



RSA

# Overview of Dangerous Driver Behaviours

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# Overview of national road safety data



## Collision data

Who, what, when, where

All road users

Initial investigation

Less detail



## Road user studies/SPIs

Self-report attitude and behaviour studies

Observational surveys



## Coronial data

Analysis of driver and motorcycle driver ('driver') fatalities that occurred during 2015-2019.

The RSA has coronial data for 362 of the 431\* drivers killed on Irish roads during 2015-2019 (84% coverage).



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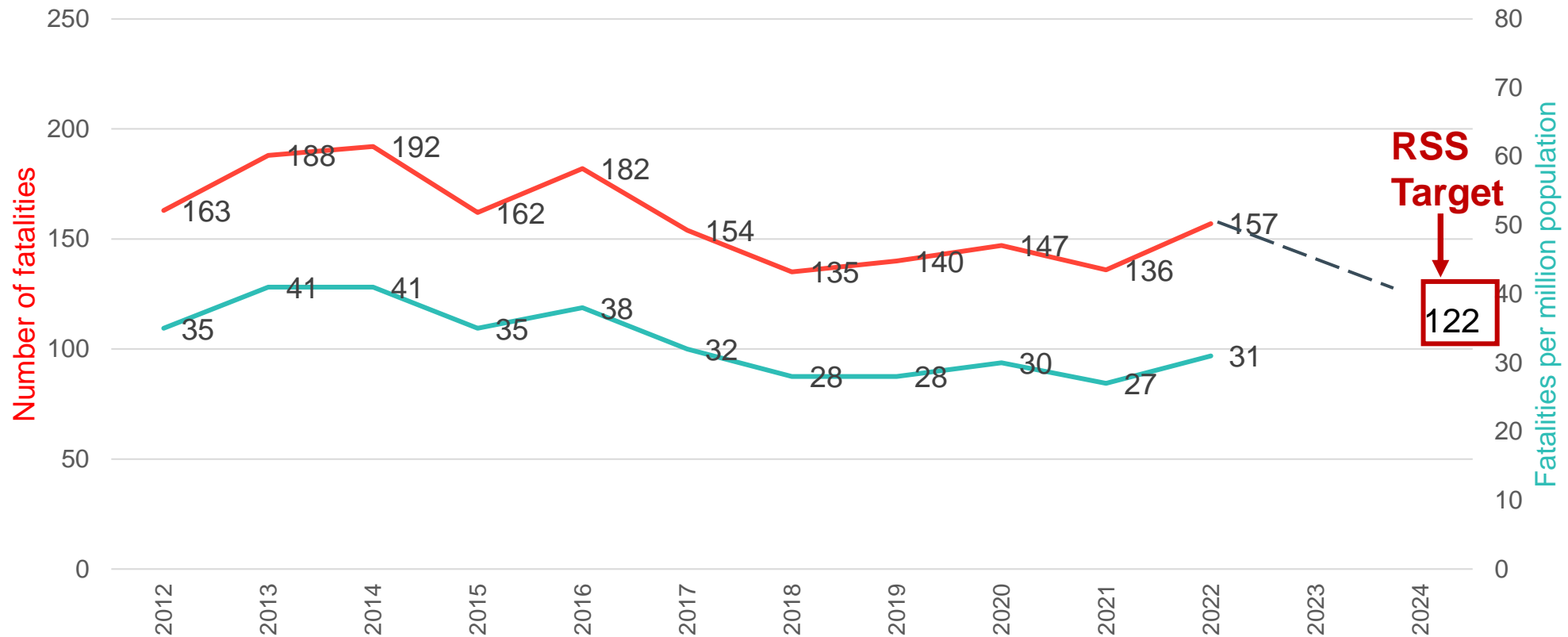
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# Overview of provisional fatality and serious injury data 2022

Figures current as of 15 May 2023

# Long term trend fatalities

Fatalities increased in 3 of last 4 years, (157 in 2022). Reaching the 2024 target of 122 a significant challenge.

