



IRELAND

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Ireland recorded 140.0 road deaths in 2019 – 72 fewer fatalities than in 2010. Roads in Ireland are among the safest in Europe, with a mortality rate of 2.8 traffic deaths per 100 000 inhabitants in 2019. The government’s Road Safety Strategy 2013-2020 has established a fatalities reduction target of no more than 25 traffic deaths per one million inhabitants (i.e. 124 fatalities or less) by 2020. An annual reduction of 11% is required to achieve the target on time.

Impact of Covid-19

In response to the Covid-19 pandemic, Ireland introduced lockdown measures on 13 March 2020, which affected the movement of people and goods on the road and in turn the exposure to road crashes.

As an illustration, the number of road deaths decreased by 36% in April 2020, compared with the average for 2017-19. Total traffic volumes in 2020 (up to 18 December) were approximately 25-30% below 2019 levels for the equivalent number of days.

Table 1. Road fatalities by month

	Average 2017-19	2020	% change
January	14	9	-35.7
February	12	19	58.3
March	15	17	13.3
April	11	7	-36.4
May	8	6	-25.0
June	14	13	-7.1
July	11	10	-9.1
August	10	15	50.0
September	14	18	28.6
October	10	13	30.0
November	12	12	0.0
December	15	10	-33.3

Trends

Ireland registered **two more road deaths in 2019 than the previous year**. In 2019, 140 persons lost their lives in traffic crashes in Ireland. In 2018, 138 road deaths were reported, an 11% decline on the 155 fatalities recorded in 2017.

The **longer-term trend for road deaths** in Ireland has shown significant progress. Between 2000 and 2019, the number of annual road fatalities fell by 66%.

Country Profile

Population in 2019: 4.9 million

GDP per capita in 2019: USD 79 258

Cost of road crashes: 0.35% of GDP (2018)

Registered motor vehicles in 2019: 2.87 million (cars 77%; goods vehicles 13%; motorcycles 1%)

Volume of traffic : +32% between 2000 and 2018

Speed limits: 60 km/h on arterial roads; 30/50 km/h on urban roads in built-up areas; 80 or 100 km/h on rural roads; 120 km/h on motorways

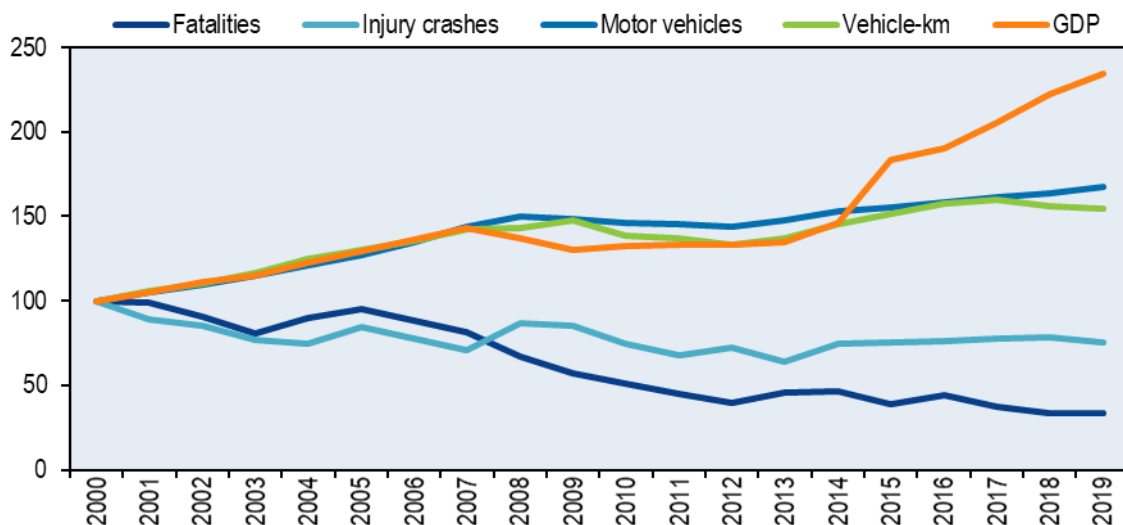
Limits on Blood Alcohol Content (BAC): 0.5 g/l for general drivers; 0.2 g/l for professional drivers, novice drivers and learner drivers

The number of **traffic deaths per 100 000 inhabitants** in Ireland fell by 75% between 2000 and 2019. In 2019, 2.8 traffic deaths per 100 000 inhabitants were recorded, compared to 11.0 in 2000. By comparison, the average in the European Union was 5.1 deaths per 100 000 inhabitants in 2018.

Measured as **traffic deaths per billion vehicle-kilometres** (vkm) driven, Ireland's fatality risk showed similar progress in the long term. In 2018, this metric stood at 2.9, 74% lower than in 2000.

