passengers was 94%

and 89% for rear-seat passengers. A total of 89% of children observed were wearing seat belts. In cars with a driver and front-seat passenger, when the driver was wearing a seat belt, 97% of the front seat passengers were wearing a seat belt. When the driver was not wearing a seat belt, 51% of front-seat passengers in the same car were not wearing a seat belt.

A review of fatal crashes that occurred during the last strategy (2013-2020) found that 26% of car user fatalities were not wearing a seat belt.

In the 2021 survey of 1 220 drivers' attitudes and behaviour, respondents were asked how often they wore a seat belt as a driver, front-seat passenger and rear-seat passenger. Of the sample, 96% said they always use a seat belt as a driver, 95% as a front seat passenger and 83% as a rear seat passenger. Only 79% of drivers said they always insist that seat belts are worn by those in the rear of their vehicle, compared to 90% who said they always insist those passengers wear them in the front.

All riders of powered two-wheelers are required to wear helmets. A roadside observation study of motorcyclists in 2018 found that 99.5% wore helmets. In a national online survey conducted in 2019 with 450 motorcyclists, 91% said they wore a helmet all of the time.

There is no mandatory helmet use law for cyclists. Of all cyclists observed in a 2018 roadside survey, 47% wore a helmet. Further analysis found that 50% of cyclists using their bikes wore a helmet, while 22% of those using the public bike scheme wore helmets.

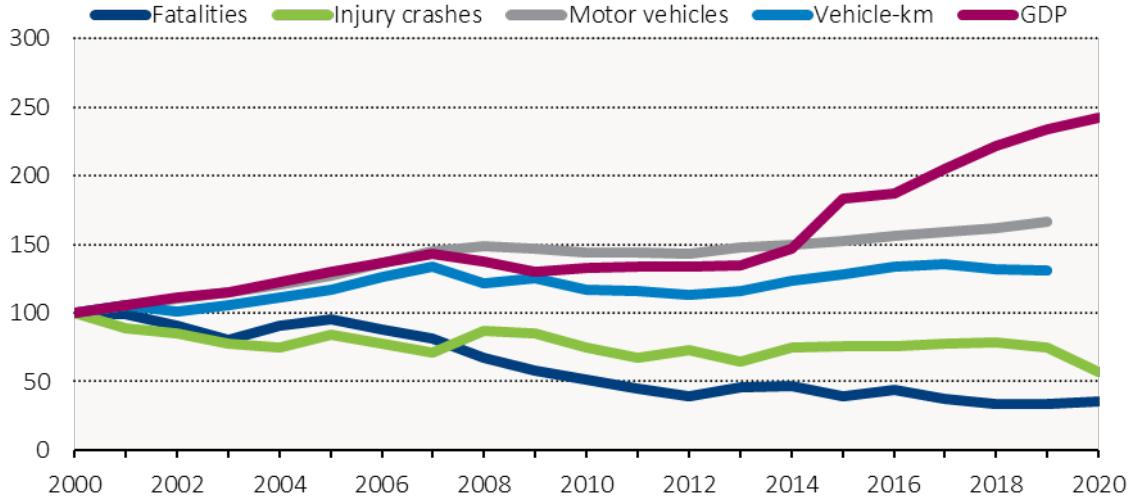
## Road safety data for Ireland at a glance