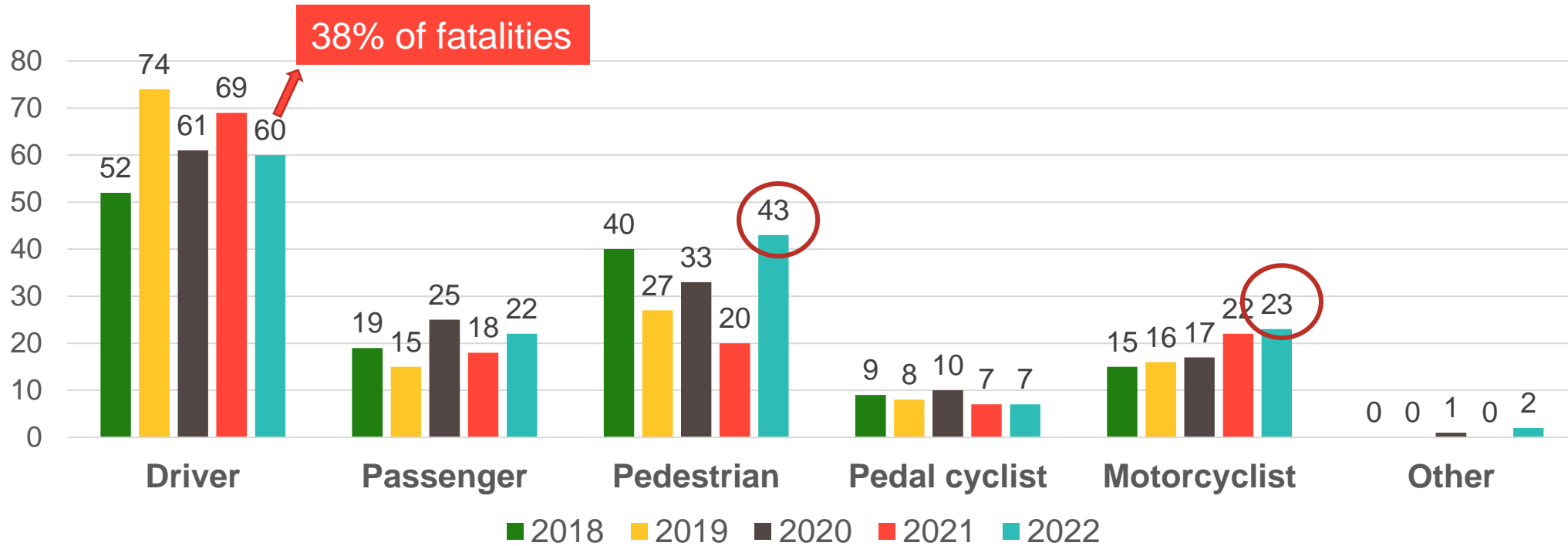


Figures for 2020 to 2022 are provisional and subject to change



# Road user profile last 5 years

Motorcyclist and pedestrian fatalities are highest in last 5 years

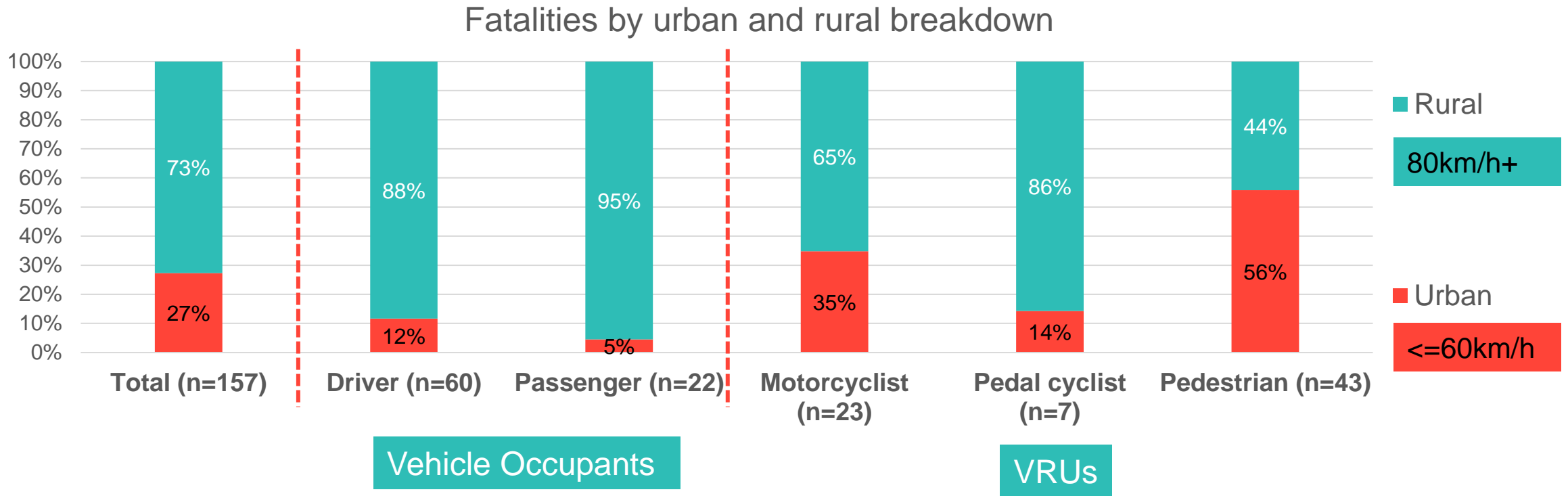


Figures for 2020 to 2022 are provisional and subject to change



# Fatalities on rural and urban roads

Higher speed rural roads most dangerous for vehicle occupants and motorcyclists