Ireland recorded 0.5 **road fatalities per 10 000 registered vehicles** in 2019. This represents a decrease of 80% compared to the year 2000, when the rate of deaths to registered vehicles stood at 2.5.

Figure 1. Road safety, vehicle stock, traffic and GDP trends
Index 2000 = 100



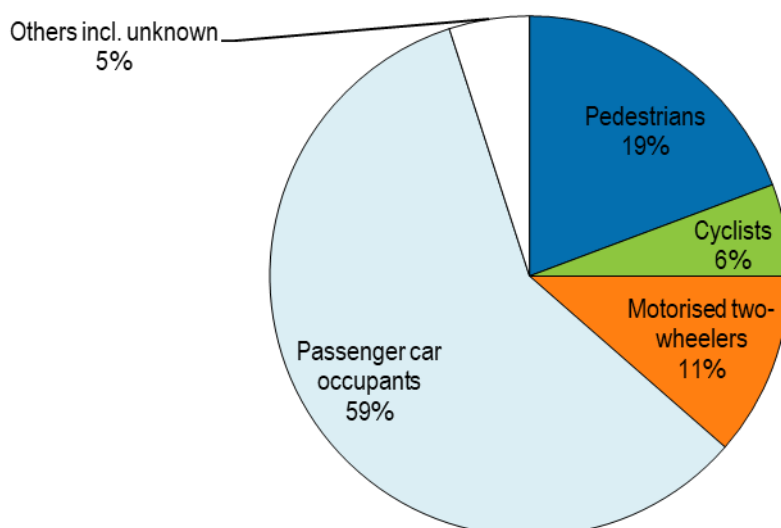
The picture for **fatalities by road user groups** shows that passenger car occupants continue to be the group the most affected by road crashes. In 2019, passenger car occupants accounted for 59% of all road fatalities, followed by pedestrians (19%), motorised two-wheelers (11%) and cyclists (6%).

The largest increase in 2019 occurred among passenger car occupants, who suffered 22 more deaths (+37%) than in 2018. Users of motorised two-wheelers experienced one more death in 2019 compared to 2018. All other road user groups saw reductions in total road fatalities in 2019. Pedestrians recorded 15 fewer deaths, and cyclists recorded one fewer fatality year-on-year.

The long-term trend shows that traffic in Ireland has become safer for all road user groups. Passenger car occupants saw the most substantial decline, with 69% fewer road fatalities in 2019 than in 2000. Pedestrians suffered 68% fewer fatalities, and riders of motorised two-wheelers saw road deaths dropping 59% over this period.

Cyclists have had the smallest decrease in the number of traffic deaths. In 2000, ten cyclists were killed on Irish roads. This a misleadingly low figure that does not reflect the fatality numbers recorded throughout the 1990s, which were in the mid-teens and twenties. Since 2000, an average of ten cyclist deaths has been recorded per year. The lowest number was five fatal cycling crashes, reported in 2010 and 2013.

Figure 2. Road fatalities by road user group, 2019



Road deaths by age group in 2019 showed some changes compared to 2018. The 15-17 age group suffered three fewer casualties, whereas those aged 65-74 age had five more deaths than the previous year.

Looking at the longer-term trend since 2000, the number of road deaths has decreased for all groups. The most substantial fatality reductions over this period occurred among young people. All groups up to 25 years of age have had at least a 70% drop in annual fatalities since the start of this century.

Despite recent improvements, young people continue to be at high risk in road traffic. Of 100 000 Irish citizens in the 18-20 age bracket, 3.7 die in traffic every year. The road fatality rate is even higher for those aged 21-24, standing at 6.8 per 100 000.

That said, people above 75 are now the age group at highest risk. This age group suffers road fatalities at a rate of 7.5 per 100 000 persons – more than twice as much as Ireland's national average of 2.8 deaths per 100 000 inhabitants.

Figure 3. Road fatality rates by age group, 2010-19
Deaths per 100 000 inhabitants according to age group

