

RSA



ROAD COLLISION FACTS 2010

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



***THE FASTER* THE SPEED**



***THE BIGGER* THE MESS**



SPEEDSHAME





Working To Save Lives

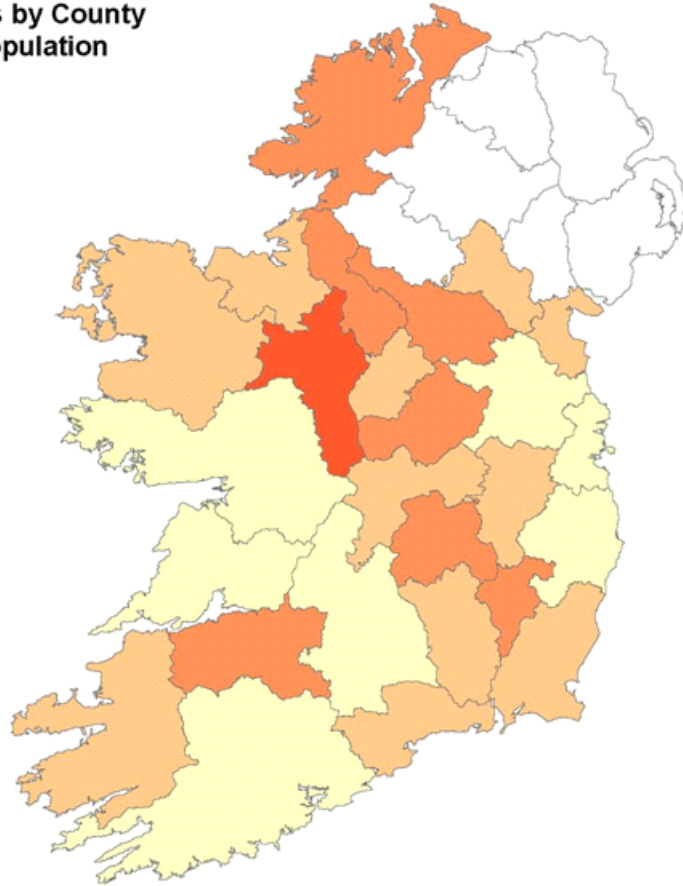
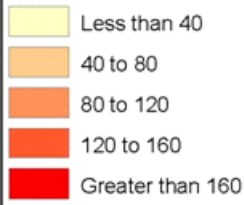
ROAD COLLISION FACTS IRELAND 2010

*THIS REPORT IS BASED ON
ROAD COLLISION INFORMATION
PROVIDED BY
AN GARDA SÍOCHÁNA*

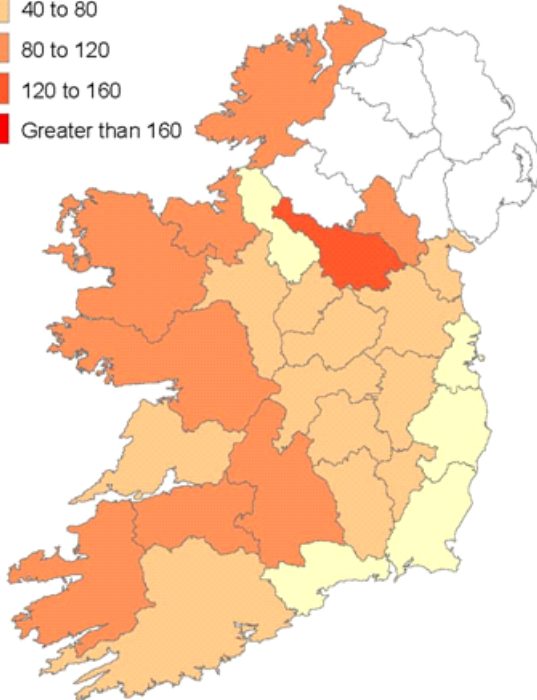
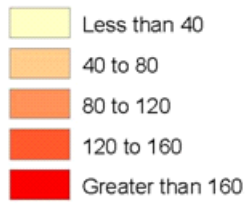
Published by:
ROAD SAFETY AUTHORITY
Primrose Hill, Dublin Road
Ballina
Co. Mayo, IRELAND
Locall: 1890506080
Website: www.rsa.ie

RS 6
January 2012

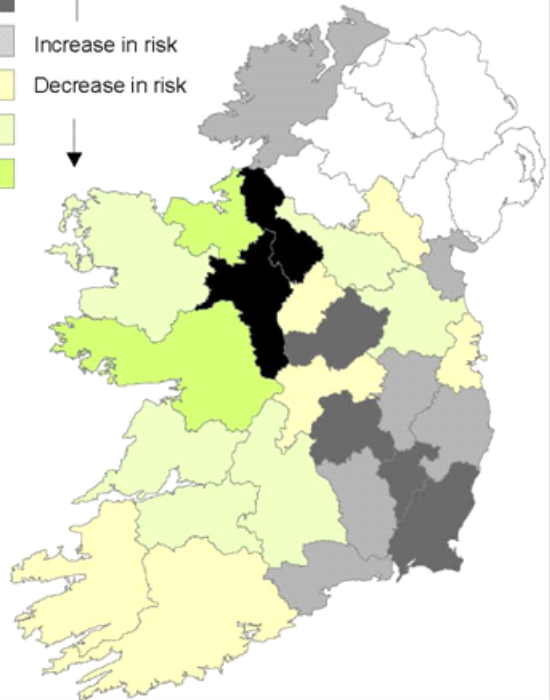
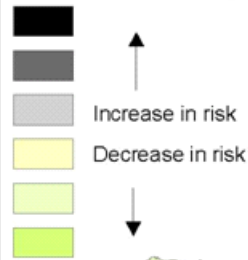
**2010 Road Fatalities by County
Killed per million population**



**2009 Road Fatalities by County
Killed per million population**



**Relative Change 2009 to 2010
Killed per million population**



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OVERVIEW

Introduction

Road deaths in the Republic of Ireland have fallen to the lowest level they have been since records were first officially taken in 1959. The rate of fatalities per million population is now 47, less than half of the rate in 2000 (110).

In recent years, road deaths levelled out around 340-390, but year on year since 2008, they have been the lowest since 1959. In 2000, the fatality rate per million registered vehicles was 247. By 2010, the rate had fallen to 88 per million registered vehicles.

In 2010, of the 27,085 Garda-recorded motor vehicle traffic collisions, 212 people were killed and 8,270 people were injured of which 561 were seriously injured. 21,305 collisions involved property or material damage only.

The fatality rate per million population was 47 in 2010, a decrease of 11 per cent from the 2009 rate of 53.

The estimated cost of all road collisions reported to, and recorded by, An Garda Síochána in 2010 was €853 million. This is a reduction of 38 per cent since 2007.

This report covers all road traffic collisions reported to An Garda Síochána, where details involving fatalities, personal injury or material damage which occurred on public roads in Ireland in 2010 have been recorded and forwarded to the Road Safety Authority. It details when and where road collisions occurred, who was involved, contributory actions and contributory factors and the cost of collisions to the public. Collisions on private property, such as railway station approaches or private lanes and car parks are excluded.

This report also examines trends in collisions, fatalities and injuries over time in the last decade as well as the most recent trends in various cross sections of road traffic and transport systems.

“In 2000, the fatality rate per million population was 110. In 2010, it was 47.”

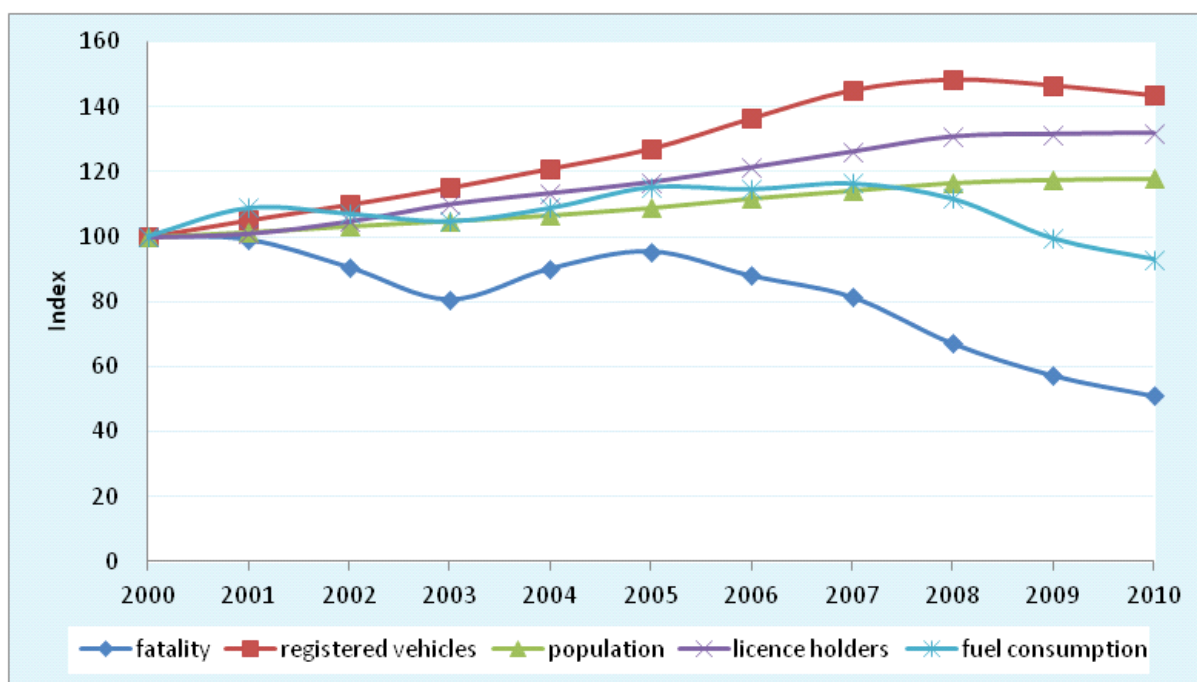
“In 2010, the fatality rate per billion vehicle kilometre travelled was 4.5. The 2000 rate was 12.6.”