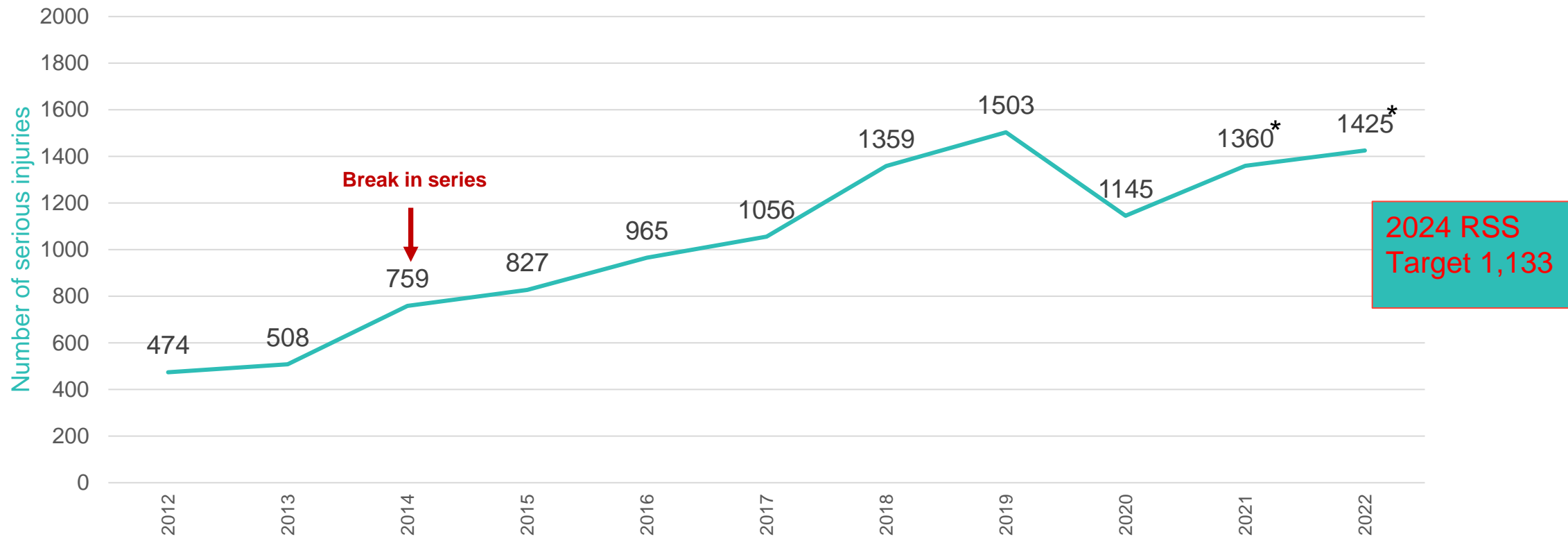


Figures for 2022 are provisional and subject to change. Two road users currently classified as "Other".



# Long term trend serious injuries

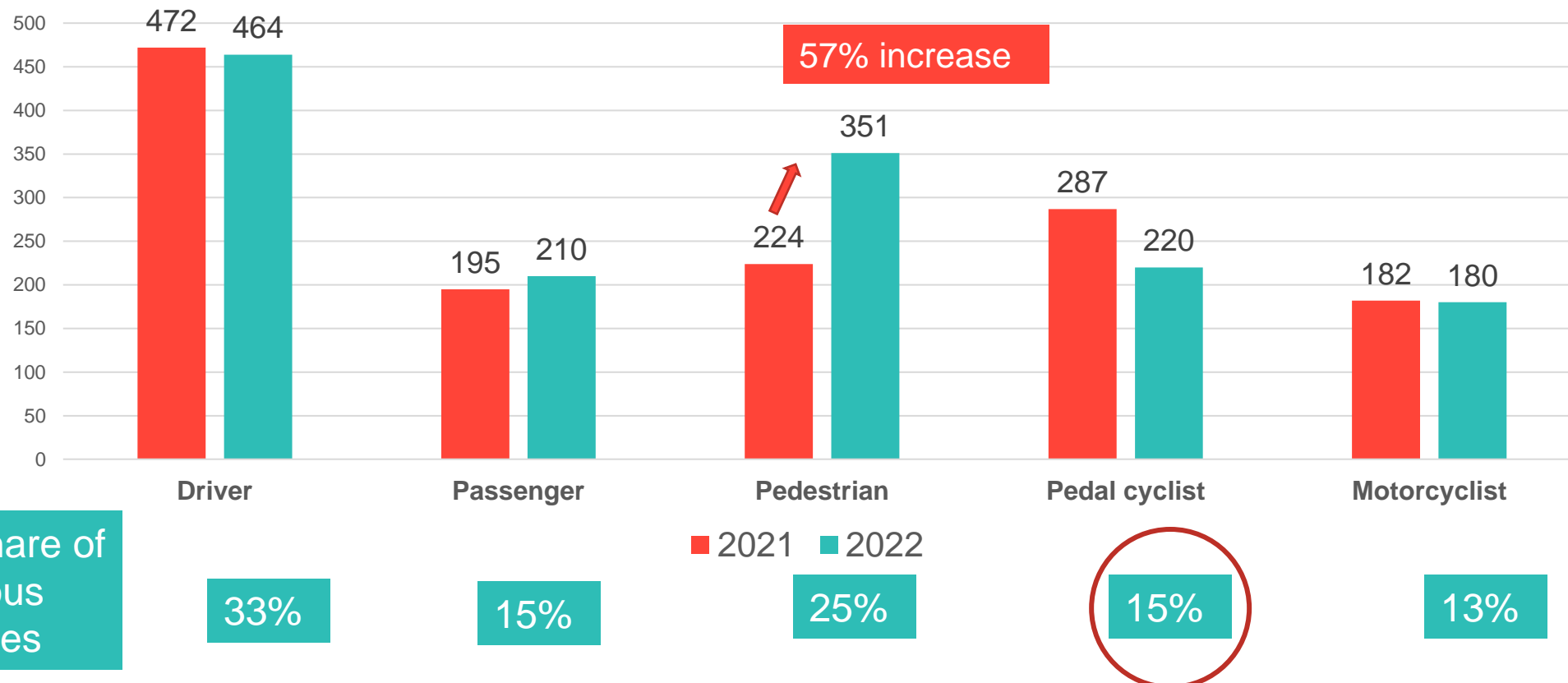
Nine serious injuries for every fatality in 2022.



\*2021 and 2022 serious injury data is provisional and subject to change. There can be significant fluctuations in serious injury numbers until such time as records are fully updated.

