Overview of serious injuries 2017- 2020

Annual Academic Lecture, January 27th 2022

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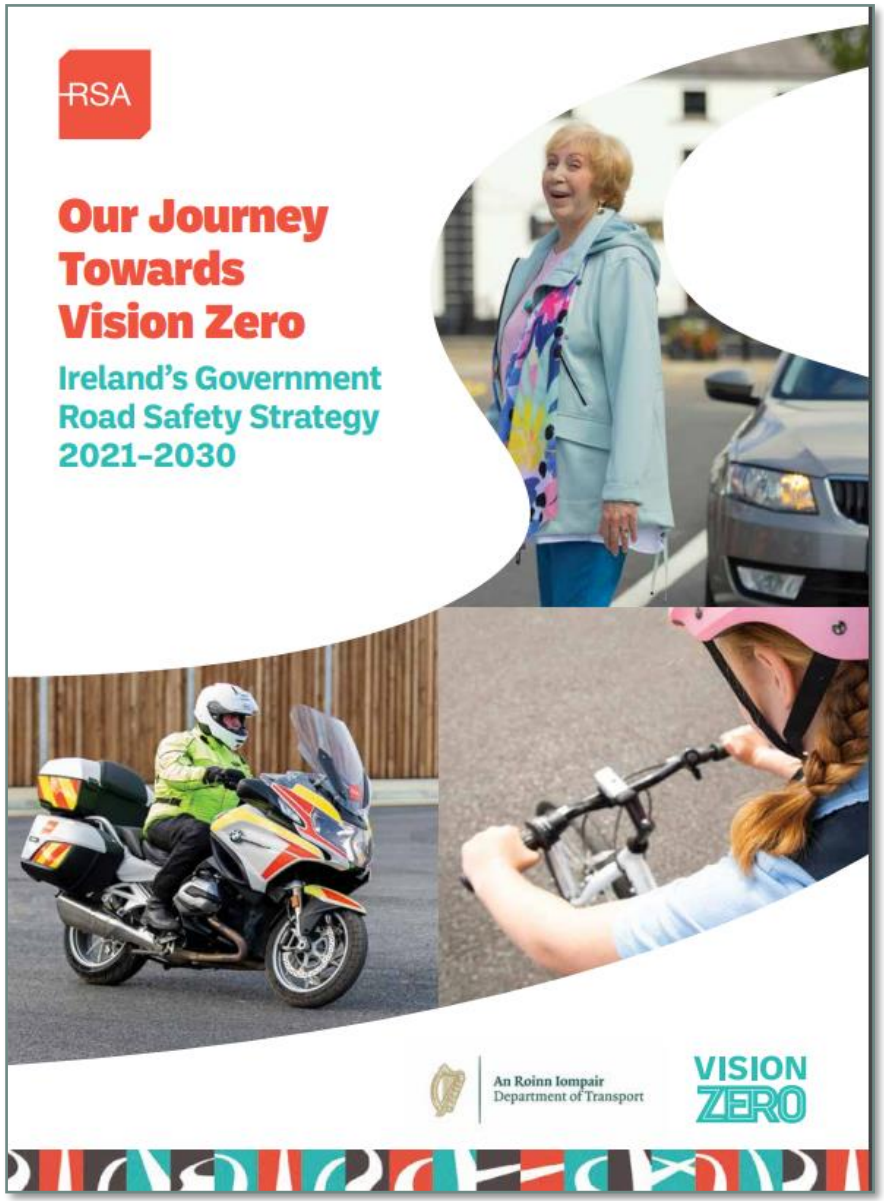
Figures are correct as of 10 January 2022

Introduction

- For every death on Irish roads over the period 2017-2020, there were **almost 9 serious injuries.**
- This report looks at **trends in serious injuries** which occurred on a public road between the years 2017 and 2020 to help understand the nature of the problem.
- Where relevant, comparisons are made with fatalities.
- While the RSA has access to coronial data on **contributory factors** to road traffic fatalities, similar data for serious injuries are not available.
- Next steps are identified in terms of reporting on serious injuries in Ireland **using hospital data**, and in line with recommendations from the EC.
- Key **policy measures** to address the problem are also identified, in the context of the Safe System approach and the new government Road Safety Strategy 2021-2030.

Note: All data in this report is provisional and subject to change until such time as the collision data is formally signed off by the RSA.