IRELAND'S ROAD SAFETY PERFORMANCE

Despite an increase in population, as well as growing numbers of driving licence holders and registered vehicles, the annual number of fatalities has been declining since 2000. Data trends for registered vehicles, driver licence holders, population and fatalities in the Republic of Ireland between 2000 and 2010 are shown in Figure A1. As illustrated in the graph below, there is a decrease in the number of fatalities.

Since 2000, the population has increased by 18 per cent, registered motor vehicles have increased by 44 per cent and the number of driving licence holders (both full and provisional) has increased by 32 per cent. On the other hand, fuel consumption for road transport has decreased by 7 per cent and the number of fatalities has decreased by 49 per cent.

Figure A1: Data Trends in Ireland 2000-2010
Increasing Motorisation Versus a Decreasing Road Toll



IRELAND'S ROAD SAFETY PERFORMANCE

In 2010, there were 212 road collision fatalities, an average of 18 deaths per month, which is the lowest recorded number of fatalities since 1959.

In 2010, there were 8,270 injuries as a result of road collisions. The number of recorded injuries resulting from road collisions gradually decreased between 2005 and 2007, but increased in 2008 and marginally decreased in 2009.

As the graph (Figure A1) shows, the reduction in road collision fatalities and injuries has occurred despite:

Increased population

Between 2000 and 2010, the population of the Republic of Ireland grew by approximately 18 per cent.

Increased number of driver licence holders

The number of driver licence holders overall (full and provisional) has increased from 2,014,296 in 2000 to 2,655,048 in 2010. Contributing to the increase is an increase in the proportion of individual licence holders to adult population (17 years and over). This was 71 per cent in 2000 but by 2010 this proportion had increased to 74 per cent.

Increased number of registered vehicles

The number of registered motor vehicles and motorcycles increased by 44 per cent from 1,682,221 in 2000 to 2,416,387 in 2010.

Table A1: Annual Fatalities and Injuries as Per Million Vehicles Registered and Per Million Population in Ireland, 2000 - 2010

Year	Fatalities per million vehicles registered	Fatalities per million population	Injuries per million vehicles registered	Injuries per million population
2000	247	110	7,159	3,180
2001	232	107	5,776	2,660
2002	203	96	4,976	2,350
2003	173	84	4,264	2,080
2004	184	92	3,863	1,950
2005	185	96	4,357	2,260
2006	159	86	3,734	2,020
2007	138	78	3,197	1,803
2008	112	63	3,907	2,207
2009	97	53	3,948	2,185
2010	88	47	3,423	1,850

IRELAND'S ROAD SAFETY PERFORMANCE

Figure A2 : Fatalities per 100,000 Population in a Given Age Group in Ireland

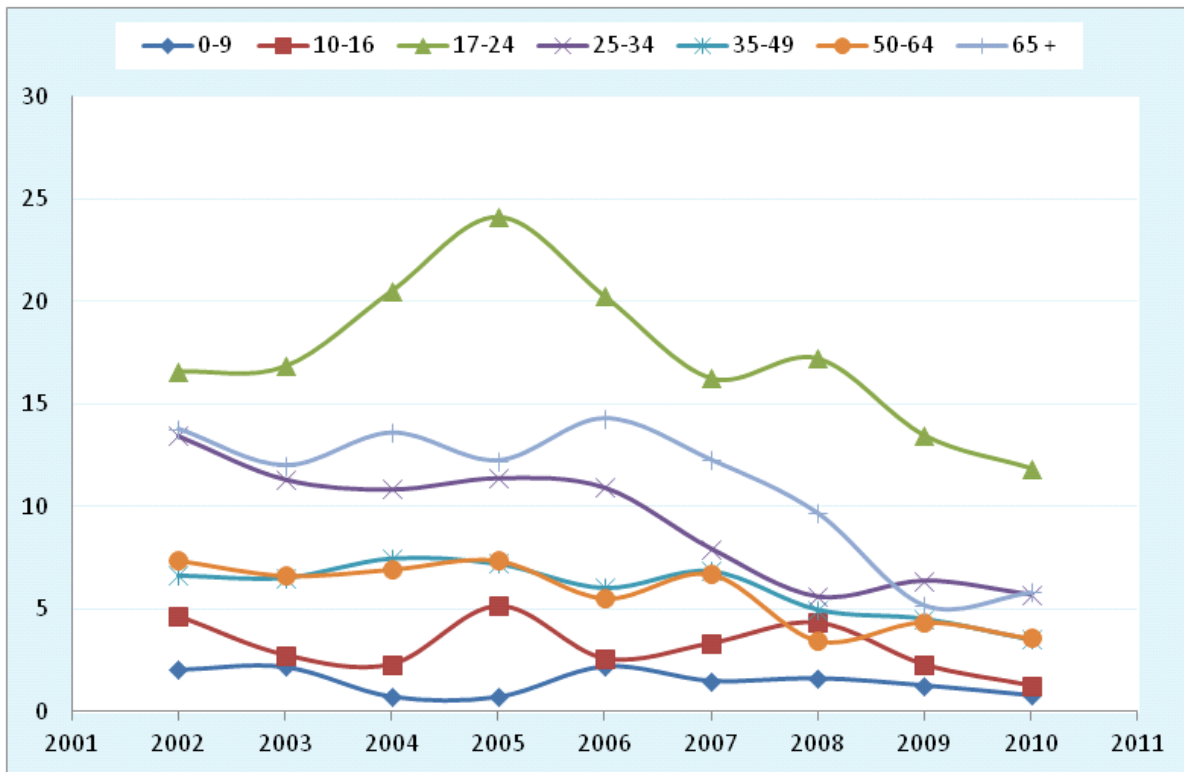
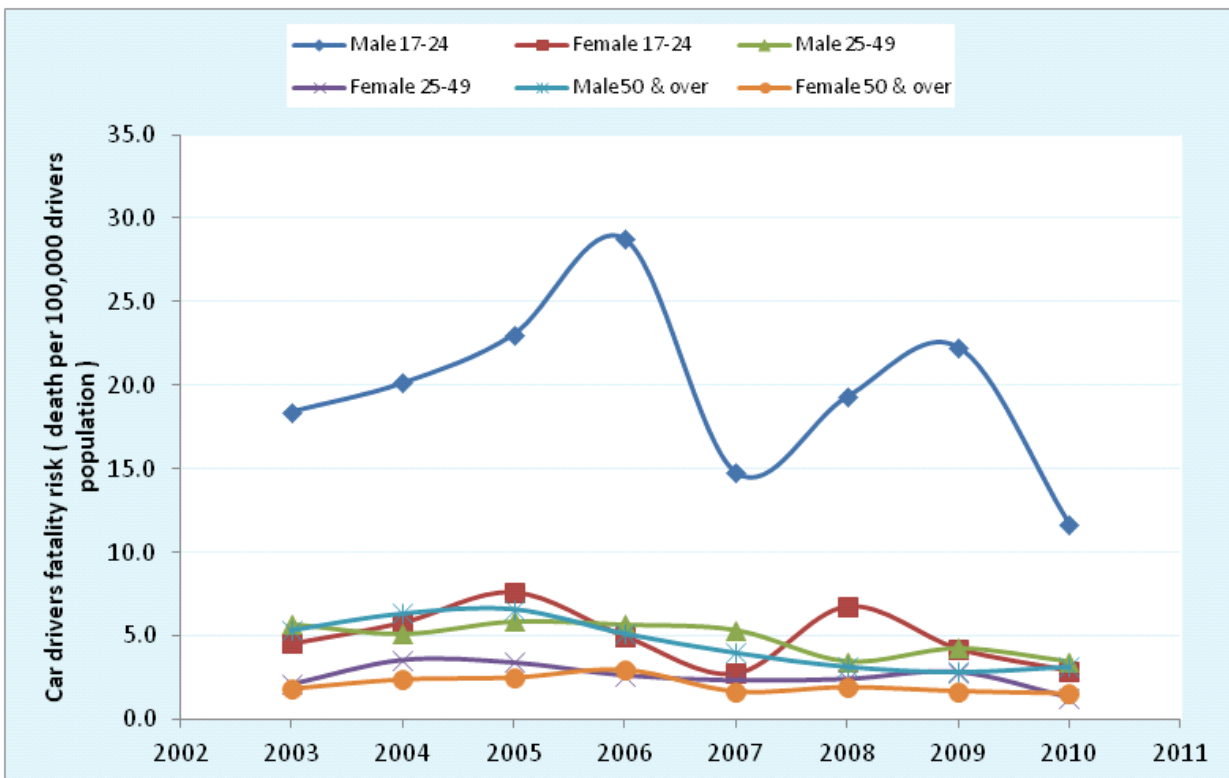


Figure A3: Car Drivers Fatality Risk (Death Per 100,000 Drivers Population)



Casualties

Cars

In 2010, 130 car occupants were killed in collisions accounting for 61 per cent of all fatalities. An additional 5,814 were injured. 72 per cent of car occupants killed were drivers and 17 percent were front seat passengers. Most of the car drivers killed were male (76%).

16 per cent of car drivers and 41 per cent of front seat car passengers killed in fatal collisions were not using a seat belt.

Motorcycles

The 17 motorcyclist fatalities that occurred in 2010 accounted for eight per cent of all fatalities. An additional 391 motorcyclists were injured.

For a motorcyclist, the risk of dying in a traffic crash per vehicle kilometres travelled is about 16 times higher than it is for a car occupant.