# Road user profile serious injuries

Significant increase in serious injuries among pedestrians in 2022, children feature strongly.



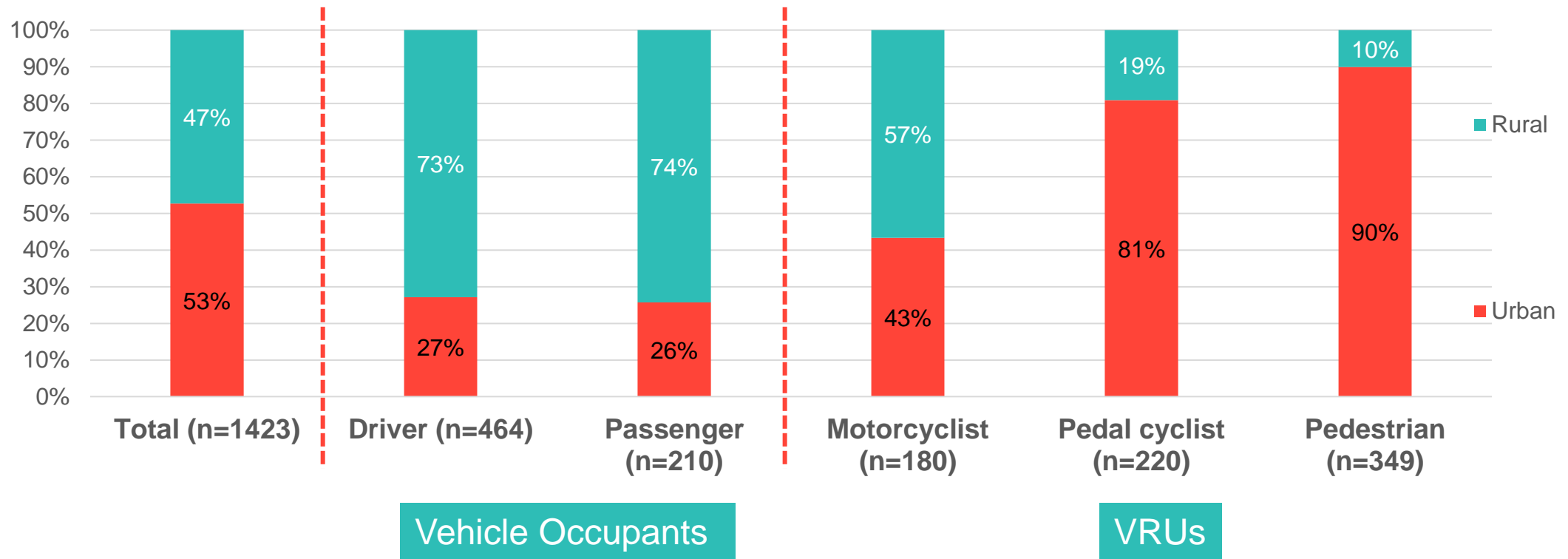
Figures for 2021 and 2022 are provisional and subject to change. Percentages do not add to 100% due to rounding of percentages.





# Serious injuries on rural and urban roads

Majority of cyclist and pedestrian serious injuries on urban roads, where speed non-compliance is often high.



Figures for 2022 are provisional and subject to change. Speed limit unknown for 2 casualties in 2022.



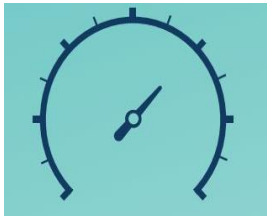
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# Overview of dangerous behaviours

# Dangerous behaviours influencing death and serious injury on our roads

## International evidence



**Speed (Safe Speeds)** - 5% reduction in average speed  $\approx$  30% reduction in fatal collisions (WHO, 2017).



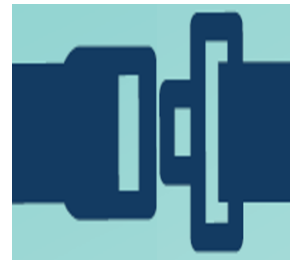
### Impaired Driving (Safe Road Use)

**Intoxicants** – Drivers with a BAC between 50-80mg alcohol per 100ml blood are between 5-10 times more likely to be involved in a fatal collision (ETSC, 2022).



### Impaired Driving (Safe Road Use)

**Distraction** - Approximately 4 times more likely to be involved in a collision (WHO, 2022).



### Protective Equipment (Safe Road Use)

**Seat belt wearing** – Wearing a seat belt reduces the risk of fatal or serious injuries by approx. 60% (ERSO, 2022).



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**Speed**

# SPI 5 – Safe Speed Speeding

Road Type	% Speeding	Sample Size
Urban Roads (50 km/h)	77%	9,203
Rural Roads (100 km/h)	29%	8,141
Motorways (120 km/h)	15%	14,654

- **75% of HGV drivers exceeded the speed limit on rural roads** (where the speed limit for HGVs is 80km/h) and almost **30% exceeded the speed limit on motorways** (where the speed limit for HGVs is 90km/h).
- There was a higher incidence of speeding in the early morning hours, e.g., the **4am-8am** time period.