RSA

Ambitious target for serious injury reduction

By 2030

- **we will reduce deaths** on Ireland's roads by 50% from 144 to **72 or lower**
- **we will reduce serious injuries** on Ireland's roads by 50% from 1,259 to **630 or lower**

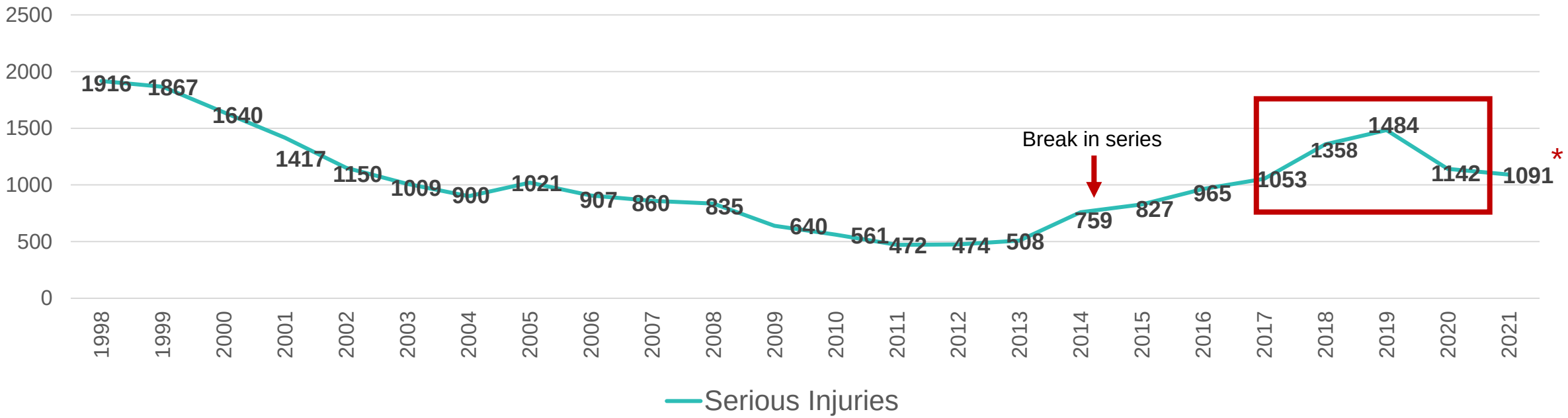
Definition of a serious injury in collision data

- A Serious Injury is an injury for which the person is **detained in hospital as an 'in-patient'** or any of the following injuries whether or not detained in hospital:
  - fractures,
  - concussion,
  - internal injuries,
  - crushings,
  - severe cuts and lacerations,
  - and/or severe general shock requiring medical treatment.

- Definition applied at scene of collision by An Garda Síochána
- Validation of data conducted by RSA

Serious injuries long-term trend

1998-2021



- Over the course of 2017-2020 there were almost 9 serious injuries for every fatality (8.71)

**Total number of serious injuries for 2021 not yet available. 1091 is provisional figure up to 21 December 2021*

Note: Data for 2018-2020 is provisional and subject to change. There can be significant fluctuations in serious injury numbers until such a time as the validation of these records is completed by the RSA. There is a break in the trends for injury collision and casualty numbers from 2014 onwards due to a change to electronic data capture. This break does not affect the trend figures for fatalities.

Challenges of measuring serious injury rates across Europe

Lack of harmonised approach

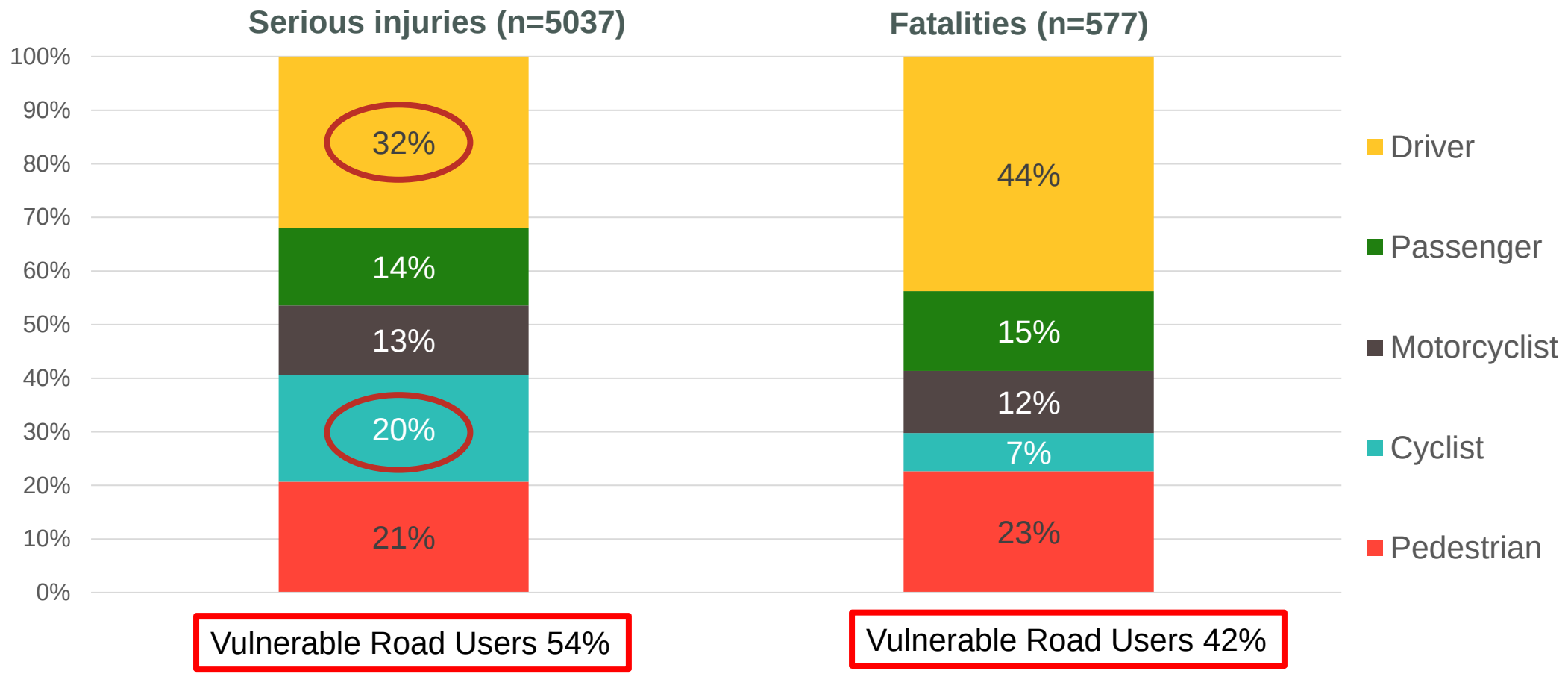
- Different definitions across Europe
- Inability to compare serious injury rates across Europe
- Move to complement collision data with hospital data
- MAIS3+ Maximum Abbreviated Injury Scale