### Long-term road safety trends for Ireland

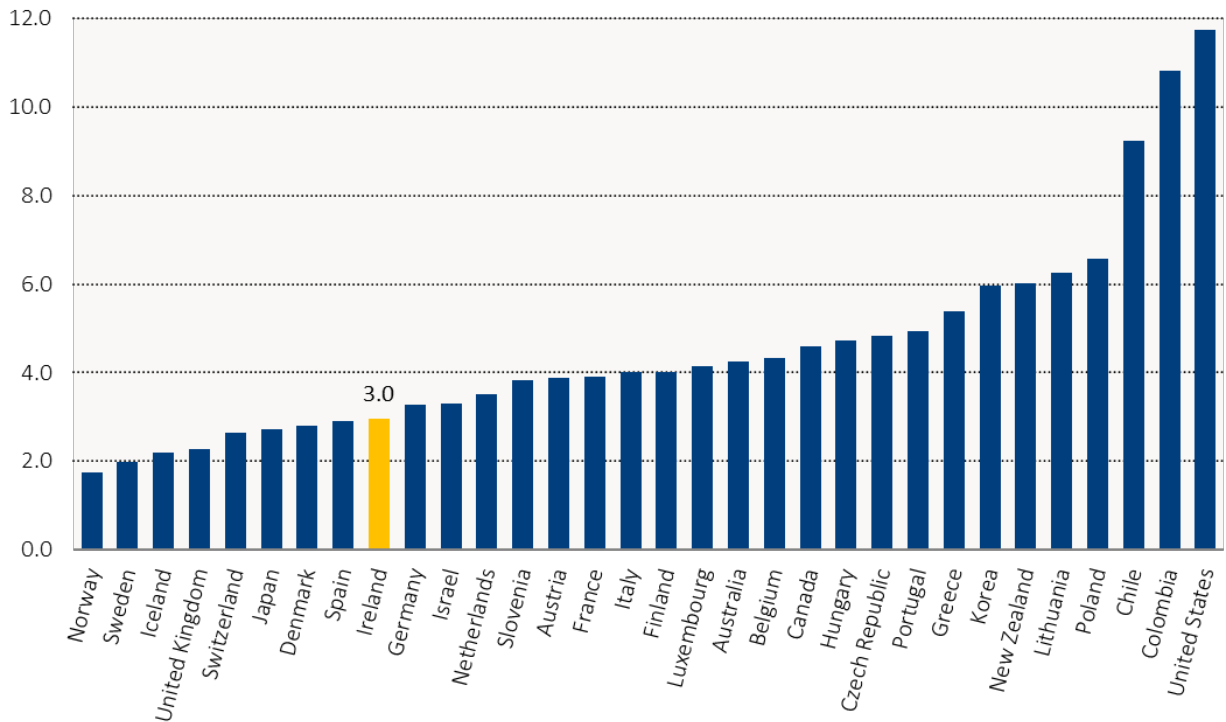
	1990	2000	2010	2018	2019	2020	2020 % change over			
							2019	2010	2000	1990
<b>Reported safety data</b>										
Fatalities	478	415	212	137	140	147	5.0	-30.7	-64.6	-69.2
Injury crashes	6 067	7 757	5 780	6 069	5 819	4 428	-23.9	-23.4	-42.9	-27.0
Deaths per 100 000 population	13.6	11.0	4.7	2.8	2.9	3.0	3.7	-36.5	-73.0	-78.3
Deaths per 10 000 registered vehicles	4.5	2.5	0.9	0.5	0.5	0.5	2.9	-41.2	-79.1	-88.6
Deaths per billion vehicle kilometres	19.2	11.5	5.0	2.9	3.0	4.1	36.4	-19.3	-64.8	-78.9
<b>Fatalities by road user</b>										
Pedestrians	150	85	44	41	27	33	22.2	-25.0	-61.2	-78.0
Cyclists	46	10	5	9	8	10	25.0	100.0	0.0	-78.3
Motorised two-wheelers	41	39	17	15	16	17	6.3	0.0	-56.4	-58.5
Passenger car occupants	206	260	130	61	81	70	-13.6	-46.2	-73.1	-66.0
Other road users	35	21	16	11	8	17	112.5	6.3	-19.0	-51.4
<b>Fatalities by age group</b>										
0-14 years	46	22	6	3	4	8	100.0	33.3	-63.6	-82.6
15-17 years	28	23	7	5	2	6	200.0	-14.3	-73.9	-78.6
18-20 years	56	63	21	9	7	4	-42.9	-81.0	-93.7	-92.9
21-24 years	53	54	34	13	16	5	-68.8	-85.3	-90.7	-90.6
25-64 years	193	195	109	79	76	92	21.1	-15.6	-52.8	-52.3
65-74 years	..	16	18	10	15	17	13.3	-5.6	6.3	..
≥ 75 years	..	28	12	18	20	15	-25.0	25.0	-46.4	..
<b>Fatalities by road type</b>										
Urban roads	167	125	49	48	33	41	24.2	-16.3	-67.2	-75.4
Rural roads	310	284	154	79	99	94	-5.1	-39.0	-66.9	-69.7
Motorways	1	6	9	10	8	10	25.0	11.1	66.7	900.0
<b>Traffic data</b>										
Vehicle kilometres (millions)	24 896	36 001	42 166	47 545	47 072	36 237	-23.0	-14.1	0.7	45.6
Registered vehicles (thousands)	1 054	1 684	2 416	2 729	2 791	2 848	2.1	17.9	69.1	170.2
Registered vehicles per 1 000 population	300.5	445.8	531.1	565.0	569.1	573.7	0.8	8.0	28.7	90.9