## Methodology

- Observation study using both temporary (urban 50 km/h) and TII's permanent (rural 100km/h and motorway 120km/h roads) **automatic traffic counters**
- Fieldwork and traffic count data from **October 2021**
- Approach allowed for comprehensive data collection at all times across the entire week across a range of vehicle types



# Speeding

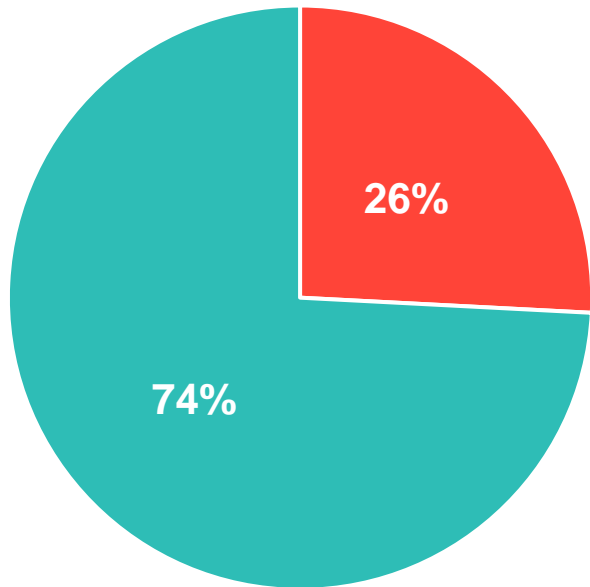
## Driver Attitude and Behaviour surveys, Base: All Motorists

Very Often/Often/Sometimes



# Driver fatalities who exceeded a safe speed (2015-2019)

N = 86



- Exceeding a safe speed
- Driving at a safe speed

- 333 of the 362 driver fatalities (2015-2019) had a record of their action(s) prior to the fatal collision\*.
- 26% (n = 86) of the 333 driver fatalities with a record of their action(s) were exceeding a safe speed.
- 87% of the 86 driver fatalities who exceeded a safe speed were **male**.
- 69% of the 86 driver fatalities who exceeded a safe speed aged **<35 years**.
- 76% of these 86 fatal collisions occurred during **Friday-Monday**, with 31% of them occurring on **Sunday**.
- 71% of these 86 fatal collisions occurred on **rural roads** (limits  $\geq 80\text{km/h}$ ).

*\*Up to 10 actions can be recorded per driver fatality.*



# Driver fatalities who exceeded a safe speed (2015-2019)

## Other dangerous behaviours

### Non-seat belt wearing

- ❑ 57 of the 86 driver fatalities who exceeded a safe speed were driving a vehicle with seat belts. 56 of the 57 driver fatalities had a record of whether or not they wore a seat belt.
- ❑ **55%** of those driver fatalities were **not wearing a seatbelt**.

### Alcohol

- ❑ 79 of the 86 driver fatalities who exceeded a safe speed had a toxicology result available.
- ❑ **56%** of those driver fatalities had a **positive toxicology for alcohol\***.

*\*A positive toxicology for alcohol was recorded where the BAC of the deceased was >20mg alcohol per 100ml blood (or equivalent in urine/vitreous humour).*





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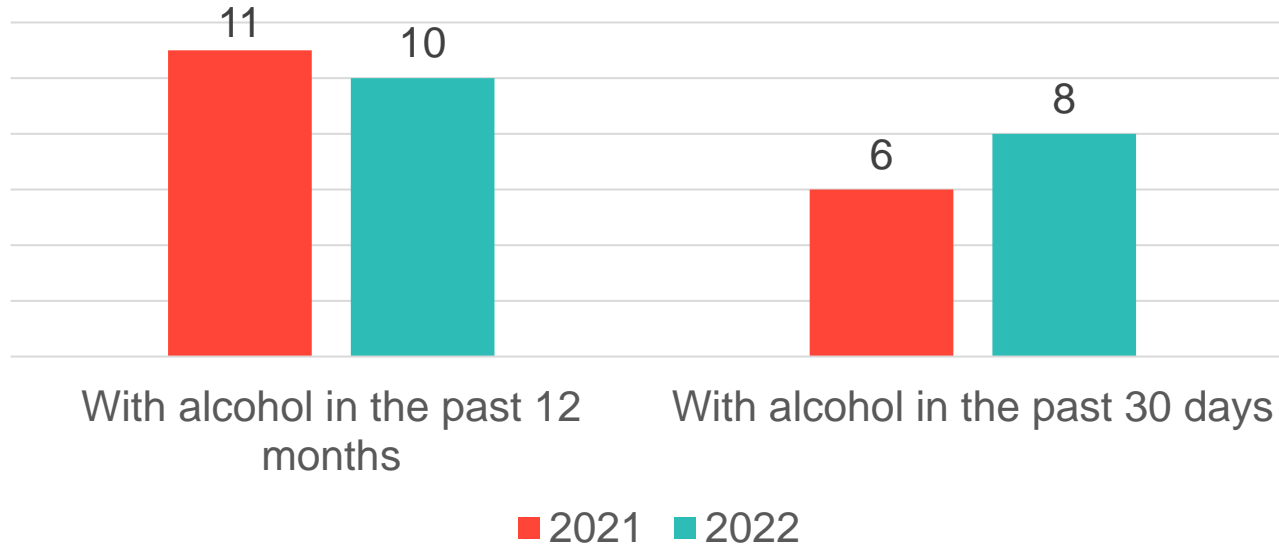
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# Intoxicated driving

Alcohol and other drugs

# SPI 15 – Safe Road Use

## Intoxicated driving with alcohol



When speaking to **weekly car drivers in the last 12 months** – 1 in 10 say they have driven after drinking alcohol

Similar to findings in the DAB where, between **2014 and 2021**, on **average 9% of drivers surveyed** drove after consuming any alcohol in the past 12 months

### Methodology

- Online self-report questionnaire
- Nationally representative sample of **1,013 car drivers aged 17+ who drive regularly (at least once a week)**.
- Fieldwork **November/December 2021 and December 2022**
- Over the last 12 months/30 days, how often did you as a CAR DRIVER, drive after drinking alcohol?