Reporting hospital data in Ireland

- First phase of work in translating hospital data (HIPE) to MAIS reported to EC in 2016
- Increased focus on serious injuries in government Road Safety Strategy
- Second phase of work with HIPE to commence in Q3 2022
- See www.rsa.ie for more detail

Serious injuries by road user type

% total, 2017-2020



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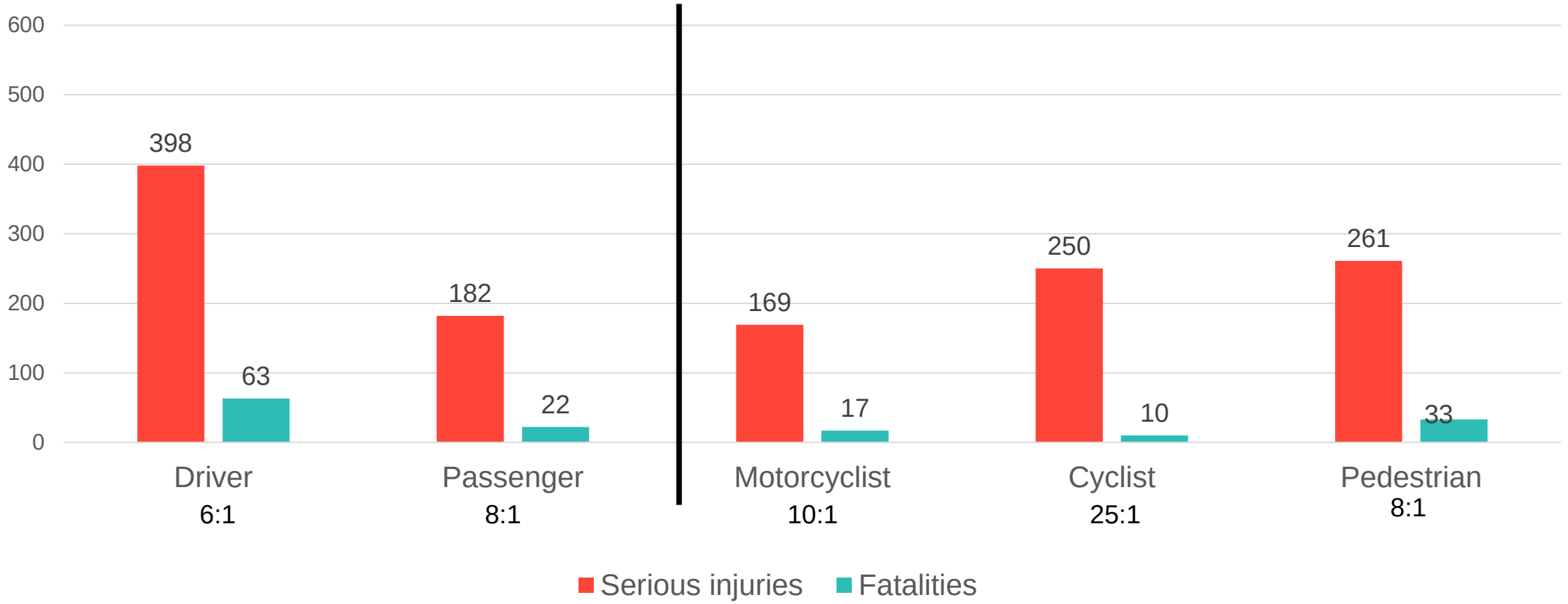
Serious injuries by road user type