Pedalcycles

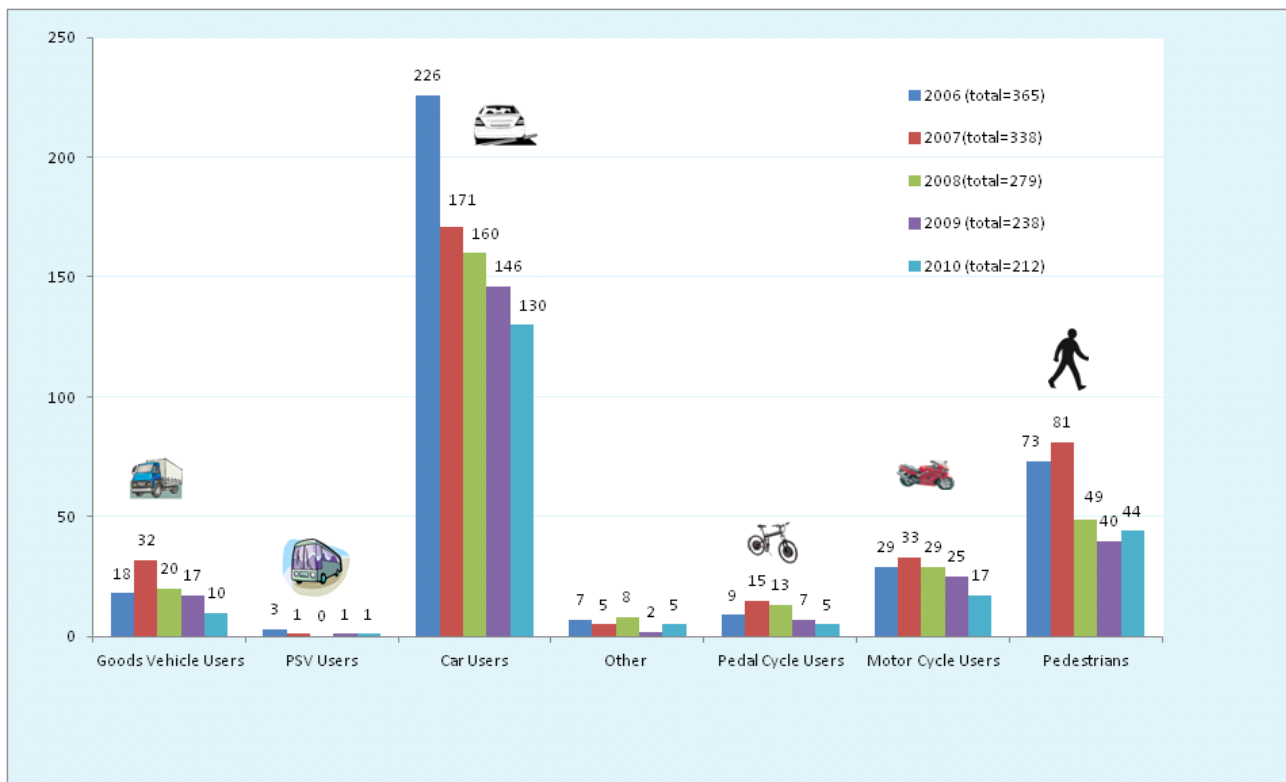
In 2010, five pedal cyclists were killed and 399 were injured in collisions. Pedal cyclists made up approximately two per cent of all fatalities. Four out of five pedal cyclists killed were male.

Pedestrians

In 2010, 44 pedestrians were killed and 923 were injured. 23 per cent of pedestrians killed were aged 65 and over. The number of pedestrians killed in hours of darkness has been reduced by 40 per cent between 2007 and 2010.

“The risk of dying in a traffic crash per vehicle kilometres travelled is about 16 times higher for a motorcyclist than it is for a car occupant.”

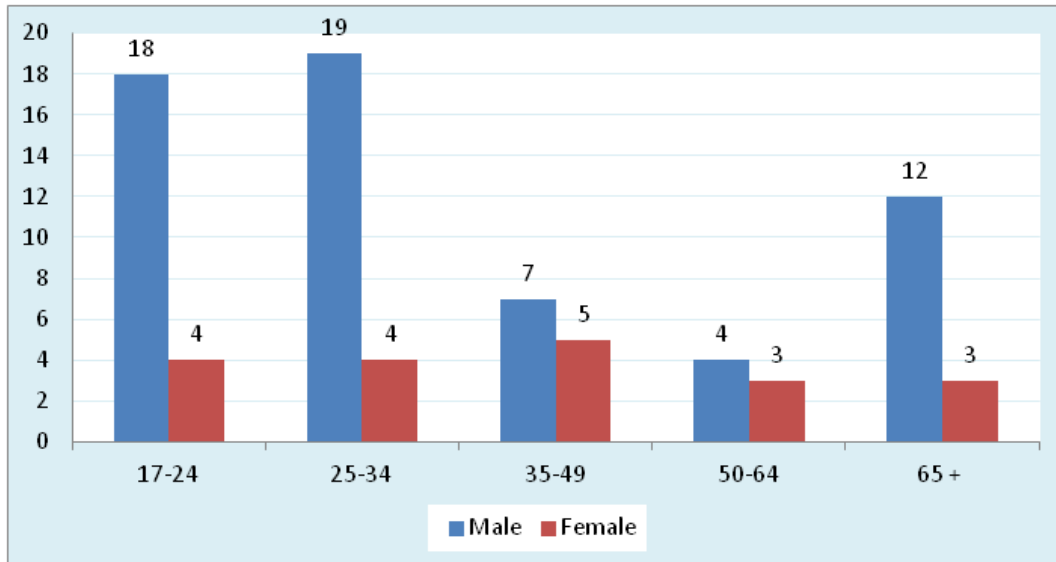
Figure A4: Road Deaths by Road User Type in 2006-2010



Gender

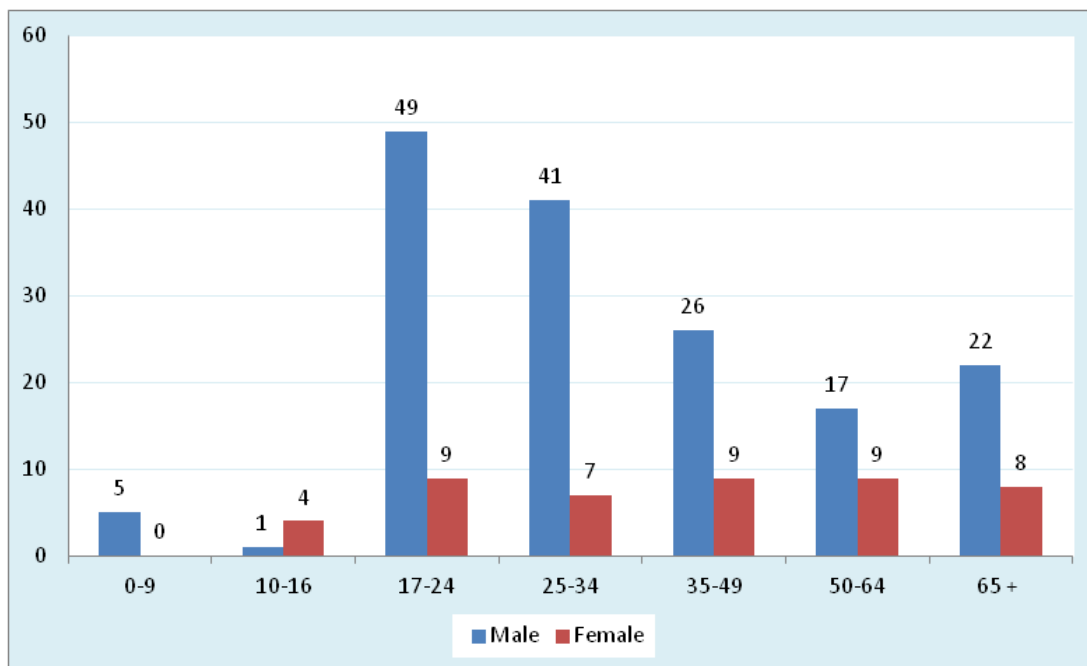
Overall, more males were killed in 2010. For male car drivers, the risk of dying in a traffic crash is about three times higher than that for female car drivers.

Figure A5: Car Drivers Fatalities by Age and Sex, 2010



“The number of car driver fatalities has reduced by 25 per cent between 2010 and 2009 .”

Figure A6: Overall Fatalities by Age and Sex, 2010



“In 2010, among all car drivers, 17-24 year old male drivers were five times more likely to be killed on the road.”

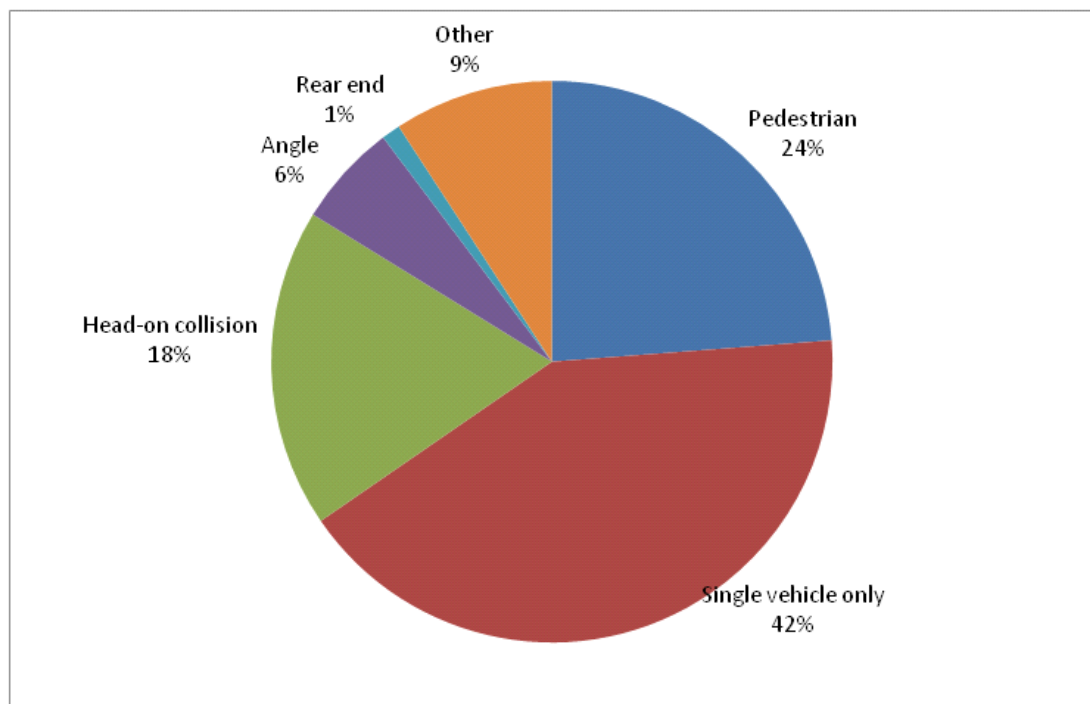
Primary Collision Type

42 per cent of all fatal collisions in 2010 were single vehicle only collisions. This collision type, which involves no other road user, is most probably associated with a number of causal factors including excessive speed, fatigue and/or alcohol/drug consumption. Single vehicle only collisions accounted for 26 per cent of injury collisions.