**Evolution of road fatalities, injury crashes, motorisation, traffic and GDP in Ireland, 2000-20**

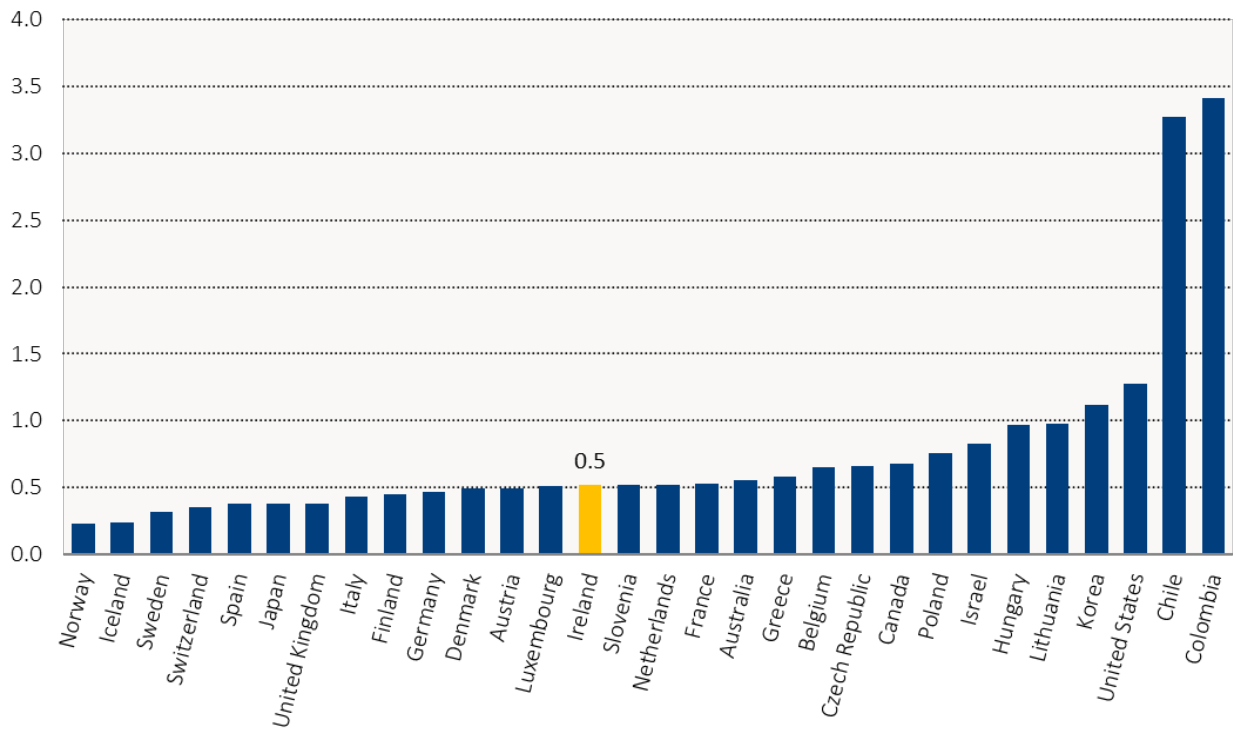
Index 2000 = 100



**Road fatalities per 100 000 inhabitants in Ireland in comparison with IRTAD countries, 2020**



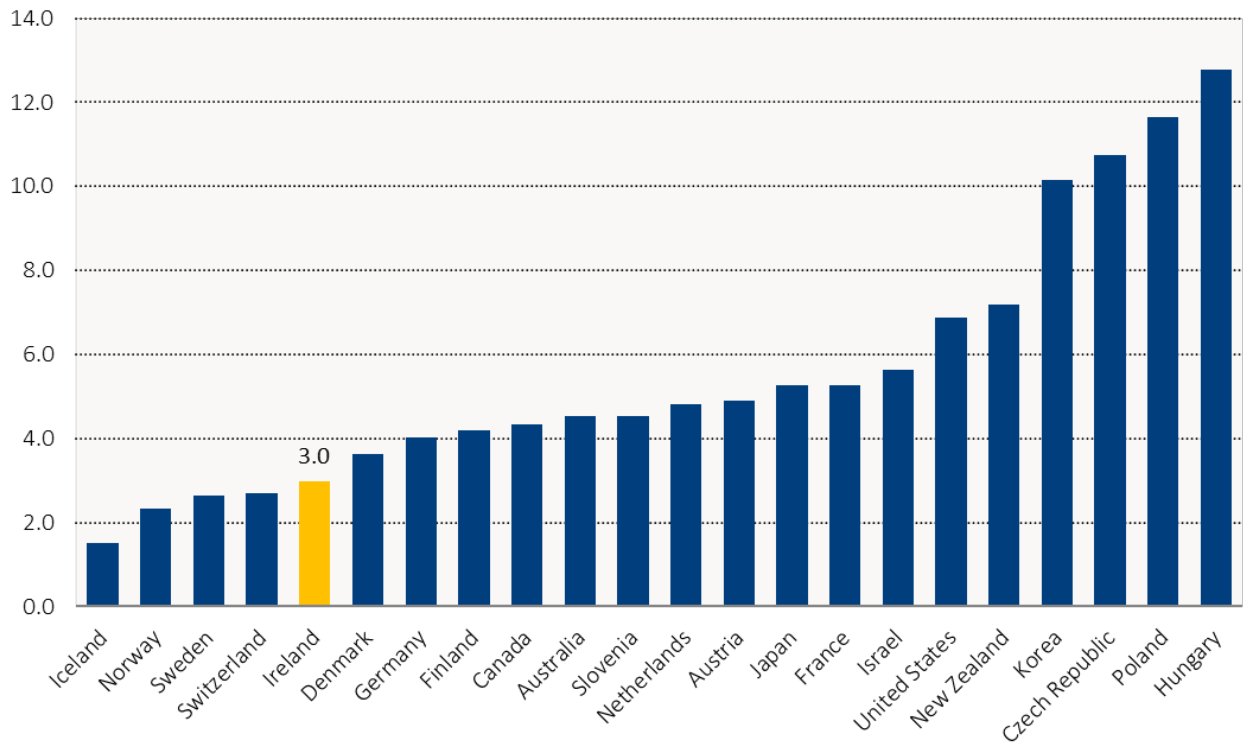