Annual Average 2017-2020



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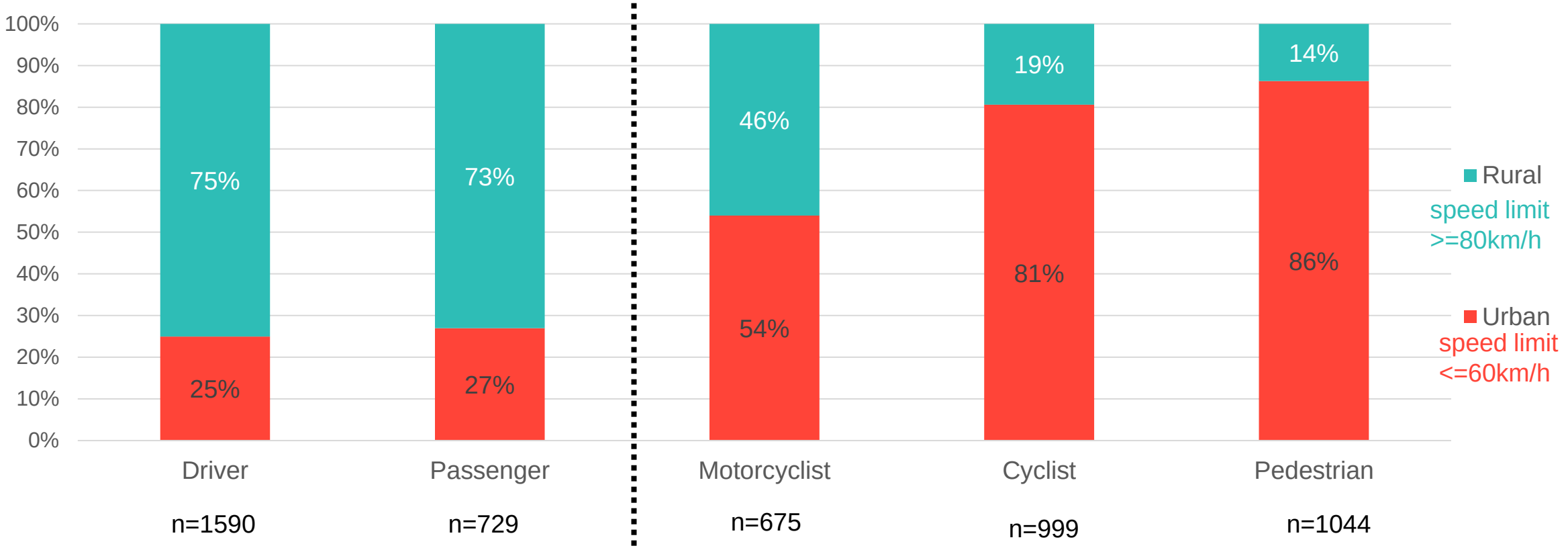
Serious Injuries by road user type and urban/rural