Head-on collisions accounted for 18 per cent of fatal collisions and 10 per cent of injury collisions. Collisions involving pedestrians accounted for 24 per cent of all fatal collisions and 16 per cent of all injury collisions.

Five out of six of all fatal collisions were either single vehicle, head-on collision or pedestrian collisions. This indicates that single vehicle, head-on or pedestrian collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which together accounted for 47 per cent of injury collisions but only 16 per cent of fatal collisions.

Figure A7: Primary Fatal Collision Type in 2010



Date and Time

The worst month for fatalities in 2010 was October when 36 people died in 34 collisions. The month of December recorded the fewest number of collisions when 10 people died.

In 2010, the number of fatal collisions between the hours of 9.00pm and 3.00am, the hours most strongly associated with drinking and driving, was 60 with 72 people killed in these collisions. This time period accounted for 32 per cent of fatal collisions and 34 per cent of fatalities in 2010.

The number of persons killed during the later hours of darkness (between 3.00am and 6.00am) was 20. Fatalities that occurred during these hours accounted for approximately nine per cent of all road collision fatalities in 2010.

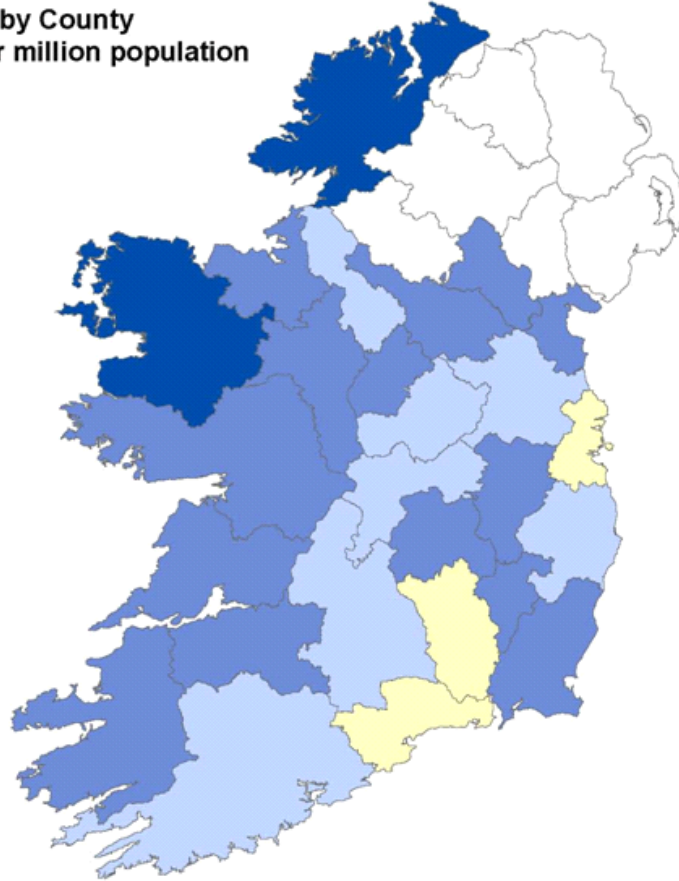
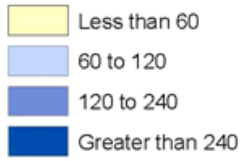
The worst days of the week for fatalities during 2010 were Sunday and Saturday. These two days together accounted for 94 fatalities, or 44 per cent of the total. The day of the week with the fewest associated fatalities was Thursday when 22 people, or 10 per cent of the total, died.

Location

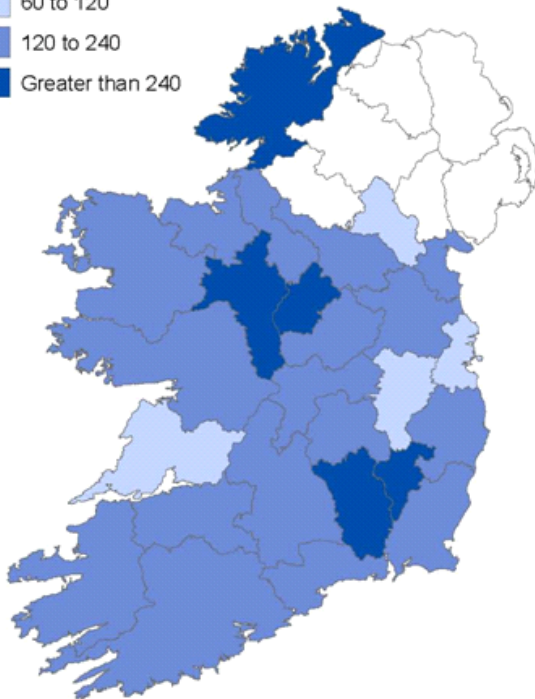
26 per cent of all fatal collisions in 2010 occurred on urban roads. 43 per cent of all fatal collisions occurred on national roads.

On a county-by-county basis, Cavan and Roscommon experienced the highest number of collisions per population (1.8 per 1,000 people). Louth had the highest number of collisions per 1,000 registered vehicles (3.7 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per 10 million vehicle kilometres of travel (approximately 1.7 per 10 million vehicle kilometres of travel).

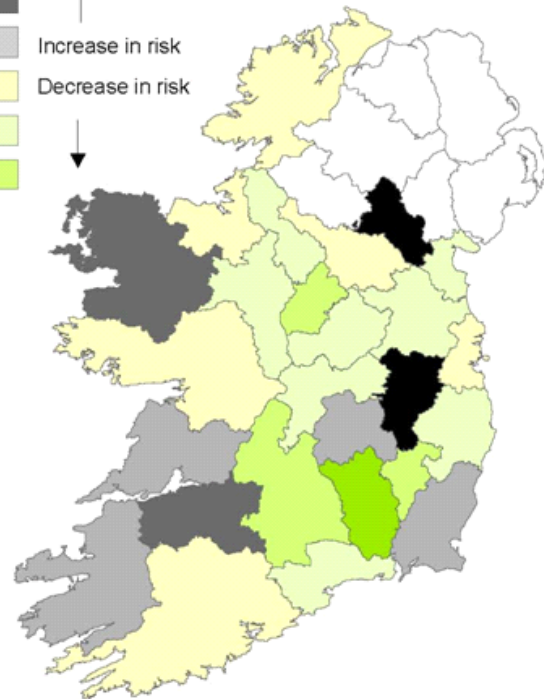
2010 Road Injuries by County
Serious injuries per million population



2009 Road Injuries by County
Serious injuries per million population



Relative change 2009 to 2010
Serious Injuries per million population



1. Trends in Road Traffic Collisions

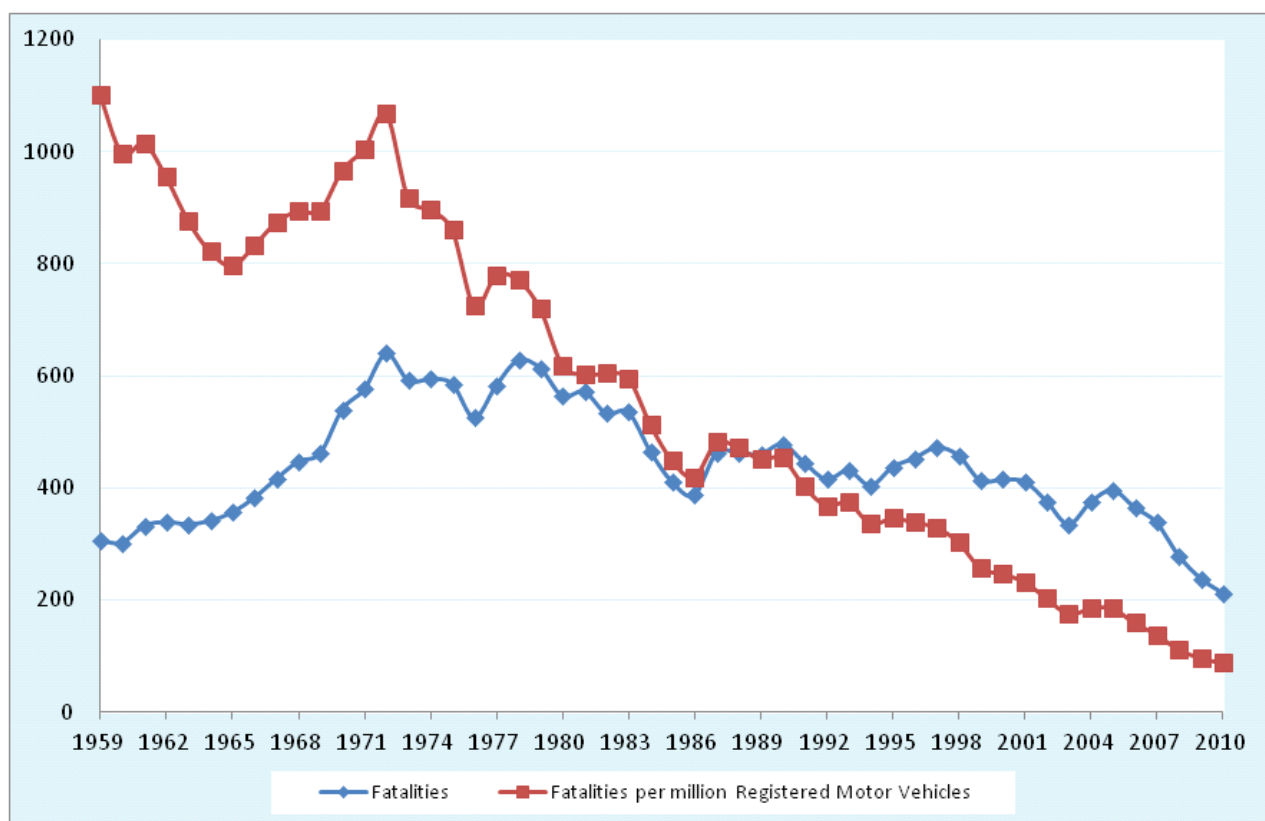
This report examines trends in collisions, fatalities and injuries over the last decade as well as the most recent trends in various cross-sections of road traffic and transport systems.