**Road fatalities per 10 000 vehicles in Ireland in comparison with IRTAD countries, 2020**



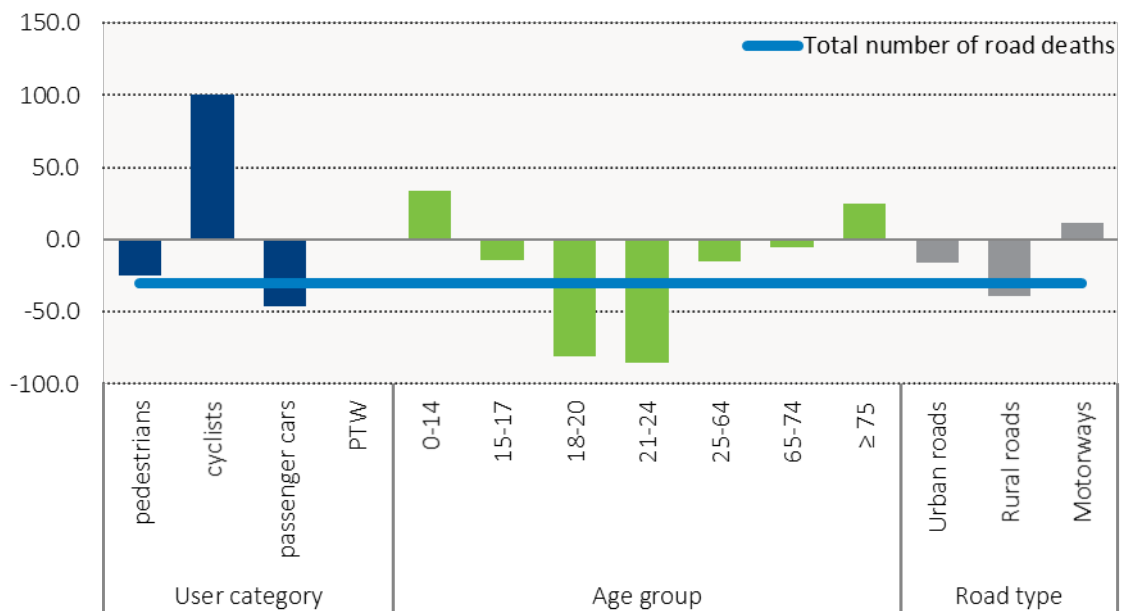
Note: in Belgium, Denmark, Germany and Hungary registered vehicles do not include mopeds.