% total, 2017-2020



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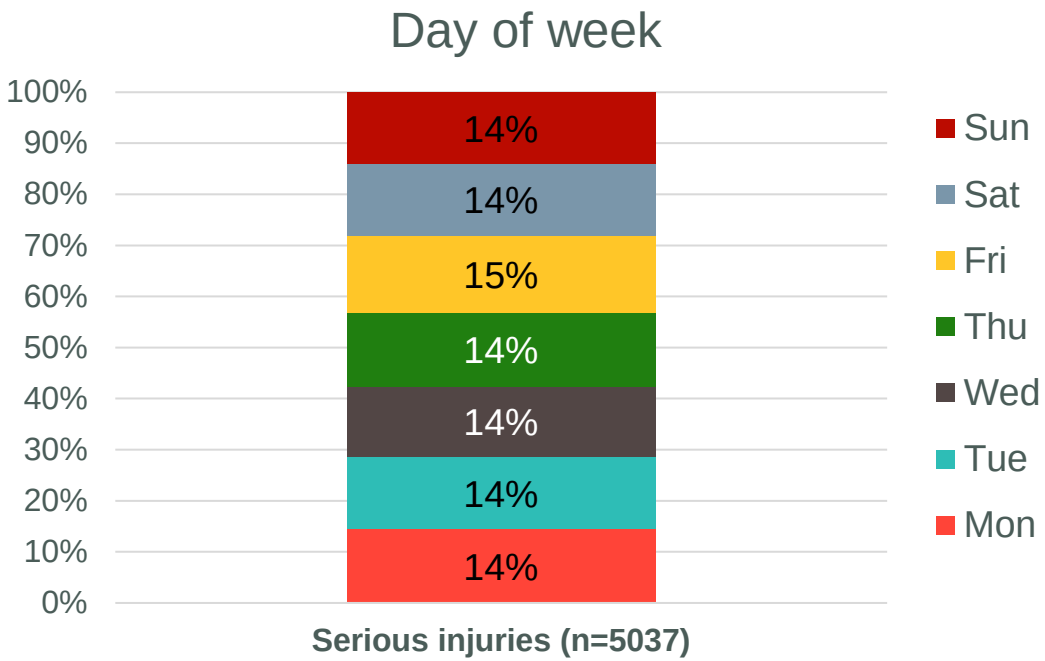
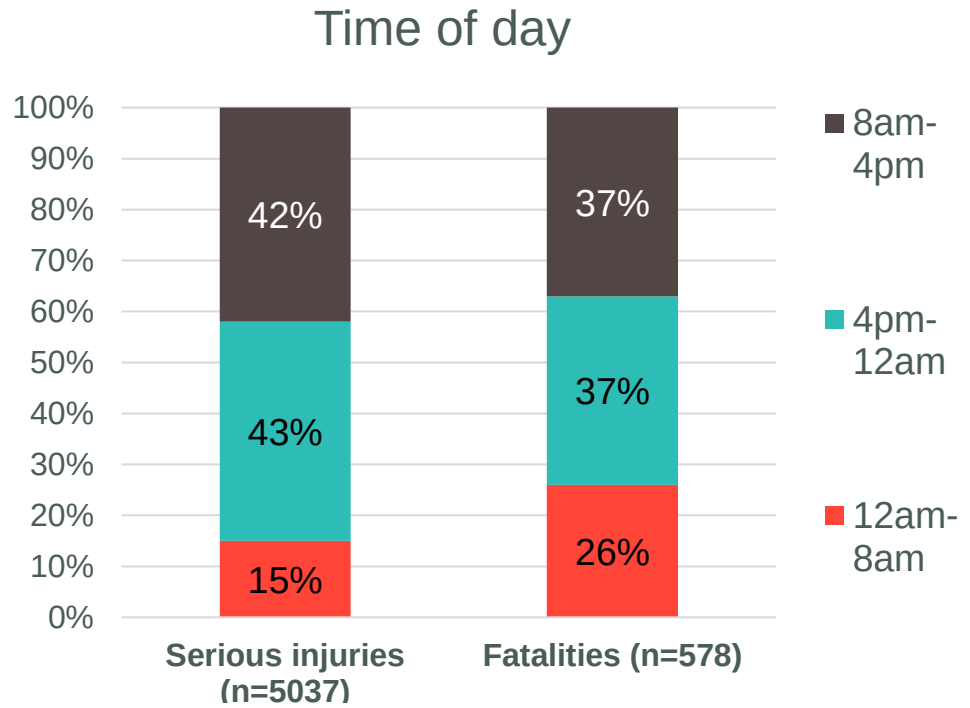
Serious Injuries by day of week and time of day

% total, 2017-2020





- 14% of serious injuries occurred on Sunday, while 20% of fatalities happened on this day.

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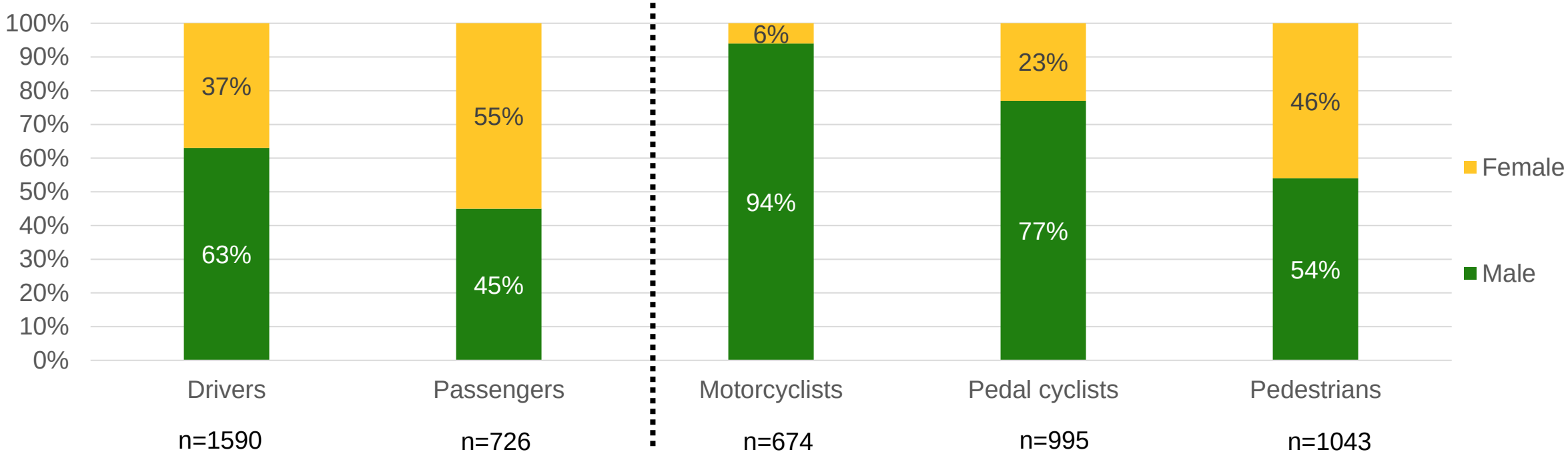
Serious injuries by gender and road user