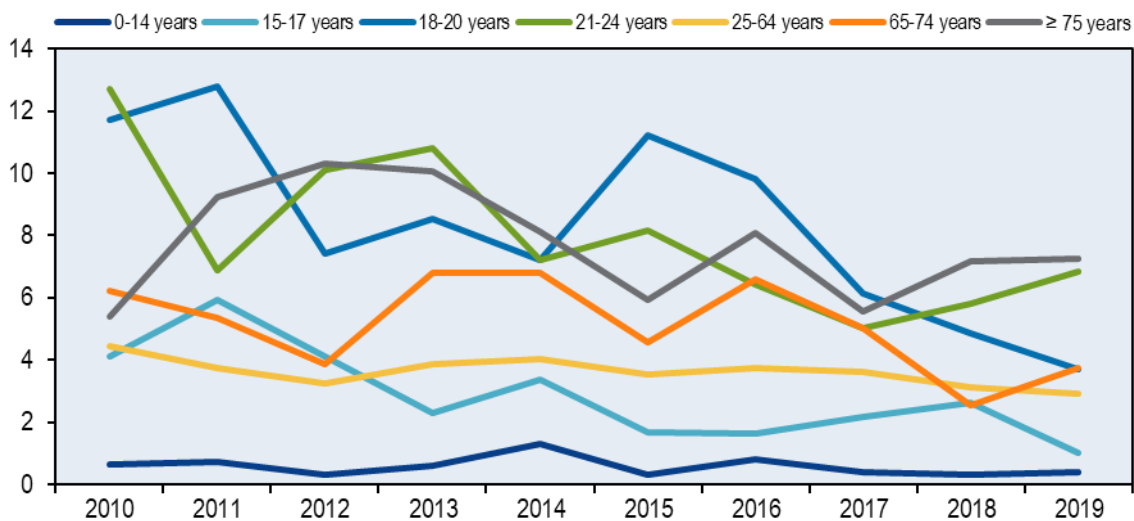
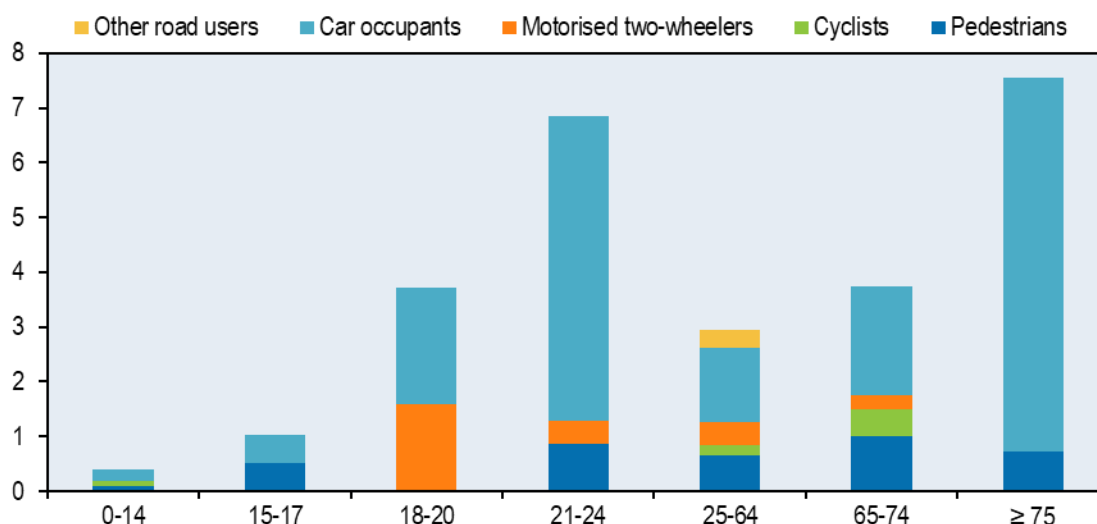


Figure 4. Road fatality rate by age and road user group, 2019
Fatalities per 100 000 inhabitants



Analysis of **fatalities by road type** shows that the rural road network claims the most victims in Ireland. In 2019, 72% of deaths occurred on rural roads, 22% on urban roads and 6% on motorways. This repartition has remained relatively stable in recent years.

In 2019, the number of road deaths year-on-year increased 26.3% on rural roads, whereas road deaths decreased 35.4% on urban roads and 20% on motorways.

From 2000 to 2019 fatalities fell 64% on rural roads and 75% in urban areas, while road deaths increased from six to eight on motorways over the same period.