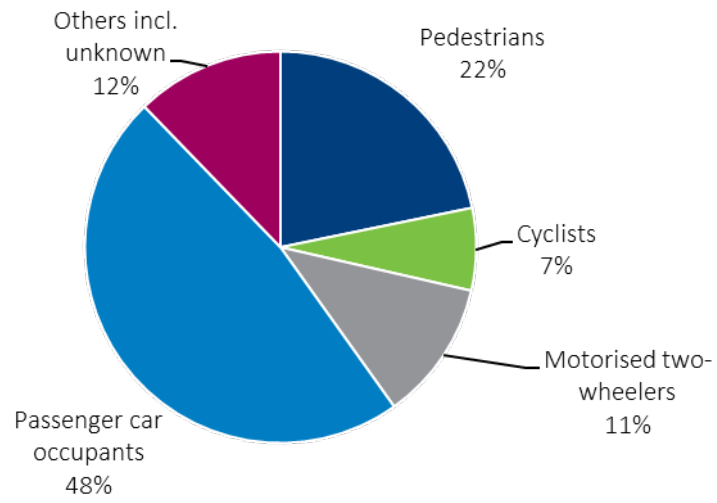
**Road fatalities per billion vehicle-kilometres in Ireland in comparison with IRTAD countries, 2019**



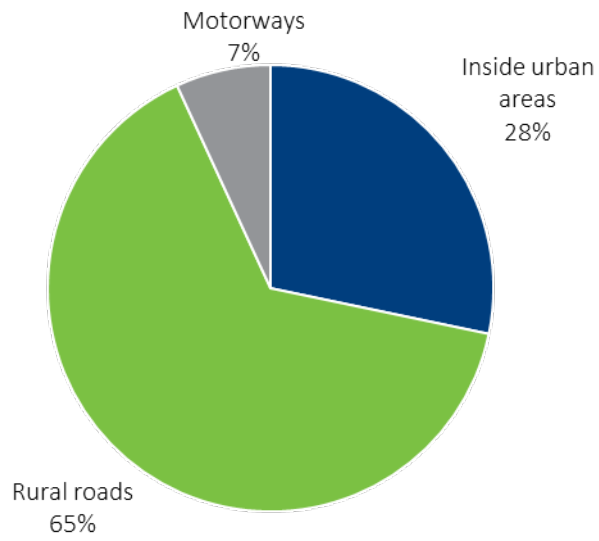
**Evolution of road fatalities in Ireland by user category, age group and road type, 2010-20**