% total, 2017-2020

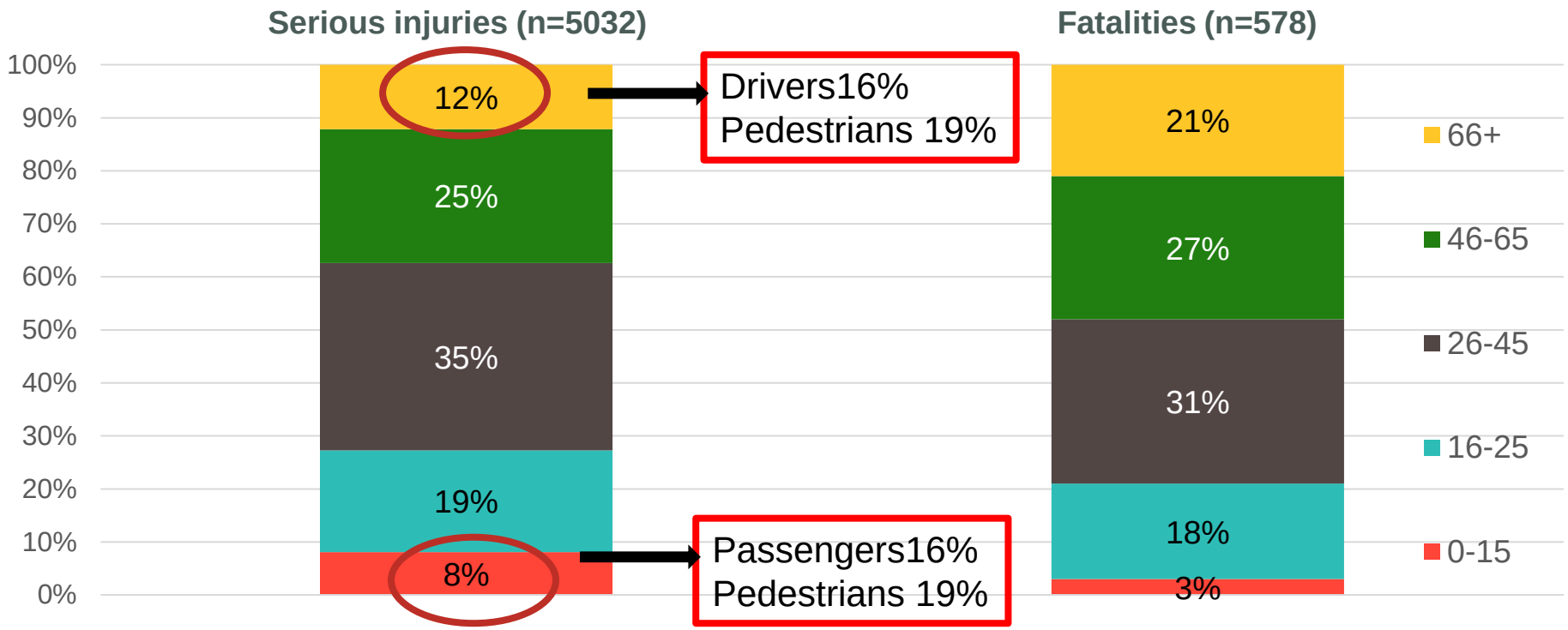


- With the exception of passengers, all road user groups saw higher proportions of seriously injured males. Females feature more in serious injury data relative to fatalities.
- CSO National Travel Survey shows males more likely to take journeys as driver. Females more likely to travel as passenger, or to walk. Males more likely to choose to cycle.

Note: Data for 2018-2020 is provisional and subject to change. There can be significant fluctuations in serious injury numbers until such a time as the validation of these records is completed by the RSA. Gender currently unknown for three passengers, one motorcyclist, four cyclists and one pedestrian.