Figure 5. Road fatalities by road type

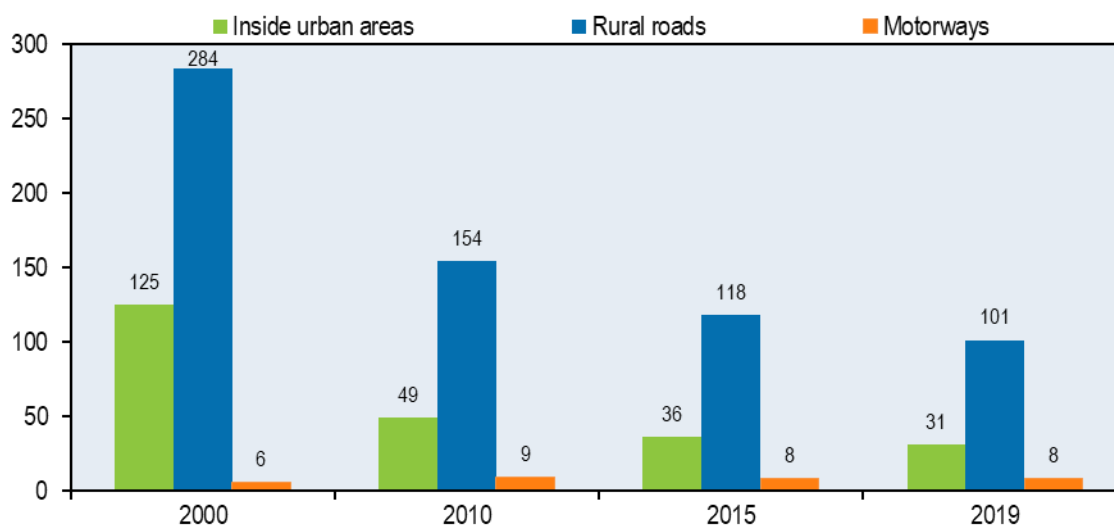
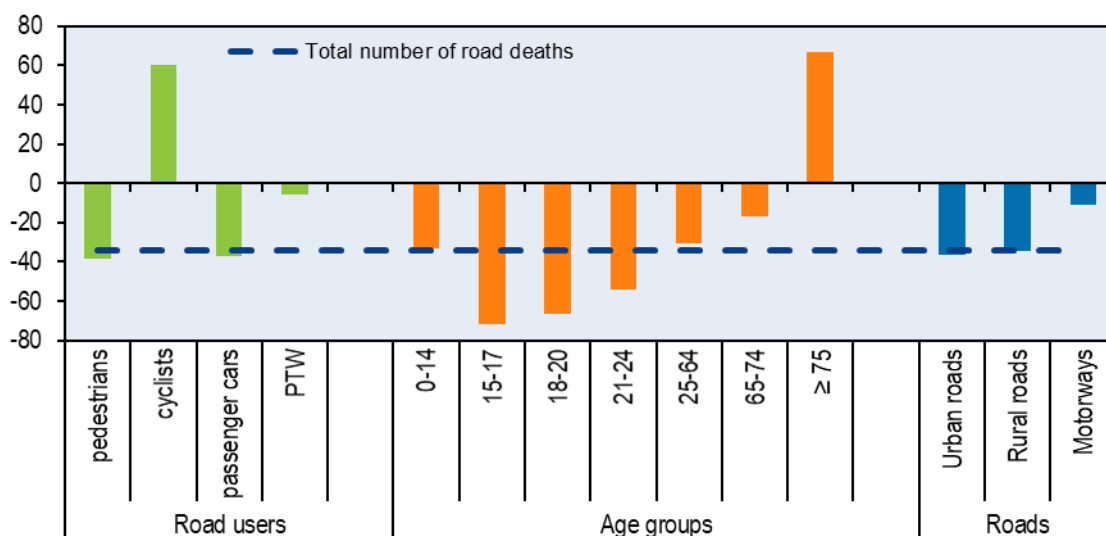


Figure 6. Evolution of road deaths by user category, age group and road type, 2010-19



Economic costs of road crashes

Traffic crashes represent a high cost for society. This is estimated at around EUR 1 billion, or 0.35% of Ireland's GDP, for 2018 alone. The cost of collisions was assessed in the Common Appraisal Framework for Transport (CAF) projects carried out by Ireland's Department of Transport, Tourism and Sport (2016). Collision values depend on income; therefore, the change in collision value over the evaluation time horizon should follow the growth in real Gross National Product (GNP) per person employed.

Table 2. Costs of road crashes, 2018

Type of collision	Unit cost [EUR] inflated to 2018	Number of collisions (2018)	Total [EUR]
Fatal	2 774 974	131	363 521 545
Serious	398 020	1 194	475 236 422
Minor	37 352	4 763	177 907 336
Material damage	3 003	41 375	124 231 263
Total			1 140 896 566
Total as % of GDP (constant prices)			0.35%

Behaviour

The behaviour of road users is an important determinant of a country's road safety performance. **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 actions of the deceased prior to the fatal collision. Of the 387 driver and motorcycle driver fatalities from 2013-17 for whom a record of their pre-collision actions is available, 24.5% were exceeding the speed limit or driving at an unsafe speed for the road or prevailing conditions.

A survey in 2018 measured the free speed of 16 672 vehicles, in other words the speed at which they chose to travel when unconstrained by road geometry, weather or traffic conditions. The percentage of car drivers breaking the speed limit was 52% on urban roads, 27% on rural roads, 23% on motorways and 44% on dual carriageways.

In a 2019 national survey of 742 motorists aged above the national car licensing age (17 and over), 13% admitted to being penalised for driving over the speed limit in the preceding three years. Between 41% and 54% of motorists surveyed reported exceeding the speed limit by less than 10 km/h. Between 21% and 41% of motorists reported exceeding the speed limit by 10 km/h to 19 km/h.