“In 2010, there were 27,085 Garda-reported traffic collisions, in which 212 people were killed and 8,270 people were injured; 21,305 collisions involved property or material damage only.”

1.1 Road Fatalities

A total of 212 people were killed in 185 collisions on Irish roads in 2010, which is the lowest annual fatalities since 1959 when road collision records began. This represents a decrease of 126 fatalities (37%) on 2007 when 338 people were killed. The trend of the number of road fatalities in the period 1959-2010 is shown in Figure 1. The number of fatalities decreased in the period 1970-1999. This downward trend became less pronounced in the period 1999-2001. After that, the downward trend was maintained until 2003. The reduction in fatalities reversed after 2003. The lower figure noted for 2003 may have been influenced by the introduction of the penalty points system for speeding offences on 1 November 2002. Between 2005 and 2010, the number of fatalities has decreased by 47 per cent.

Figure 1: Fatalities and Fatalities per Million Registered Motor Vehicles, 1959-2010

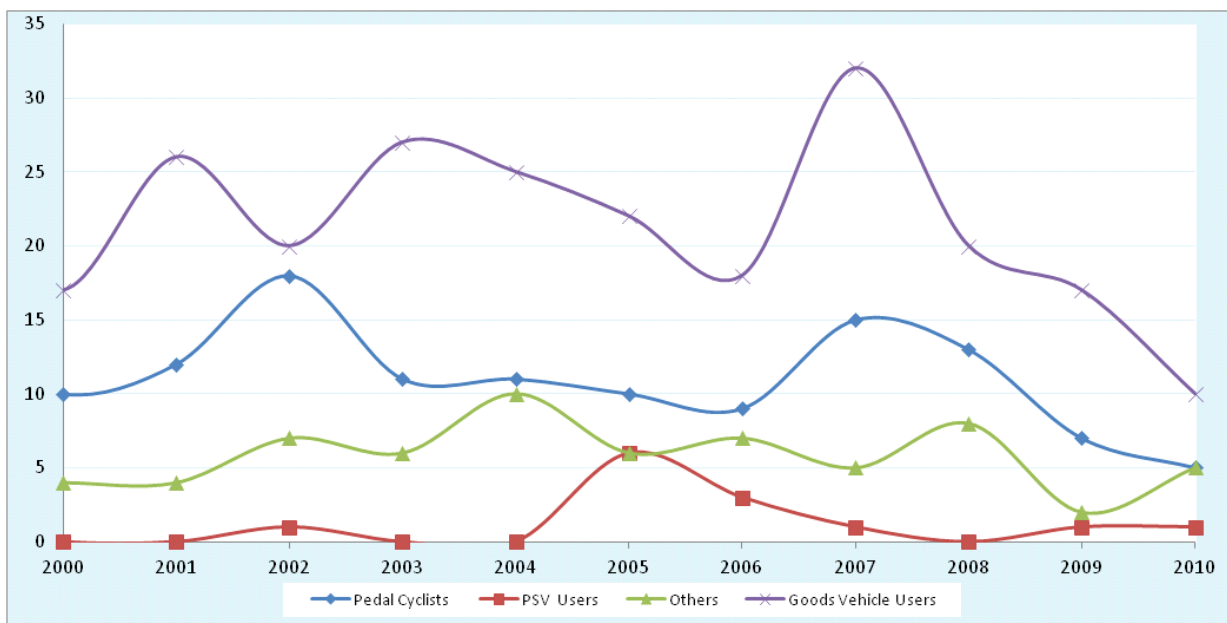
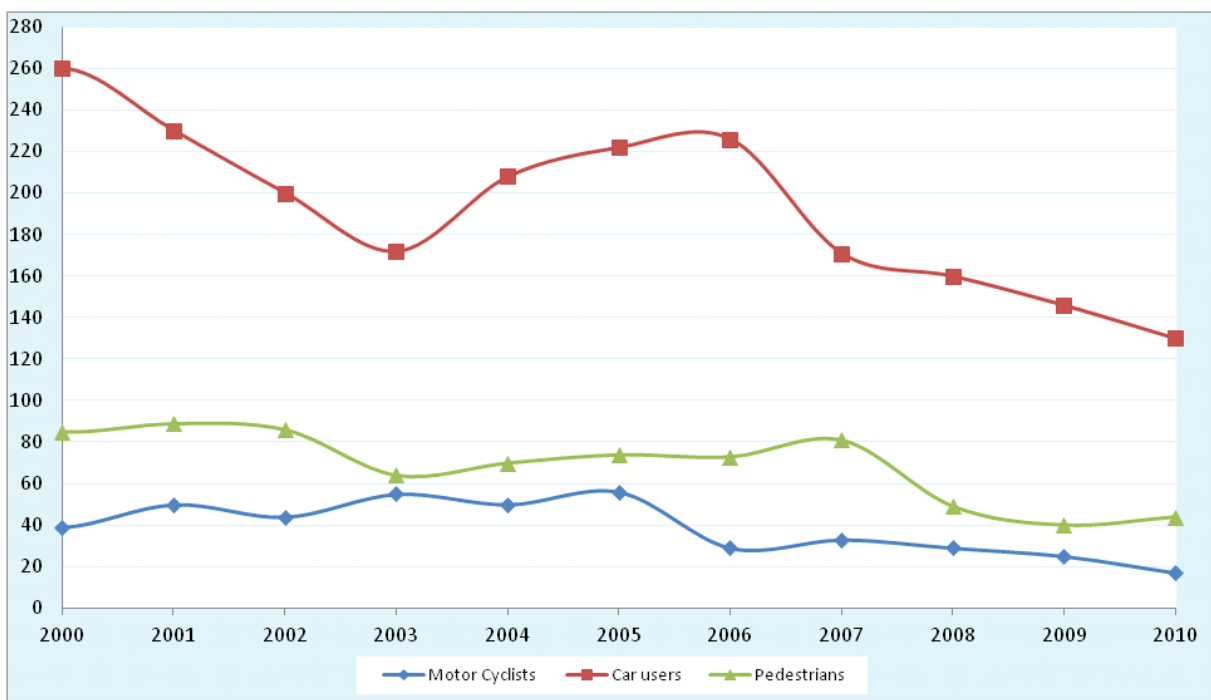


1.2 Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 2000-2010 is given in Figure 2. The number of car user fatalities decreased sharply from 2000 to 2003. During the period 2003-2006, the number of car user fatalities increased gradually. In the period 2006-2010, there has been a steady decline in the number of car user fatalities.

There was a downward trend in the number of pedestrian fatalities in the period 1999-2003. However, the number of pedestrian fatalities increased in the period 2003-2007. The downward trend has been maintained in pedal cyclist fatalities over the period 2003-2006, with a sharp increase in 2007. The pedal cyclist fatalities have reduced by 67 per cent between 2007 and 2010. The number of motorcyclist fatalities generally showed an upward trend in the period 2000-2005, then fell by 48 per cent in 2006, marginally increased in 2007 and decreased by 41 per cent between 2008 and 2010. The trend for PSV users, goods vehicle users and other road user fatalities (miscellaneous types of motor vehicles) was sporadic.