Age groups of those seriously injured and fatalities

% total, 2017-2020



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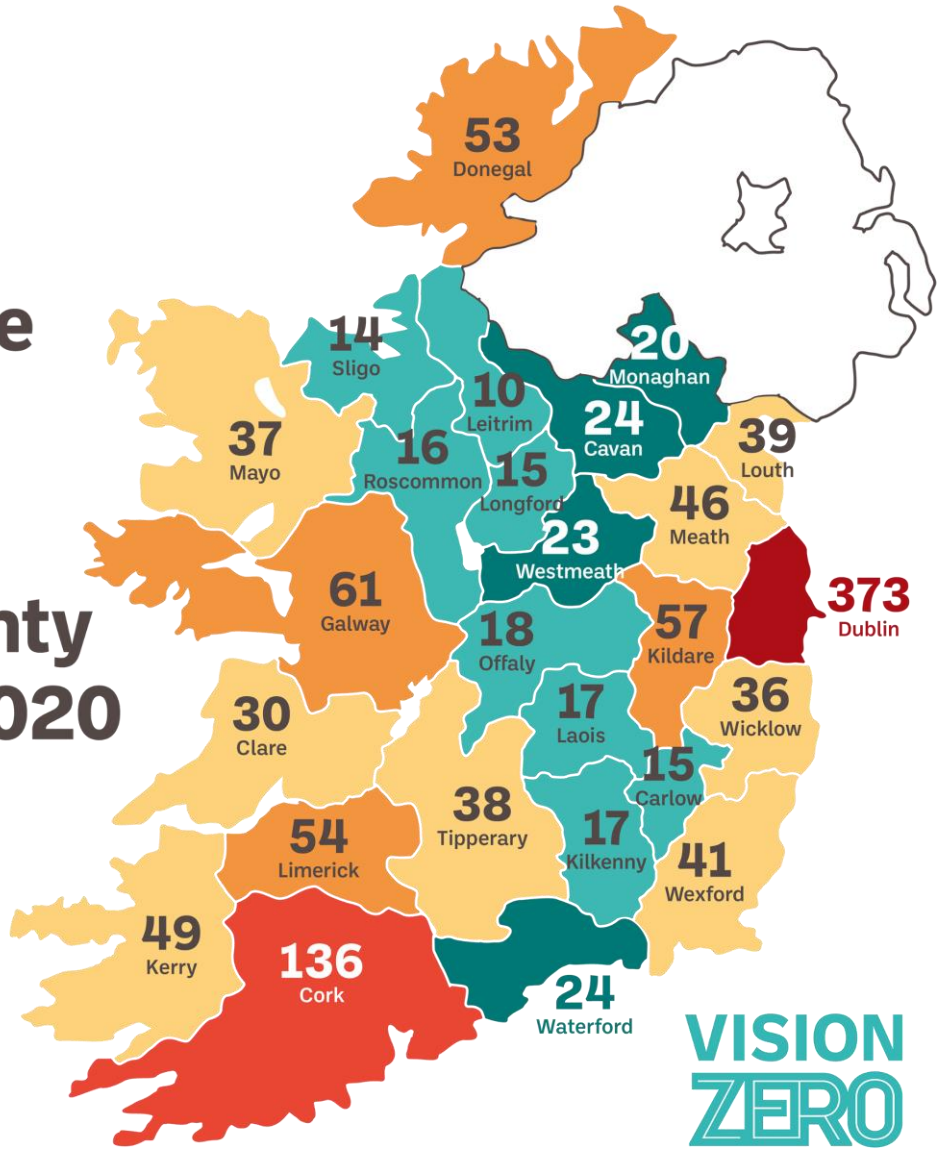
Average annual serious injuries by county 2017-2020



Key

10-18
20-24
30-49
53-61
136
373

Please note: all figures are provisional and subject to change.

VISION ZERO
NO ROAD DEATHS OR SERIOUS INJURIES BY 2050

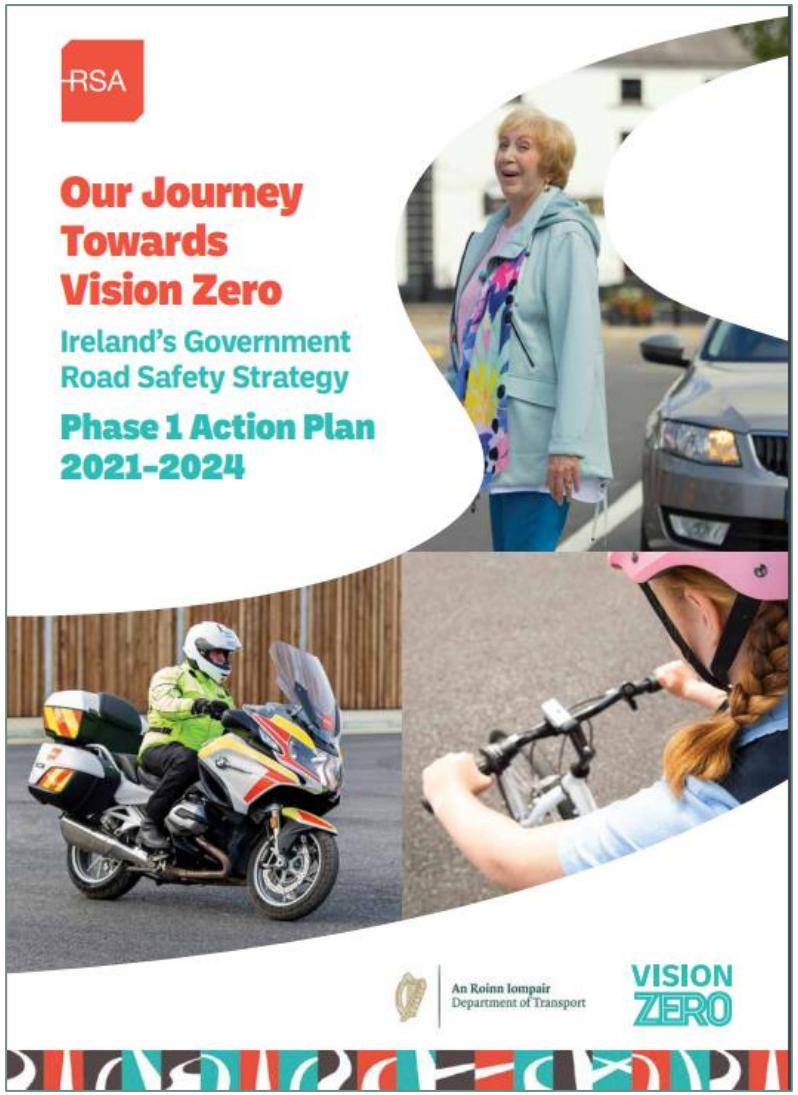
County	Average number of serious injuries per 100,000 population
Longford	37
Donegal	33
Kerry	33
Monaghan	33
Cavan	32
Leitrim	31
Louth	30
Mayo	28
Limerick	28
Dublin	28
Wexford	27
Carlow	26
Westmeath	26
Kildare	26
Wicklow	25
Clare	25
Cork	25
Roscommon	25
Tipperary	24
Galway	24
Meath	24
Offaly	23
Sligo	21
Waterford	21
Laois	20
Kilkenny	17