# Impaired driving with alcohol

DAB 2014 – 2021, All motorists

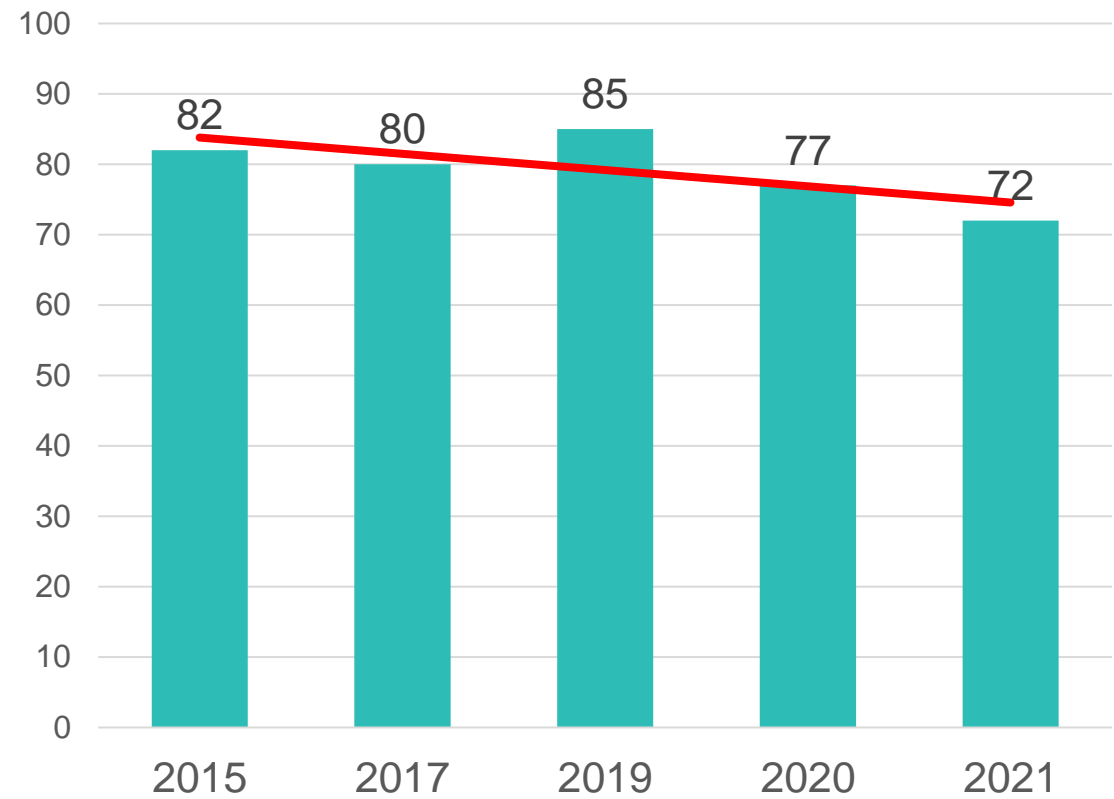
Question: To what extent do you agree with each of the following statements?

*Most of my acquaintances / friends think driving under the influence of alcohol is unacceptable.*

Response strongly agree and agree.

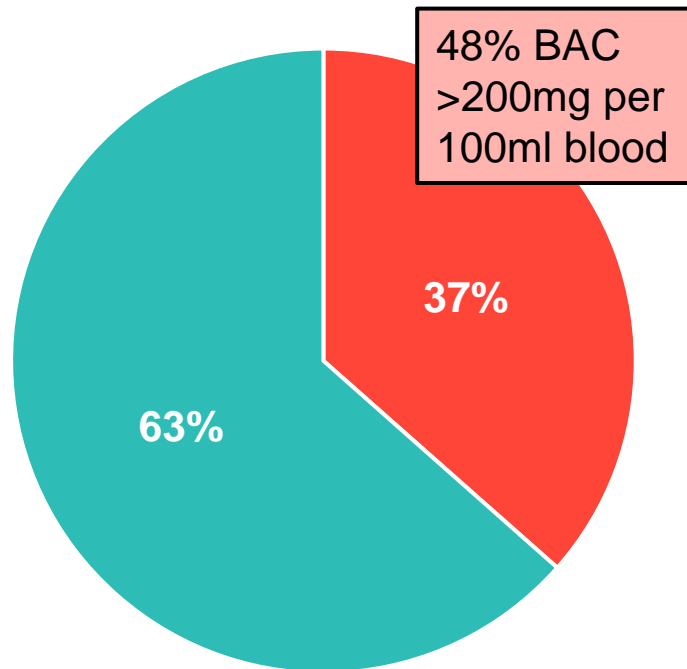
## Social Norms (acquaintances/friends)

Unacceptable



# Driver fatalities with a positive toxicology for alcohol (2015-2019)

N = 122



- Positive toxicology for alcohol
- Negative toxicology for alcohol

- 334 of the 362 driver fatalities (2015-2019) had a toxicology result available.
- **37%** (n = 122) of the 334 driver fatalities with a toxicology result available had a positive toxicology for alcohol\*.
- **91%** of the 122 driver fatalities with a positive toxicology for alcohol were **male**. **78%** were **<45 years of age**.
- **81%** of these 122 fatal collisions occurred during **Friday-Monday**, with **39%** of them occurring on **Sunday**.
- **56%** of these 122 fatal collisions occurred between **10pm-6am**.
- **77%** of these 122 fatal collisions occurred on **rural roads** (limits  $\geq 80\text{km/h}$ ).

