



RSA

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



Speed as a Factor in Fatal Collisions

Ireland 2008-2012



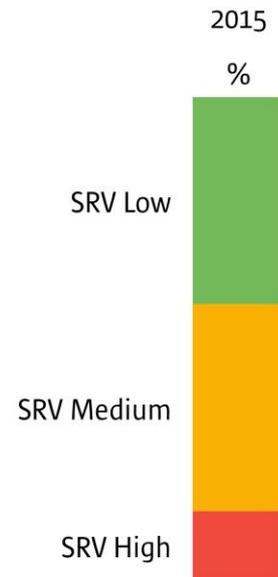
RSA

SAFER ROADS.
ONLY YOU CAN GET US THERE.

Attitudes and Behaviour Study, 2015

- Exceed **50km** speed limits by **less** than **10km**
- Exceed **100km** speed limits by **less** than **10km**
- Exceed **50km** speed limits by **more** than **10km**
- Overtake** the car in front even when it keeps appropriate speed (on roads with 100km or 120km speed limit)
- Exceed **100km** speed limits by **more** than **10km**
- Break** traffic **rules** to proceed faster
- Drive faster to **catch up** on an appointment

2015
%
45
34
24
19
19
15
27



Base: All Motorists N=1,073

Driver Attitude and Behaviour Study, 2015

Attitude Towards Speeding

- 11% of motorists admitted to being fined or punished in another way for breaking the speed limit in the past 3 years (27% SRV High).
- 27% had a collision or near miss in last 5 years (18% collision / 42% near miss SRV High).
- Between 44% and 54% of motorists consider low level speeding broadly acceptable (exceeding speed limits by less than 10km per hour).
- Between 16% and 23% of motorists consider higher level speeding broadly acceptable (exceeding speed limits by more than 10km per hour).

Attitudes Towards Enforcement

- 75% said likely to encounter speed camera on a long distance journey
- 40% said speed rules checked sufficiently
- 20% said penalty for speeding is too severe
- 41% don't think should be more severe

Background - Excessive Speed as a Factor

- Over the time period 2008 to 2012, **983 fatal collisions** occurred on Irish roads claiming the lives of **1,077 people**.
- This report examines **867 of the fatal collisions** which occurred during this time period.
- Focus on **excessive speed** for the road or conditions as a factor in fatal collisions.

Methodology

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

Report is based on an analysis of the completed Garda investigation file where the full circumstances

Of the 867, 274 (**32%**) were cited as having **excessive speed** for the road and conditions as a contributory factor to the collision.

Type, When and Where

Type:	When:	Where:	Conditions:
<ul style="list-style-type: none"> Over half (55.8%) of the collisions where speed as cited as a contributory factor involved a single vehicle only. Two thirds (76%) driving a private car, (17%) were driving a motorcycle and the remaining 7% were driving a van or HGV. 	<ul style="list-style-type: none"> 43% of the collisions where speed was a factor occurred between 9pm and 4am with a small dip between 10pm and 11 pm. Peak of 5.5% at rush hour (5-6pm). 46% where speed was a factor occurred on a Saturday and Sunday in the early hours of the morning. There was a slight peak in collisions involving excessive speed in July (11%) followed by October (10%). 	<ul style="list-style-type: none"> The top five counties where most collisions had speed cited as a factor were Donegal (8.4%), Cork (8%), Wexford (8%), Cavan (7%) and Galway (7%). Over Half (52%) on a regional route, a third (33%) on a national route. Over half of the collisions occurred in a zone with an 80 km speed limit while 12% occurred in a 50 km zone. 	<ul style="list-style-type: none"> The weather was recorded as dry at the time of the majority (86%) of speed related collisions. A quarter of collisions (27%) occurred on a wet surface. Over half of the collisions occurred when it was dark (56%).

Culpable Driver



The majority (**91%**) of the 274 drivers were male.



Half of the drivers (both male and female) were aged between **16 to 24 years**.



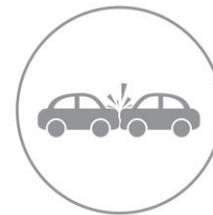
The median age of all drivers was **25 years** ranging from 16 to 85 years.



Over half of those driving a **private car (57%)** and **44%** of those driving **vans** were aged 16 to 24 years while half of the **motorcyclists were 25 to 34 years**.



Over half (**58%**) of the drivers involved in a single vehicle collision were aged between 16 and 24 years and a further quarter (**26%**) were aged between 25 and 34 years.



There was a fairly even distribution of drivers aged between 16 - 24 and 25 - 34 years (**36%** each) involved in two or more vehicle collisions.

Pre Crash Behaviour



Over a third of the vehicles driven by the culpable driver in the 274 collisions where speed was a factor were aged between 10-14 years.



When combined, 59% of the vehicles were **aged between 5 and 14 years**.



Twenty nine (**11%**) of the 274 vehicles ranged from being defective to unroadworthy condition.



Specifically, 11(**4%**) were driving a dangerously defective vehicle. A further 21 (**8%**) were rated as mechanically serviceable apart from the condition of the tyres.

Pre Crash Behaviour

Reason for Trip, Insurance and Licence:



The primary purpose was social (**84%**) occurring between the hours of **10pm and 4 am**.



A third (**32%**) had no record of insurance at the time of the collision. Two thirds (**68%**) of the drivers had a record of a licence at the time of the collision.



140 (**75%**) held a **full licence**, 31 (**17%**) were on a **Learner Permit** and 12 (**7%**) were **driving while disqualified**.



6% of all **private car** drivers and **11%** of all **motorcyclists** who had a record of a licence were disqualified at the time of the collision.



Of the 31 on a Learner Permit, 19 were on a first permit (6 unaccompanied), 4 were on a second permit (1 unaccompanied) and 1 was recorded as being expired. 11 held their licence permit for less than 6 months at the time of the collision.



5 of the drivers with a full licence had a previous record of endorsements or penalty points for speeding or had been previously disqualified. 4 of those driving while disqualified had a known history of disqualification.

Pre Crash Behaviour

- The primary manoeuvre being performed at the time of collision is coded as driving forward (82%).
- The main action indicated for the culpable driver was loss of control of the vehicle (70%), 6% had failed to observe, 6% were performing an improper overtaking manoeuvre, and 6% went to the wrong side of the road.
- The main other factors cited in the fatal collisions involved alcohol over the prevailing legal limit, a combination of illicit or prescription drugs, dangerous behaviour, driving defective vehicles, being distracted and inexperience where the driver was at the very early stages of their driving career.

Number of People Killed or Injured

- Overall, 322 people were killed and 74 were seriously injured where excessive speed was a factor.

	Fatalities	Serious Injuries	Minor Injuries
Driver	158	25	61
Motorcyclist	49	4	
Passenger	100	45	59
Cyclist	2	-	-
Pedestrian	13	-	-
Total	322	74	120

52 collisions where excessive speed was the sole factor indicated:

- 54 people were killed (48 drivers, 5 passengers and 1 pedestrian). 9 people were seriously injured (4 drivers, 5 passengers).

Summary



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%**).