Table 3. Passenger car speed limits by road type, 2020

	General speed limit	Percentage of drivers speeding (2018)	Average free speed (2018)
Urban roads	≤60 km/h ¹	52	61 km/h on urban arterial roads 61 km/h on urban national roads
Rural roads	80 km/h or 100 km/h	27 on all rural roads 44 on 100 km/h dual carriageways 50 on 80 km/h regional roads	100 km/h on dual carriageways (limit: 100 km/h)
Motorways	120 km/h	23	112 km/h

¹ The speed limit can be 60 km/h on arterial roads or 30 km/h in built-up areas.

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 (RSA, 2020). This report revealed that, of the 600 RTC fatalities with a toxicology result available, 36.5% (219) had a positive toxicology for alcohol. Of the 379 driver/motorcycle driver fatalities with a toxicology result available, 35.6% (135) had a positive toxicology for alcohol. Of the 107 pedestrian fatalities with a toxicology result available, 45.8% (49) had a positive toxicology for alcohol.

The 2018 Driver Attitude and Behaviour Survey is a nationally representative sample of 1035 motorists over 17, the national car licensing age. Of these motorists, 8% of drivers said they had driven after having consumed alcohol during the past 12 months. Of these, 42% said they had had at least two or more drinks on the most recent occasion.

Following several decades of successful efforts to understand and reduce the magnitude of drink-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, *An Garda Síochána* (AGS, Ireland's police force) can establish roadside Mandatory Intoxicant Checkpoints (MIT) to test drivers for the presence of both alcohol and drugs, which include cannabis, cocaine, opiates and benzodiazepines. Since 13 April 2017, AGS have 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 (MBRS) to complete a report examining driver/motorcycle driver fatalities from 2013 to 2017 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, 9.8% had a positive toxicology for cocaine, and 7.4% had a positive toxicology for cannabis. A report on this is anticipated to be published in 2021.

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 the 2017 survey, 4.5% of the drivers observed were using their mobile phones.

In a 2019 survey of 1 035 drivers' attitudes and behaviour, 12% of drivers said they drive and talk on a handheld mobile phone at least sometimes, and 6% said they drive and text at least sometimes.

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. The government's road safety strategy has a target of 100% compliance for seat belt wearing rates among adults and children.

A 2018 observational survey of seat belt wearing showed that the overall seat belt wearing rate for adults 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 (RSA, 2017). 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 2019 fatal crashes found that 27% of vehicle occupant fatalities were not wearing a seat belt, rising to 34% when unknowns are removed. This indicates that 22 fatalities may have been prevented had a seat belt been worn.

In the above-mentioned 2019 survey of 1 035 drivers' attitudes and behaviour, respondents were asked how often they wore a seat belt as a driver, front passenger and rear passenger. A full 98% of drivers, 97% of front passengers and 87% of rear passengers said they always wore one. Only 84% of drivers said they always insist that seat belts are worn by those in the rear of their car, compared to 95% who said they always insist they are worn by those passengers in the front.

Table 4. Seat belt wearing rate by car occupancy and road type
Percentages

	2011	2014	2018
Front seats			
Driver	94	92	94
Passenger	94	93	95
Urban roads (driver)	95	94	93
Rural national roads (driver)	92	89	95
Rear seats			
General	90	88	89

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 own bikes wore a helmet, while 22% of those using the public bike scheme wore helmets.

Road safety management and strategies

Responsibility for the organisation of road safety in Ireland lies with the RSA. It is a state agency under the aegis of the Department of Transport, Tourism and Sport, tasked with improving safety on Irish roads in order to reduce road death and injury resulting from road crashes. The RSA co-operates and co-ordinates with stakeholders, including: the Department of Transport, Tourism and Sport; AGS; Transport Infrastructure Ireland; the Medical Bureau of Road Safety; the Department of Justice; and the Department of Equality, Education and Skills.

The RSA is currently operating under the framework of the **Road Safety Strategy 2013-2020**. The strategy sets out comprehensive targets and identifies 144 actions to be completed over the course of the strategy.

The Road Safety Strategy has set out a target of a reduction in road collision fatalities on Irish roads to 25 per one million inhabitants (i.e. 124 fatalities or less) by 2020. This is required to close the gap between Ireland and the safest countries. To reach the target of 124 or fewer fatalities by 2020, an 11% reduction in fatalities will be required from 2019 on.