\*A positive toxicology for alcohol was recorded where the BAC of the deceased was >20mg alcohol per 100ml blood (or equivalent in urine/vitreous humour).

# Driver fatalities with a positive toxicology for other drugs (2015-2019)



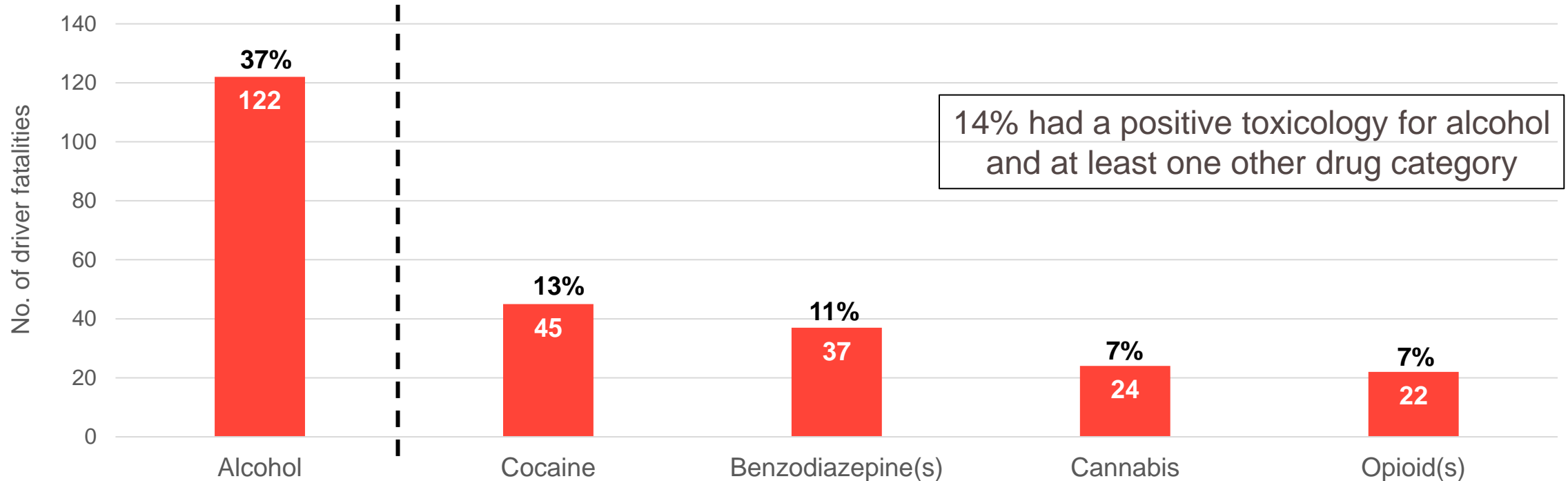
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Toxicology result available N = 334

Alcohol and other drugs\*



\*A positive toxicology for a drug does not imply impairment. Driver fatalities may have had a positive toxicology for more than one drug category, and more than one drug within one category. 7 drug categories were examined in total.

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# Impaired driving

Mobile phone use

# SPI 13 – Safe Road Use Mobile Device



Vehicle Type	% Using Mobile Device	Sample Size
Car	5%	11,107
LGV	11%	2,135
HGV	9%	667
PSV	9%	236

The percentage of all drivers using mobile devices was lowest on **urban roads (5%)**, rising to **7% on rural roads**, and **12% on motorways**.