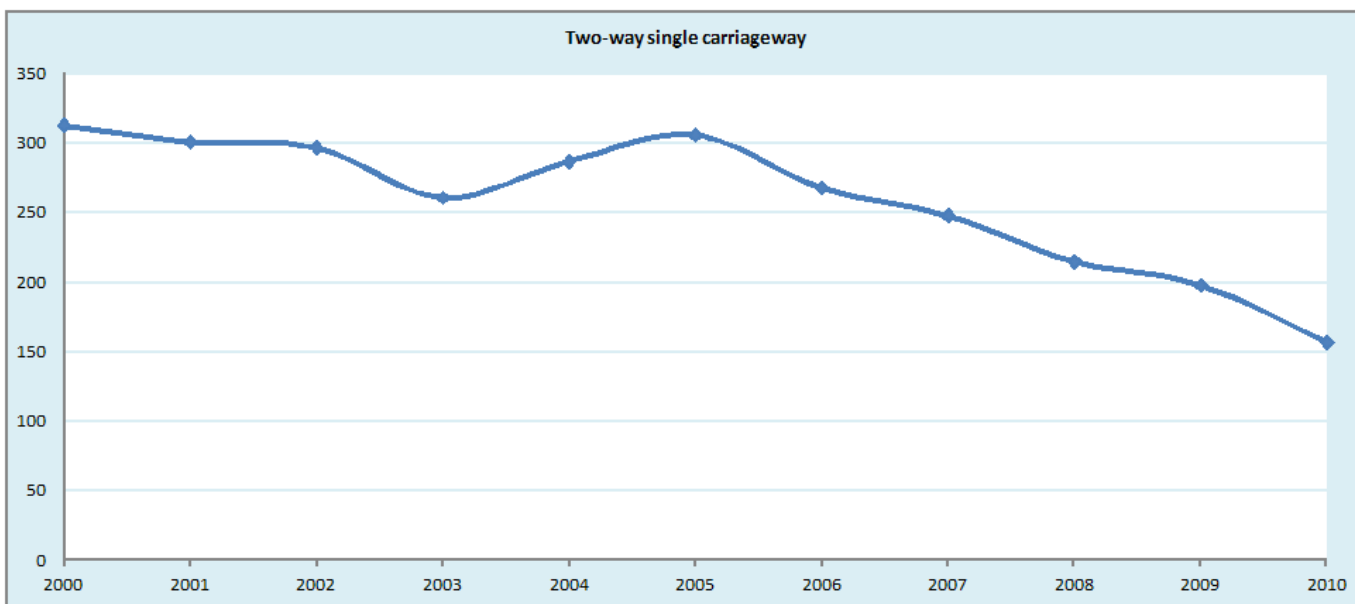
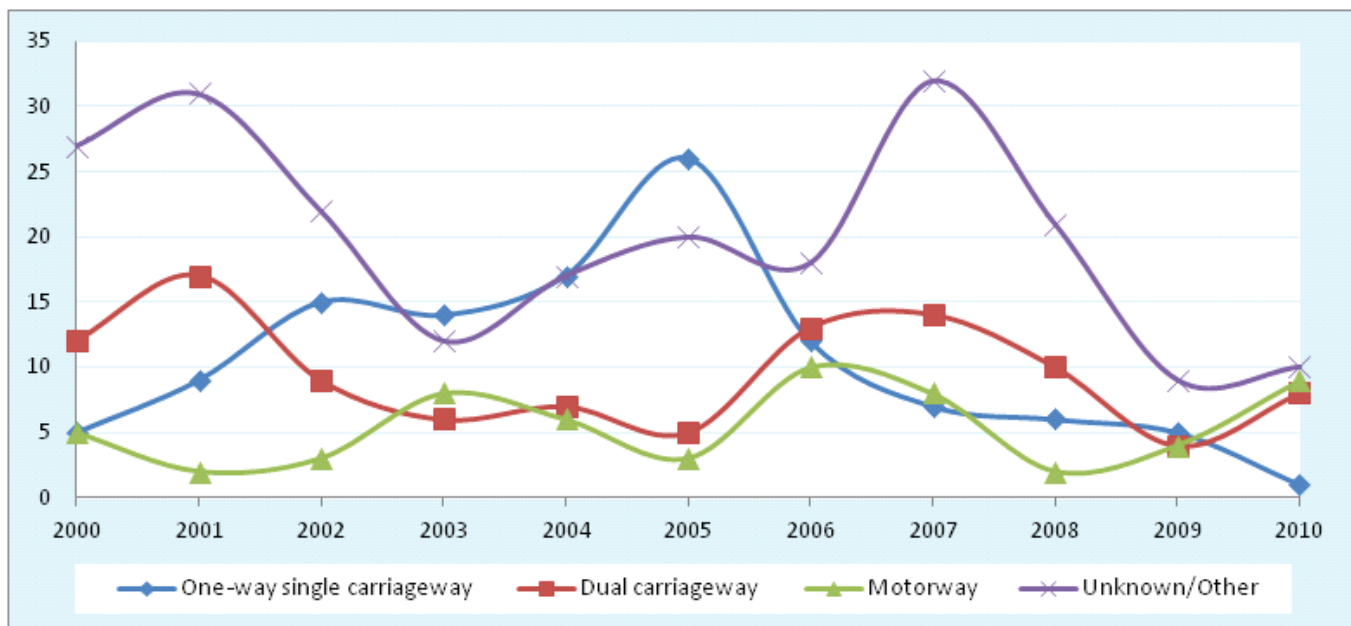
Figure 2: Number of Fatalities by Transport Mode, 2000-2010



1.3 Trends in Fatalities by Road Types

In 2010, 157 fatal collisions occurred on two-way single carriageways. Over the period 2000-2010 there has been a general downward trend in the number of fatal collisions on two-way single carriageways. There was also a general downward trend in the number of fatal collisions on dual carriageways over the period 2001-2005 and an upward trend in 2005-2007. This trend has now reversed. Over the period 2000-2010, there has been an up-and-down fluctuation trend in the number of fatal collisions on motorways and other/unknown road types.

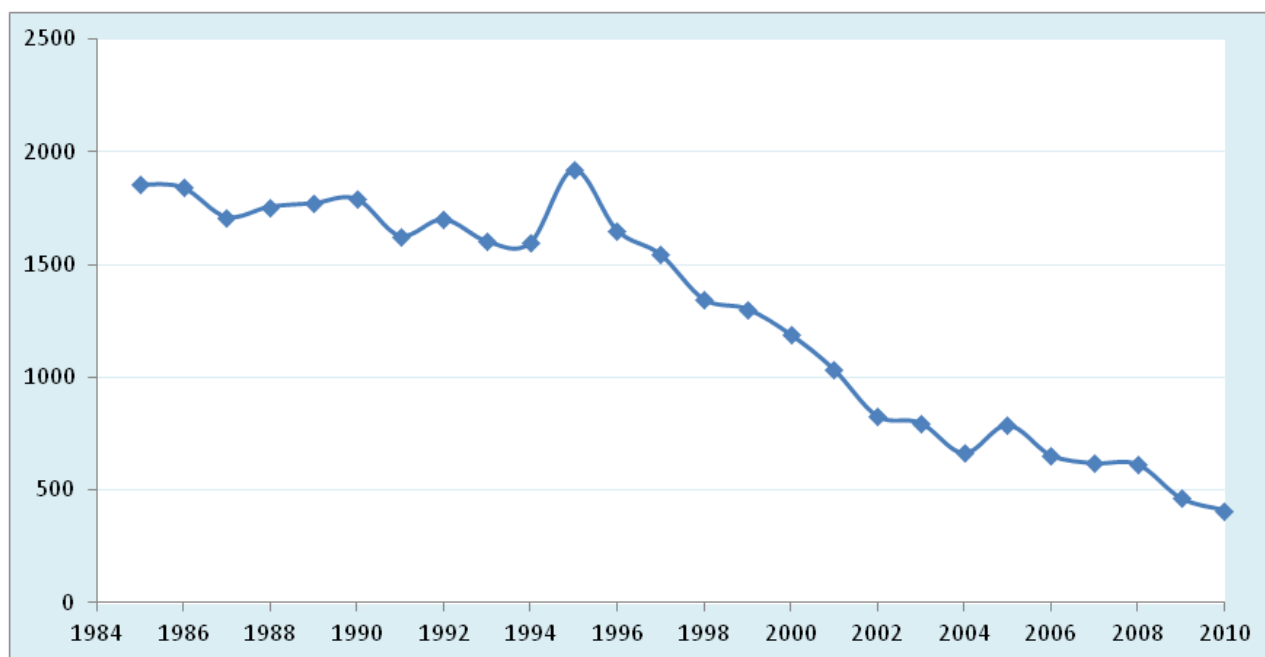
Figure 3: Number of Fatal Collisions By Road Type, 2000- 2010



1.4 Trends in Injury Collisions

Figure 4 shows the time trend in serious injury collisions. The number of serious injury collisions has been steadily falling since 1995 with the exception of 2005.

Figure 4: Number of Serious Injury Collisions, 1985-2010



1.5 Material Damage Collisions

The number of material damage collisions (where no injuries or fatalities are sustained but material damage is caused to vehicle and/or property) both reported to and recorded by An Garda Síochána increased from 19,880 in 2009 to 21,305 in 2010.

1.6 Road User Category

Compared to 2007, when the Government's Road Safety Strategy started there has been a substantial reduction in all road user categories with the highest reductions among pedal cyclists, motorcyclists and pedestrian fatalities (respectively -67% , -48% and -46%). The number of pedestrians killed in hours of darkness has been reduced by 40 per cent between 2007 and 2010.

1.7 Vulnerable Road Users

Vulnerable road users are pedestrians, motor cyclists, cyclists, young children (under 14 years) and older people car users (65 years and over);

- 2 in 5 of those who died on our roads in 2010 were vulnerable road users,
- 1 in 5 were pedestrians,
- 1 in 13 were motorcyclists, and
- 1 in 45 were pedal cyclists.

73 per cent of pedestrians were killed in the hours of darkness. 76 per cent of motorcyclists were killed on roads with speed limits of more than 60km/h. 23 per cent of pedestrians killed were aged 65 and over.

1.8 Young Children Casualties (under 14 years)

Six children (14 years of age or younger) were killed on our roads in 2010. Of these, four were pedestrians and two were car passengers.

Figure 5a: Fatalities Classified by Road User and Age in 2010

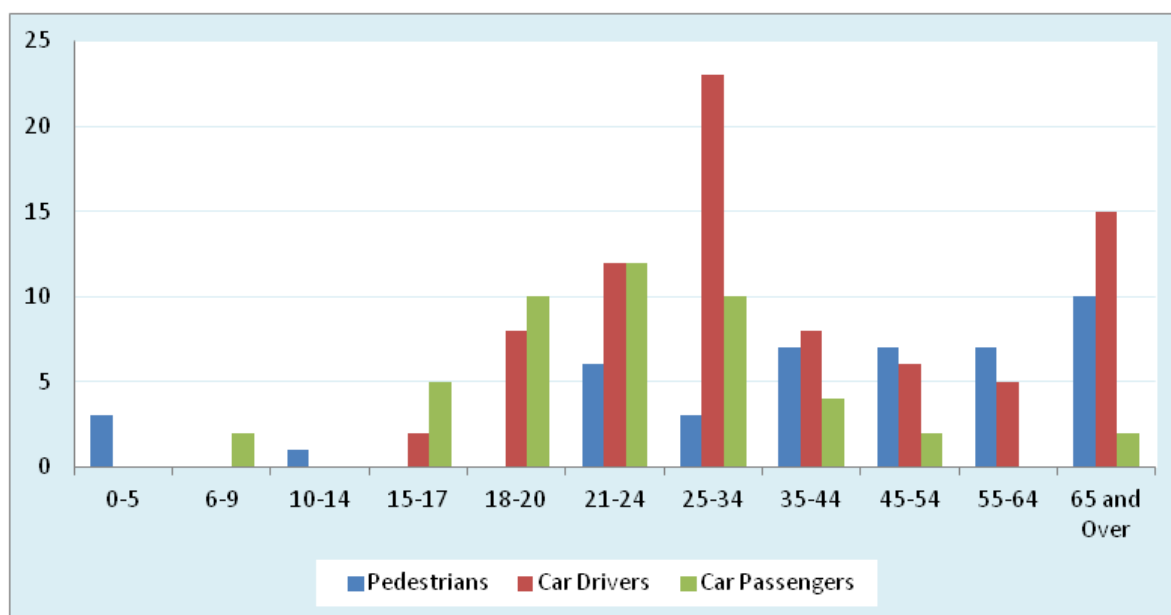


Figure 5b: Motorcyclists and Pedal Cyclists Killed, Percentage of Total, 1973-2010