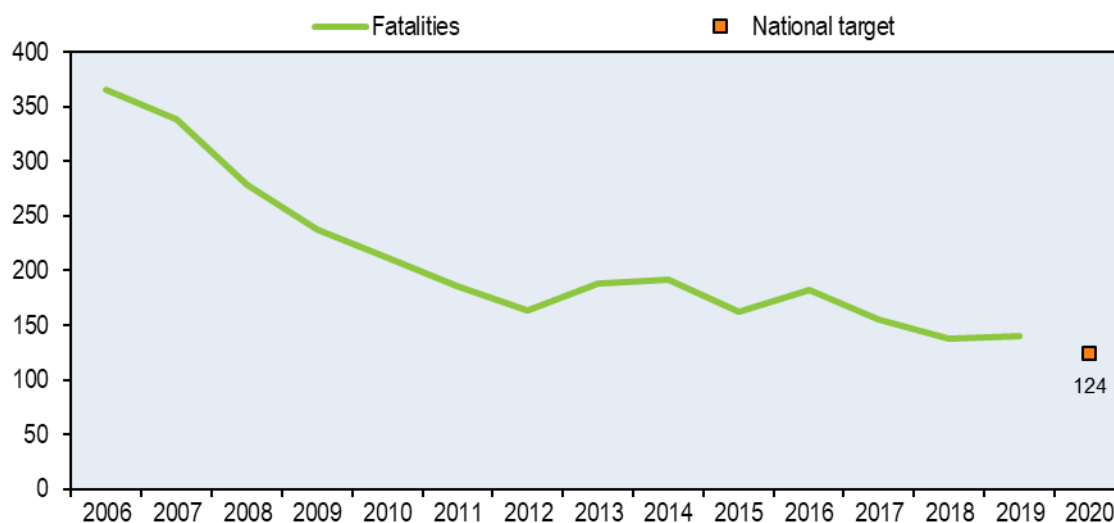
Annual reviews of the strategy are on-going. Progress in implementing the strategy is reported to the Minister for Transport, Tourism and Sport in the Road Safety Strategy report, which is informed by consultation with the major stakeholders.

A mid-term evaluation of the strategy was conducted in November 2016 and published by the RSA. There was agreement among all stakeholders that there was a need to renew the commitment to meeting the existing target of 124 fatalities or less by 2020. The focus to the end of 2020 will be on the main behaviours that have been proven to contribute to fatal collisions on Irish roads in recent years.

Work got underway in 2020 on development of the next government Road Safety Strategy, which will be ten years in duration. This work happens concurrent to an evaluation of the existing strategy, which ended in 2020.

The RSA international conference was held in June 2019, with the theme **Best Practice in Road Safety Strategy Development**. A number of high profile speakers from international bodies and best practice countries presented on the day, with a view to sharing their knowledge and experience. This conference was a precursor to the work that took place in 2020, when development of the next government Road Safety Strategy began (the 2020 RSA international conference was postponed due to the Covid-19 pandemic).

Figure 7. Trends in road fatalities towards national target



Measures

Several measures to improve road safety management are on-going or have recently been put in place.

Road safety management: The penalty point system has proved to have been an effective deterrent in changing road users' behaviour for the better over the past decade. The system needs to be continuously reviewed and updated. It was extended over the course of the Road Safety Strategy 2013-2020 to cover new safety-related traffic offences and continues to be updated.

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.

Road users

The mid-term evaluation identified 22 new actions to be implemented by 2020. Two of these actions are considered to be in the category of having the most life-saving potential:

- increased penalties for speeding, mobile phone use, non-wearing of seat belts, and having unrestrained children in a vehicle
- extension of the fixed-charge notice system for road transport offences.

The RSA runs a number of high-profile campaigns aimed at targeting the main factors and at-risk groups involved in road collisions each year. In 2019 these included one aimed at learner drivers where joint enforcement and awareness campaigns with the police were

supported by radio, digital, social media and TV. There was also drink driving, driver fatigue and seat belt safety campaigns aired across multiple media platforms.

The cyclists safe pass campaign also took place in 2019. It was developed in 2018 to encourage drivers to observe a minimum passing distance of 1 m when overtaking cyclists on roads with a 50 km/h speed limit and 1.5 m on roads with higher speed limits.

In 2019, a four-part road safety series called *Now You See Me*, sponsored by the RSA, aired on Irish television. The series looked at vulnerable road users, in particular cyclists.

While Ireland does have vehicle exposure data available, there is a recognition that risk exposure data for vulnerable road users (VRUs), in particular, is required. As a result of referencing exposure data as part of action 123 of the Road Safety Strategy 2013-2020, work is underway with an international expert on a long-term project to address this deficit. Irish stakeholders holding travel pattern data are involved to address the gaps in this data.

Cycle Right training for primary school children was introduced in 2017. A total of 23 000 primary school children completed the training in 2019, an increase of 4 000 on the previous year. An adult programme was also delivered in 2019 in partnership with South Dublin County Council, Go Ahead Ireland and Cycling Ireland. This programme included putting professional drivers on bicycles so they could experience decision making from a cyclist's point of view.

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 (HSA) assists 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 identified as a key challenge in the Road Safety Strategy.