Figures are provisional and subject to change. Population data sourced from Census of Population, 2016

Policy Measures to Address Serious Injuries

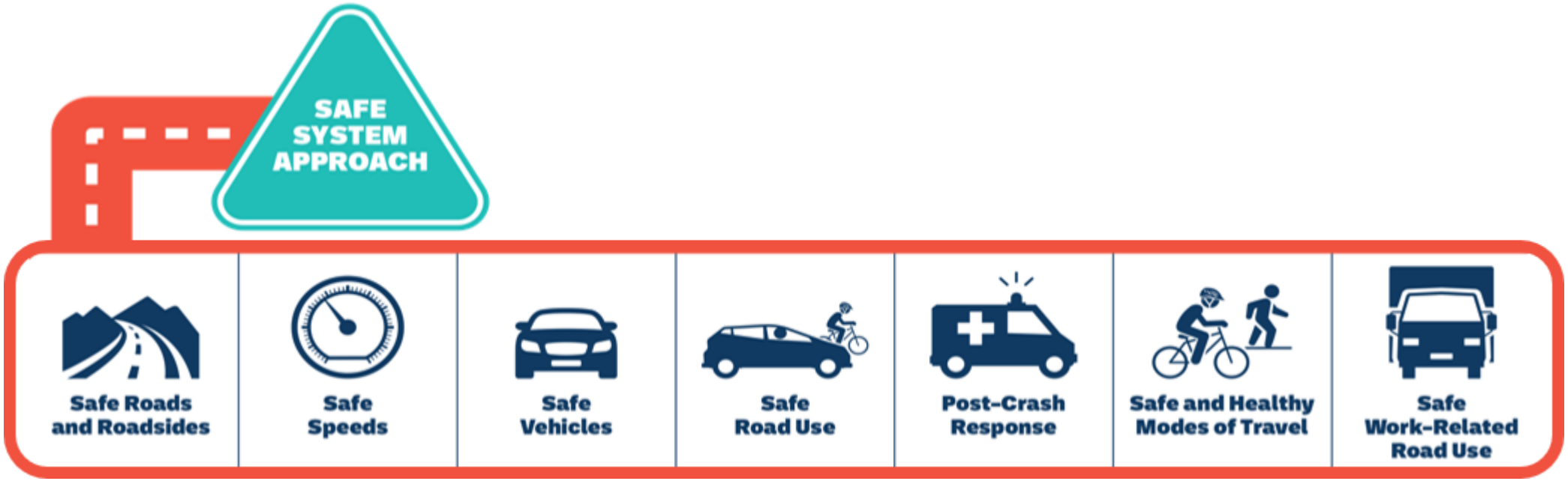
Action Plan

- 50 high-impact actions
- 136 support actions
- 7 priority intervention areas
- Partnership approach, shared responsibility



Action Plan

7 priority intervention areas



Action Plan

Examples of high-impact actions

- 1000km of segregated walking and cycling facilities
- Increase length of divided road network

- Prioritise the General Safety Regulation (GSR)
- Develop national strategy for Connected and Automated Mobility (CAM)

- Review framework for speed limits (30km/h)
- Expand speed management measures

- Enforcement of dangerous behaviours
- Legislate for polydrug and drug and alcohol use

Action Plan

Examples of high-impact actions

- Implement trauma triage and bypass protocol
- Provide trauma care and rehabilitation pathways

- Funding for active travel infrastructure
- Develop National Cycle Network plan

- Improve data sharing to support enforcement, policy development and evaluation
- Encourage sign-up to the European Road Safety Charter

Next steps

- RSA to issue **spotlight reports** on trends in serious injuries by road user group, commencing in 2022.
- RSA to **commence collaboration with HSE & TCD** on reporting serious injuries from hospital data (MAIS).
- Implement relevant **Phase 1 Actions** from government Road Safety Strategy 2021-2030.
- The Phase 1 Action Plan can be accessed on the RSA website here and the government Road Safety Strategy can be accessed here.

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Thank you

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