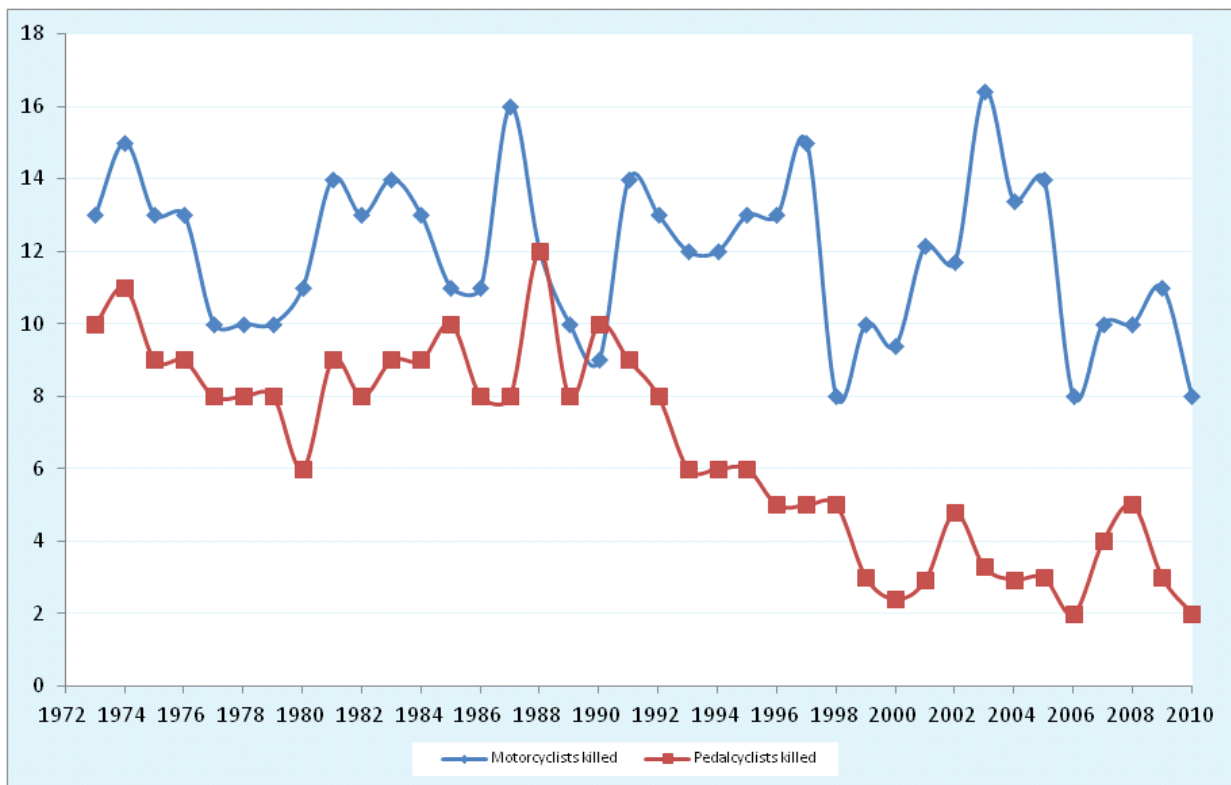
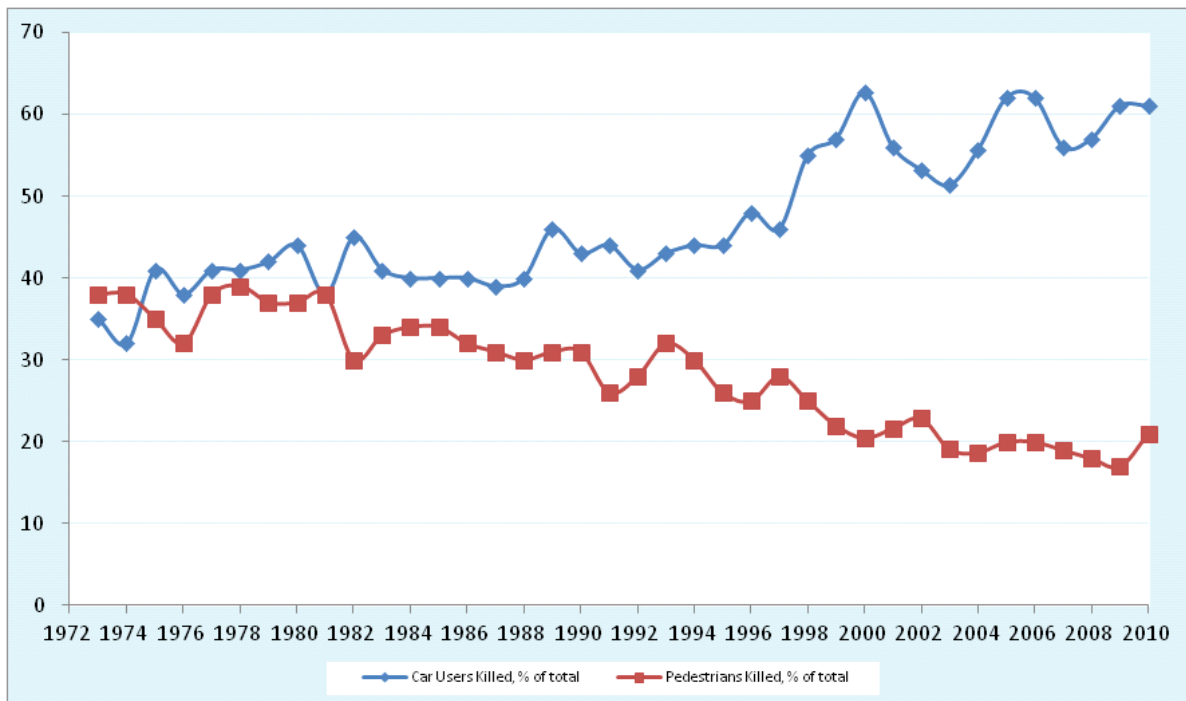


Figure 6: Pedestrians and Car Users Killed, Percentage of Total, 1973-2010



1.9 Primary Collision Type

42 per cent of all fatal collisions in 2010 were single vehicle only collisions. This collision type, which involves no other road user, is most probably associated with a number of causal factors, including excessive speed, fatigue and/or alcohol/drug consumption. Single vehicle only collisions accounted for 26 per cent of injury collisions.

Head-on collisions accounted for 18 per cent of fatal collisions and 10 per cent of injury collisions. Collisions involving pedestrians accounted for 24 per cent of all fatal collisions and 16 per cent of all injury collisions.

Five out of six of all fatal collisions were either single vehicle, head-on collision or pedestrian collisions. This indicates that single vehicle, head-on conflict or pedestrian collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which together accounted for 47 per cent of injury collisions but only 16 per cent of fatal collisions.

Figure 7a: Percentage of Fatal and Personal Injury Collisions by Primary Collision Type

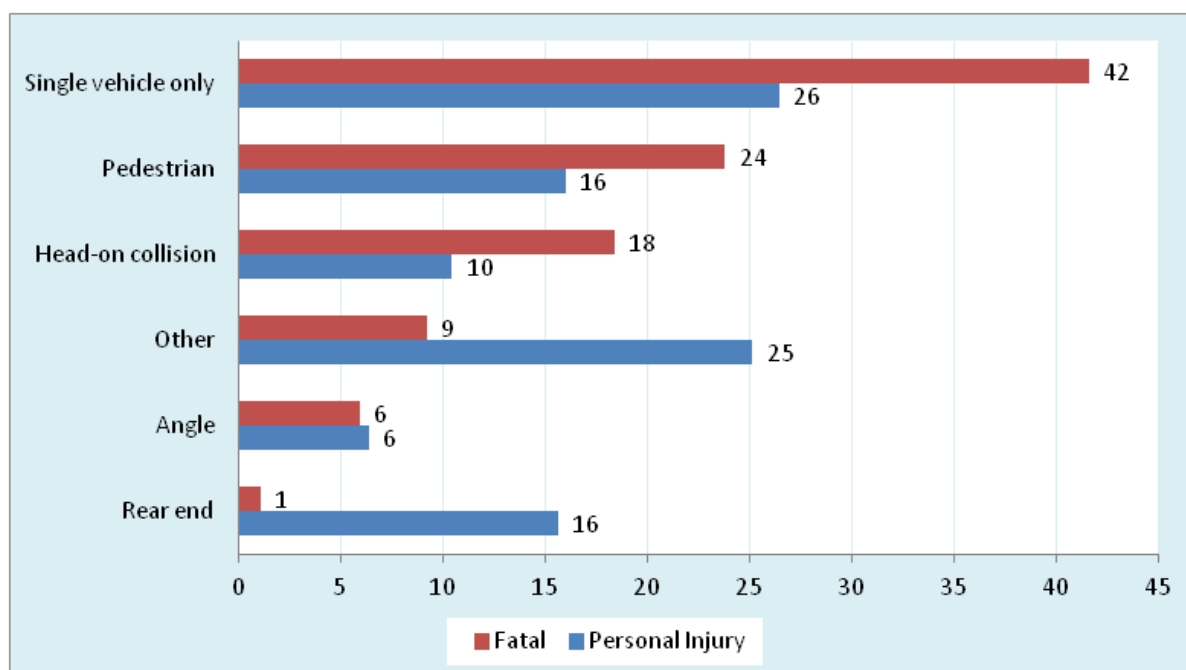
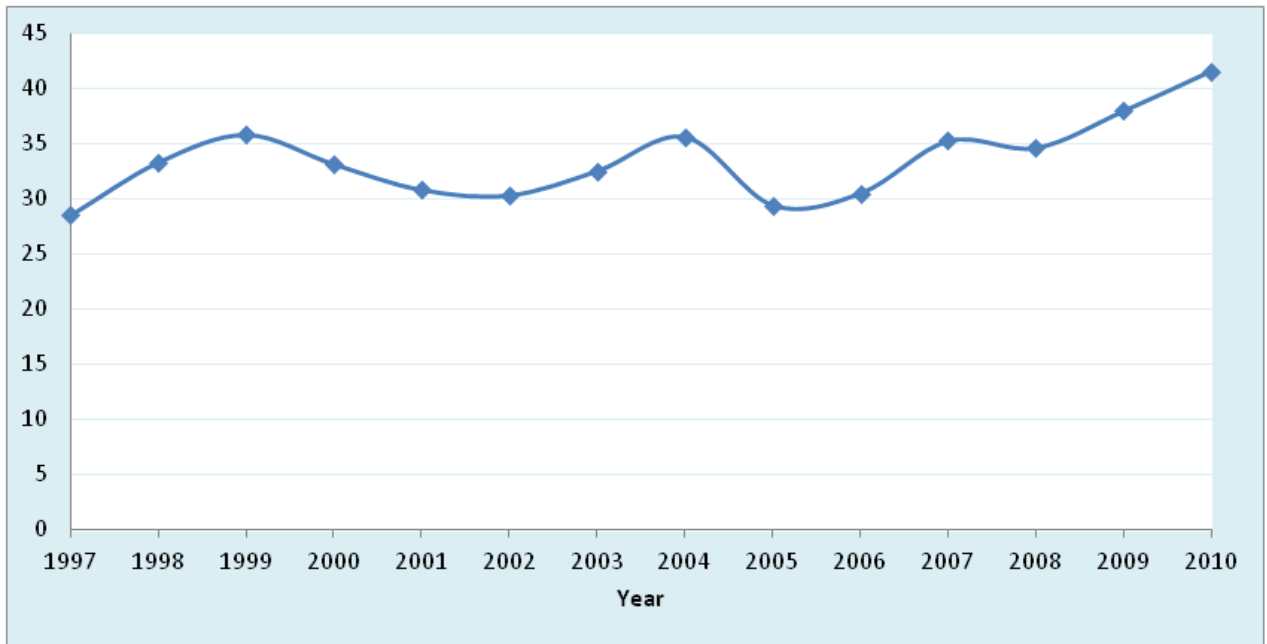