Each year a series of Driving for Work seminars is hosted by the three agencies. Employers and employees have an opportunity to learn how best-practice companies manage work-related vehicle safety. The benefits are not confined to risk management and safer drivers, but also financial savings and the protection of business reputations. In 2019, the seminars focused on the Grey Fleet, that is, privately-owned vehicles used for business travel. A Driving for Work website hosts a range of resources and tools, including an e-learning course to assist, inform and educate employers.

In 2019, the RSA hosted 12 road-safety awareness training seminars across Ireland with AGS. A total of 334 members of the police force attached to the National Roads Policing Unit took part.

In 2018, the RSA launched an [Oculus Rift virtual reality \(VR\) experience entitled Consequences](#). Using VR technology, the RSA has been able to put someone in the shoes of a driver who makes a foolish decision to drink and drive and experience first-hand the terrible consequences of drink driving. This VR campaign won a number of awards in 2019.

The RSA teamed up with the Gaelic Players Association and the Women's Gaelic Players Association for a three-year collaboration on road safety awareness. The aim of which is to promote positive road safety behaviours to younger road users who both play and support Gaelic games in Ireland.

Vehicles

The RSA have been preparing for the introduction of connected automated vehicles (CAV) in Ireland. In 2019, it started developing a CAV deployment strategy, which will examine the future impact of CAV on day-to-day services.

The RSA's Vehicle Standards department was involved in the development of the 2019 General Safety Regulation on Motor Vehicles through the Council Working Group in the EU.

Ireland has adopted a strategic approach to enforcement through a combination of roadside and premises inspections targeting high-risk operators, based on data collected over a rolling three-year period. These promote and encourage operators and drivers to maximise their compliance with legislation and deliver outcomes for the benefit of road safety. Roadside inspections are carried out in collaboration with AGS, who assist inspectors checking vehicles for compliance with minimum roadworthiness standards. They also verifying the tachograph, operator licensing, Certificate of Professional Competence (CPC) requirements and the drivers for compliance with drivers' hours. Together, they inspected approximately 11 500 commercial vehicles and 2 500 drivers in 2019. Approximately 10% of inspections focused on out-of-state vehicles and drivers using Irish roads through a combination of national and cross-border operations. These were organised in collaboration with the Driver and Vehicle Agency (DVA) in Northern Ireland and the Driver and Vehicle Standards Agency (DVSA) in the UK. Of the 11 500 vehicles inspected for roadworthiness, approximately 1 500 were buses, with a specific emphasis on school buses, which tend to be older and therefore more prone to developing mechanical defects between consecutive roadworthiness tests. RSA inspectors also collaborated with AGS in 2019 in organising two national tyres days, focusing on tyre condition during roadside checks across all vehicle categories.

Infrastructure

There is acknowledgement that cycling infrastructure in Ireland is not sufficiently developed, especially compared to that in some European countries, such as the Netherlands and Denmark. That said, funding under two cyclist infrastructure programmes increased in 2019 by around 30% and will include the development of a segregated cycle track through Dublin city called the Liffey Cycle Route.

A new action in the mid-term evaluation of the Road Safety Strategy is designed to encourage greater implementation of the 30 km/h speed limits in locations with high concentrations of vulnerable road users.

Post-crash response

Emergency Services Driving Standard (ESDS) is the driving standard for emergency services drivers in Ireland. ESDS was introduced in 2015 and has three levels, the highest of which is for those who by law can drive using blue lights and sirens in emergency response situations. It was delivered in response to actions 36 and 37 of the Road Safety Strategy 2013-2020, which required the development of an ESDS Syllabus for front-line personnel required to drive emergency vehicles. The standard is voluntary but has been adopted by many emergency services, including the fire services and AGS. In 2019, results from a survey of ESDS-certified drivers found the vast majority (99%) believed there was a definite road-safety benefit from doing the training.

In February 2018, the Health Service Executive published a report entitled A Trauma System for Ireland, detailing a coordinated and integrated system of trauma care in Ireland. The report takes a whole holistic approach, addressing all elements of the trauma care pathway, including prevention, pre-hospital care, acute hospital care, rehabilitation and supported discharge. The new trauma system will consist of two trauma networks, each of which will have a major trauma centre and a number of trauma units. The two major trauma centres will provide the highest level of specialist trauma care to the most severely injured patients on a single hospital site. Trauma units will deliver more general trauma care to the majority of patients who do not need the specialist expertise of a major trauma centre.

Definitions, 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.

Resources

Recent Research

Analysis of Road User Groups:

<http://www.rsa.ie/en/RSA/Road-Safety/RSA-Statistics/Collision-Statistics/Analysis-of-Road-Users/>.

Contributory Factors in Fatal Collisions: <http://www.rsa.ie/en/RSA/Road-Safety/RSA-Statistics/Collision-Statistics/Contributory-Factors/>.