### Road fatalities in Ireland by user category, 2020

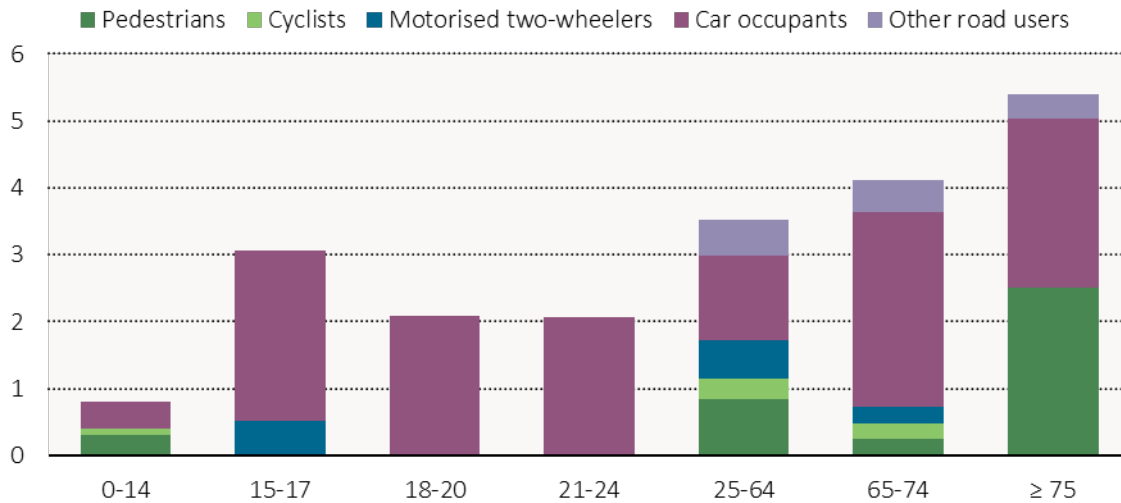


### Road fatalities in Ireland by road type, 2020



**Road fatality rate in Ireland by user category and age group, 2020**

Rate per 100 000 population in the same age group

**Cost of road crashes in Ireland, 2018**

	Unit Cost (EUR) inflated to 2018	Number of collisions (2018)	Total (EUR)
Fatal	1 774 974	131	363.5 million
Serious	398 020	1 194	475.2 million
Minor	37 352	4 763	177.9 million
Material damage	3 003	41 375	124.2 million
<b>Total</b>			<b>1.1 billion</b>
<b>Total as % of GDP</b>			<b>0.4</b>

**Seat belt and helmet wearing rates**

Percentages

	2011	2014
<b>Front seats</b>		
Driver	94	92
Passenger	94	93
Urban roads (driver)	95	94
Rural national roads (driver)	92	89
<b>Rear seats</b>		
General	90	88

## Research and resources

### Publications

Analysis of Road User Groups: <https://www.rsa.ie/road-safety/statistics/analysis-of-road-users>.

Provisional reviews: <https://www.rsa.ie/road-safety/statistics/provisional-reviews-of-fatal-collisions>.

### Websites

Irish Road Safety Authority: <http://www.rsa.ie/>.

Driving for Work: <http://www.drivingforwork.ie>.

Road Safety Strategy 2021-2030: [https://www.rsa.ie/docs/default-source/default-document-library/government-road\\_safety\\_strategy\\_2021\\_2030\\_13th\\_dec21\\_final.pdf?sfvrsn=cf289e63\\_3](https://www.rsa.ie/docs/default-source/default-document-library/government-road_safety_strategy_2021_2030_13th_dec21_final.pdf?sfvrsn=cf289e63_3).

Penalty points: <https://www.rsa.ie/services/licensed-drivers/penalty-points>.

Rules of the Road: <https://www.rsa.ie/services/learner-drivers/resources/rules-of-the-road>.

Campaigns: <https://www.rsa.ie/road-safety/campaigns>.

## Definition, methodology, data collection

A road fatality is defined as a person who dies immediately following or within 30 days of a crash.

A serious injury is defined as an injury in which a person is detained in hospital as an inpatient, or whether or not they are detained in hospital, has fractures, a concussion, internal injuries, has been crushed, has severe cuts and lacerations, or suffers from severe general shock requiring medical treatment.

A slight injury is an injury of a minor character, such as a sprain or bruise.

The RSA has worked with the Health Intelligence Unit (HIU) of the Health Services Executive to develop an appropriate methodology for reporting on serious injuries, with a Maximum Abbreviated Scale of 3 or more (MAIS3+). Serious injury figures are estimated by converting hospital data to MAIS3+ but have been found to be lower than that of police data – a counterintuitive finding. Matching hospital and police data continues to be

the long-term goal. Further collaboration of AGS and the HIU is required to progress with this complex work.

In Ireland, official road crash data is generated by two agencies. Members of the AGS complete detailed road crash reports, which are subsequently forwarded to the RSA for analysis and publication. Reporting of fatalities is comprehensive in Ireland; however, historically, serious injury collisions have been found to be likely to be underreported.

As of 1 January 2014, the reporting and collection of road crash data moved from a paper-based system to an electronic format. This system allows a two-way validation process between AGS and the RSA, which will improve recording in terms of the number of variables collected and the accuracy of the data.