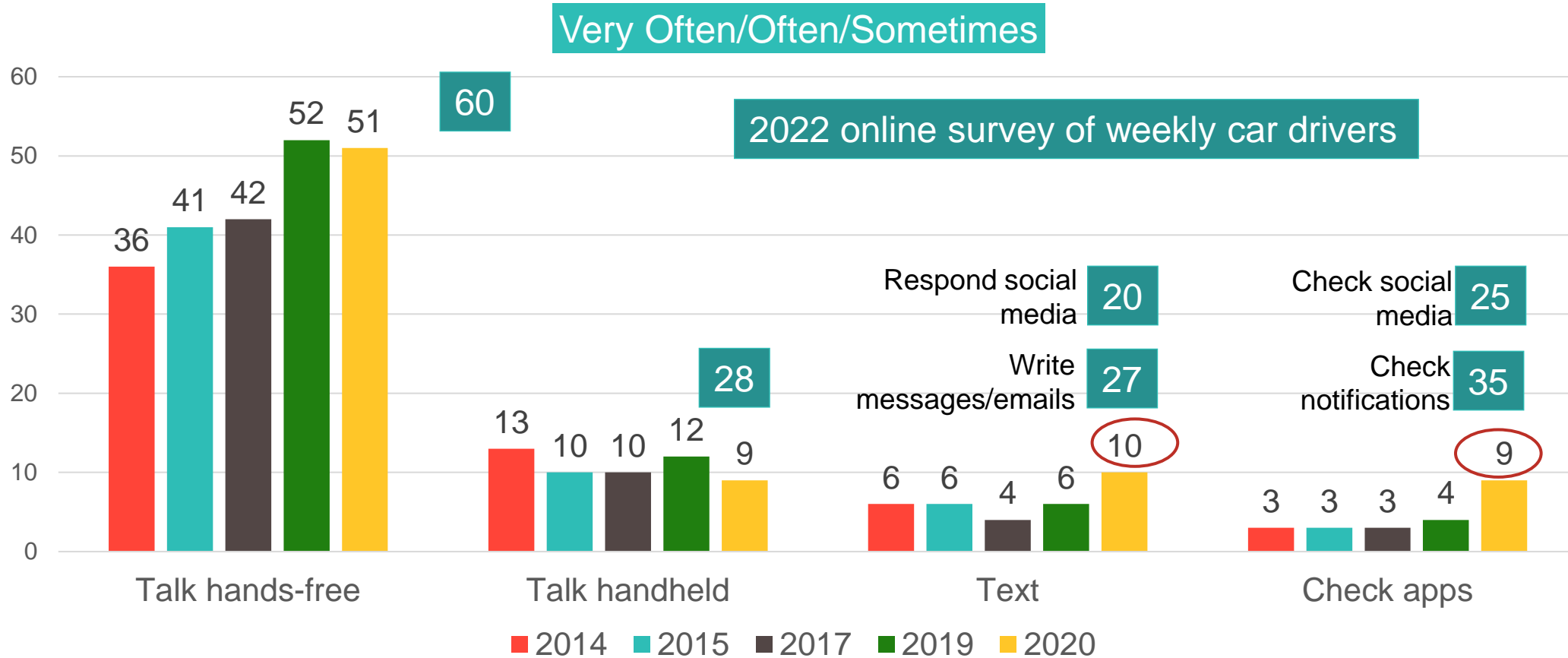
## Methodology

- Manual observation of **14,145 vehicles** at the roadside of **mobile device usage (mobile phones and other mobile devices)** by drivers at 139 sites
- Fieldwork was conducted in **June and July 2022**
- All route types were included in the study; weekend and weekday coverage; different vehicle types, daylight hours only



# Mobile phone use while driving

DAB 2014-2020, Base: All Motorists





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# Seat belt use

# SPI 11 – Safe Road Use

## Protective Equipment adult seat belt use



Vehicle Occupant	% Wearing Seat Belt	% Not Wearing Seat Belt	Sample Size
Driver	99%	1%	11,719
Front Passenger	99%	1%	3,221
Rear Passenger	93%	7%	1,104

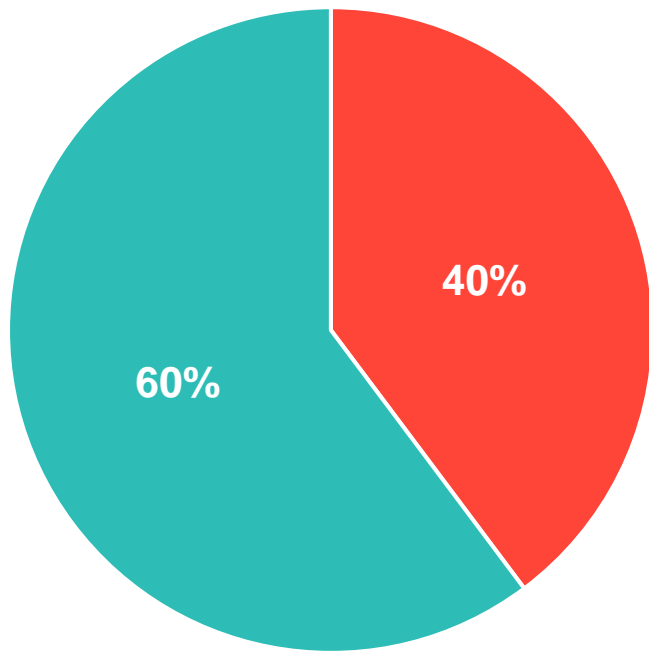
**Methodology**

- Manual observation of **16,044 vehicles** seat belt wearing compliance by drivers and passengers (front and rear) at **123 sites**
- Fieldwork was conducted in **June and July 2022**
- All route types were included in the study; weekend and weekday coverage; daylight hours only



# Driver fatalities not wearing a seat belt (2015-2019)

N = 105



- Not wearing a seat belt
- Wearing a seat belt

- ❑ 278 of the 362 driver fatalities (2015-2019) were driving a vehicle with seat belts.
- ❑ 264 of the 278 driver fatalities had a record of whether or not they wore a seat belt.
- ❑ **40%** (n = 105) of the 264 driver fatalities with a record of whether or not they wore a seat belt, were **not** wearing a seat belt.
- ❑ **86%** of the 105 driver fatalities not wearing a seat belt were **male**. **70%** were **<45 years of age**.



## In summary

- Evidence shows **significant engagement in all dangerous behaviours**
- Large proportion of driver fatalities (2015-2019) were **speeding or drink/drug driving** in the lead up to the crash
- Increased **social acceptability of drink driving** a concern
- Current self-report data shows **concerning levels** of mobile phone use, and speeding by drivers
- Higher perceived levels of **personal acceptability and safety** for speeding relative to mobile phone use
- **High risk groups**: male, under 45, those who drive for work, those who engage in multiple dangerous behaviours





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