Observation Studies: <http://www.rsa.ie/en/RSA/Road-Safety/Our-Research/Surveys--Consultations/Observational-Surveys1/>.

Provisional reviews:

<http://www.rsa.ie/en/RSA/Road-Safety/RSA-Statistics/Collision-Statistics/Provisional-Reviews/>.

Seatbelt Surveys:

<http://www.rsa.ie/en/RSA/Road-Safety/Our-Research/Surveys--Consultations/Seatbelts-/>.

Speed Surveys:

<http://www.rsa.ie/en/RSA/Road-Safety/Our-Research/Surveys--Consultations/Speed/>.

Websites

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

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

Road Safety Strategy 2013-2020:

http://www.rsa.ie/Documents/About%20Us/RSA_STRATEGY_2013-2020%20.pdf.

Penalty points: <http://www.rsa.ie/RSA/Licensed-Drivers/Penalty-points/>.

Rules of the Road: <http://www.rotr.ie>.

RSA Report of the Mid-term Evaluation:

<http://www.rsa.ie/Documents/About%20Us/Road%20Safety%20Strategy%202013-2020%20Report%20of%20Mid%20Term%20Evaluation.pdf>.

Campaigns:

[http://www.rsa.ie/RSA/Road-Safety/Campaigns/Current-road-safety-campaigns/.](http://www.rsa.ie/RSA/Road-Safety/Campaigns/Current-road-safety-campaigns/)

References

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https://www.rsa.ie/Documents/Fatal%20Collision%20Stats/Contributory_Factors_in_Fatal_Collisions/Road%20Deaths%20and%20Alcohol%202013-2017.pdf.

RSA (2017), "RSA observational study 2017 – Seat belt wearing",

<http://www.rsa.ie/Documents/Road%20Safety/Seatbelts/Seat%20belt%20wearing%20017%20.pdf>.

Road safety and traffic data

	1990	2000	2010	2017	2018	2019	2019 % change over			
							2018	2010	2000	1990
Reported safety data										
Fatalities	478	415	212	155	138	140	1.4%	-34.0%	-66.3%	-70.7%
Injury crashes	6 067	7 757	5 780	6 007	6 098	5 824	-4.5%	0.8%	-24.9%	-4.0%
Deaths per 100,000 population	13.6	11.0	4.7	3.2	2.8	2.8	0.0%	-39.9%	-74.5%	-79.5%
Deaths per 10,000 registered vehicles	4.5	2.5	0.9	0.6	0.5	0.5	-2.4%	-42.7%	-79.6%	-88.9%
Deaths per billion vehicle kilometres	19.2	11.5	5.0	3.2	2.9	3.0	1.9%	-40.3%	-74.0%	-84.4%
Fatalities by road user										
Pedestrians	150	85	44	31	42	27	-35.7%	-38.6%	-68.2%	-82.0%
Cyclists	46	10	5	14	9	8	-11.1%	60.0%	-20.0%	-82.6%
Moped riders	41	39	17	19	15	16	6.7%	-5.9%	-59.0%	-61.0%
Passenger car occupants	206	260	130	78	60	82	36.7%	-36.9%	-68.5%	-60.2%
Other road users	35	21	16	13	12	7	-41.7%	-56.3%	-66.7%	-80.0%
Fatalities by age group										
0-14 years	46	22	6	4	3	4	33.3%	-33.3%	-81.8%	-91.3%
15-17 years	28	23	7	4	5	2	-60.0%	-71.4%	-91.3%	-92.9%
18-20 years	56	63	21	11	9	7	-22.2%	-66.7%	-88.9%	-87.5%
21-24 years	53	54	34	11	13	16	23.1%	-52.9%	-70.4%	-69.8%
25-64 years	193	195	109	91	80	76	-5.0%	-30.3%	-61.0%	-60.6%
65-74 years	..	16	18	19	10	15	50.0%	-16.7%	-6.3%	..
≥ 75 years	..	28	12	15	18	20	11.1%	66.7%	-28.6%	..
Fatalities by road type										
Urban roads	167	125	49	43	48	31	-35.4%	-36.7%	-75.2%	-81.4%
Rural roads	310	284	154	108	80	101	26.3%	-34.4%	-64.4%	-67.4%
Motorways	1	6	9	4	10	8	-20.0%	-11.1%	33.3%	700.0%
Traffic data										
Registered vehicles (thousands)	1 054	1 667	2 438	2 685	2 729	2 791	2.3%	14.5%	67.4%	164.8%
Vehicle kilometres (millions)	24 896	30 483	42 166	48 754	47 545	47 072	-1.0%	11.6%	54.4%	89.1%
Registered vehicles per 1,000 population	300.5	445.8	531.1	559.3	562.6	572.1	1.7%	7.7%	28.3%	90.4%