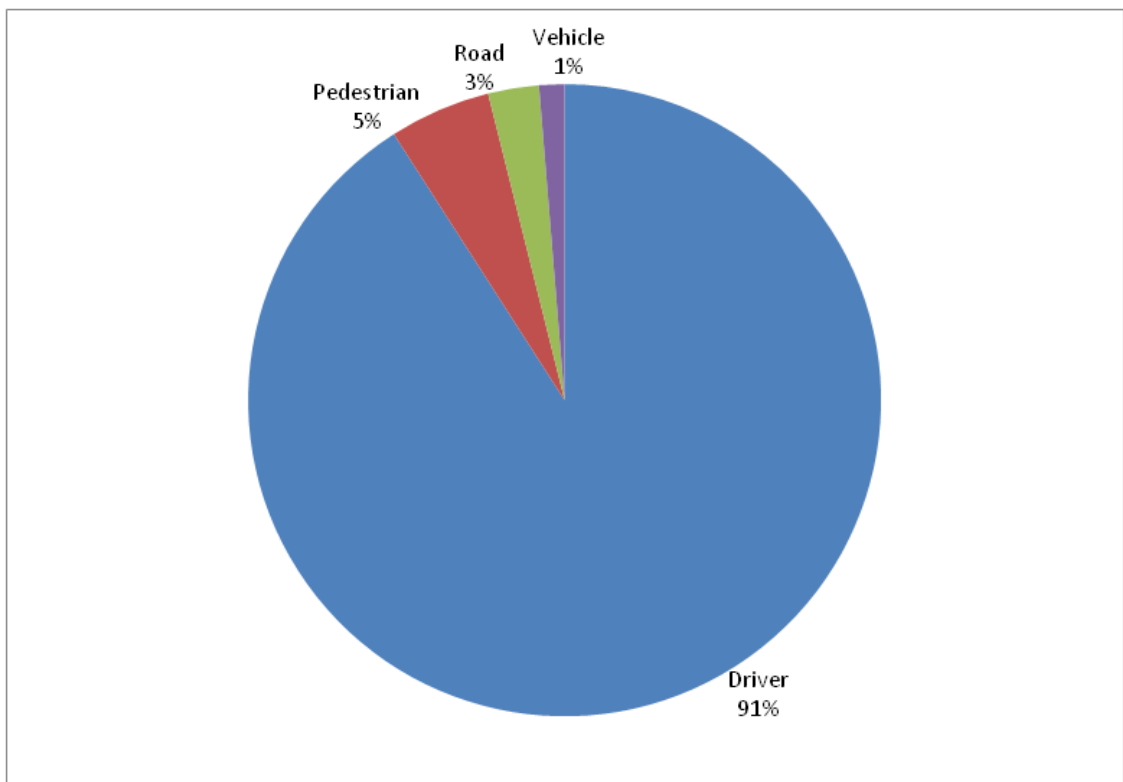
Figure 7b: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1997-2010



1.10 Contributory Factors to Road Collisions

The contributory factors listed by An Garda Síochána on collision report forms changed little from 2003 (see Table 17 on page 23). Driver error accounted for 91 per cent of all contributory factors identified in fatal collisions, while the next most listed factor, pedestrian error, accounted for five per cent. Road factors accounted for three per cent and vehicle factors accounted for one per cent of all listed contributory factors. The breakdown of contributory factors to fatal collisions is shown in Figure 8 below.

Figure 8: Contributory Factors to Fatal Road Collisions



1.11 Contributory Actions to Road Collisions

In two-vehicle fatal collisions - see Figure 9 - the most frequently cited contributory action is 'went to the wrong side of the road' (61 per cent) followed in turn by 'exceeded safe speed limit' (17 per cent), 'other action' (17 per cent) and 'improper overtaking' (4 per cent).

1.12 Collision Costs

The cost of collisions was based on those as outlined in the 2004 Goodbody Economic Consultants' report entitled 'Cost Benefit Parameters and Application Rules for Transport Project Appraisal' which was commissioned by the Department of Transport. Using the updating mechanism as set out in the Goodbody Economic Consultants' report which is to inflate the year 2002 cost values to 2010 values using the growth in Gross National Product (GNP) per person employed, the estimated cost of all fatal and injury road collisions reported to and recorded by An Garda Síochána in 2010 is €853 million. There is a decrease in the cost of collisions of €121 million when compared to the 2009 figure.

Table A2: Total Cost of Road Collisions in 2010

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	185	2,583,311	477,912,535
Serious	409	345,121	141,154,489
Minor	5,186	33,991	176,277,326
Material Damage	21,305	2,719	57,928,295
Total	27,085	N/A	853,272,645

(Source of GNP per person employed growth rate: CSO)

1.13 International Comparisons

On the basis of road deaths per million population, in 2010, the latest year for which international comparative information is available, Ireland is ranked seventh out of the EU-27.

(Sources: IRTAD and ETSC)

Figure 9: Two-Vehicle Fatal Collisions in 2010, Classified by Contributory Action

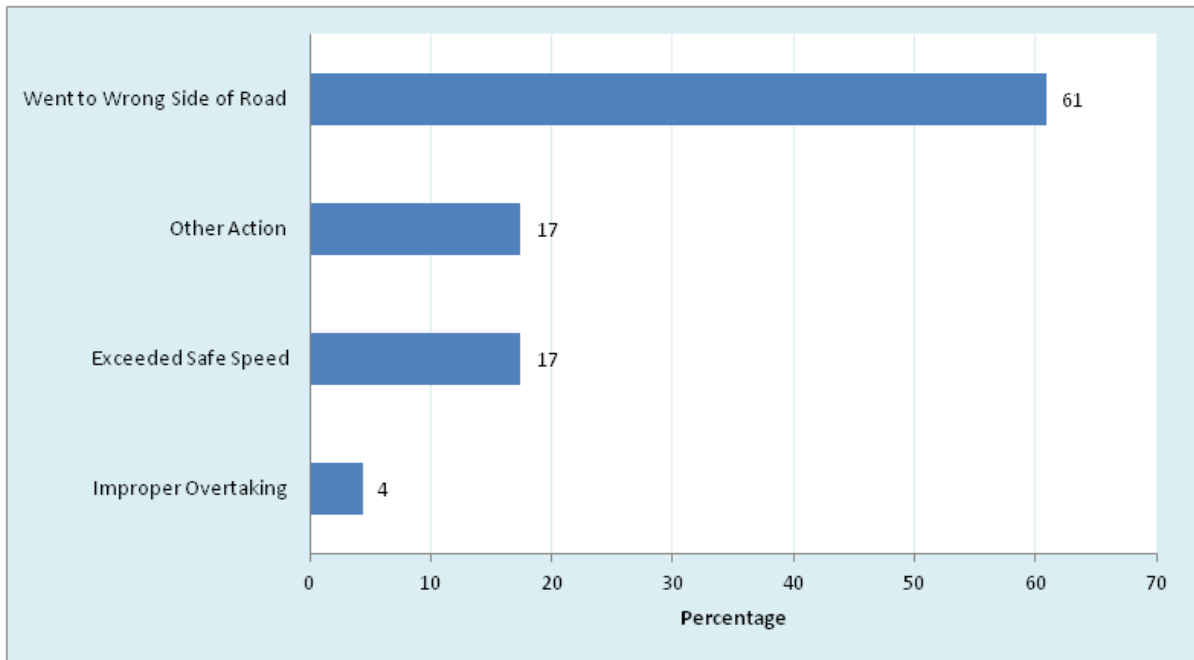
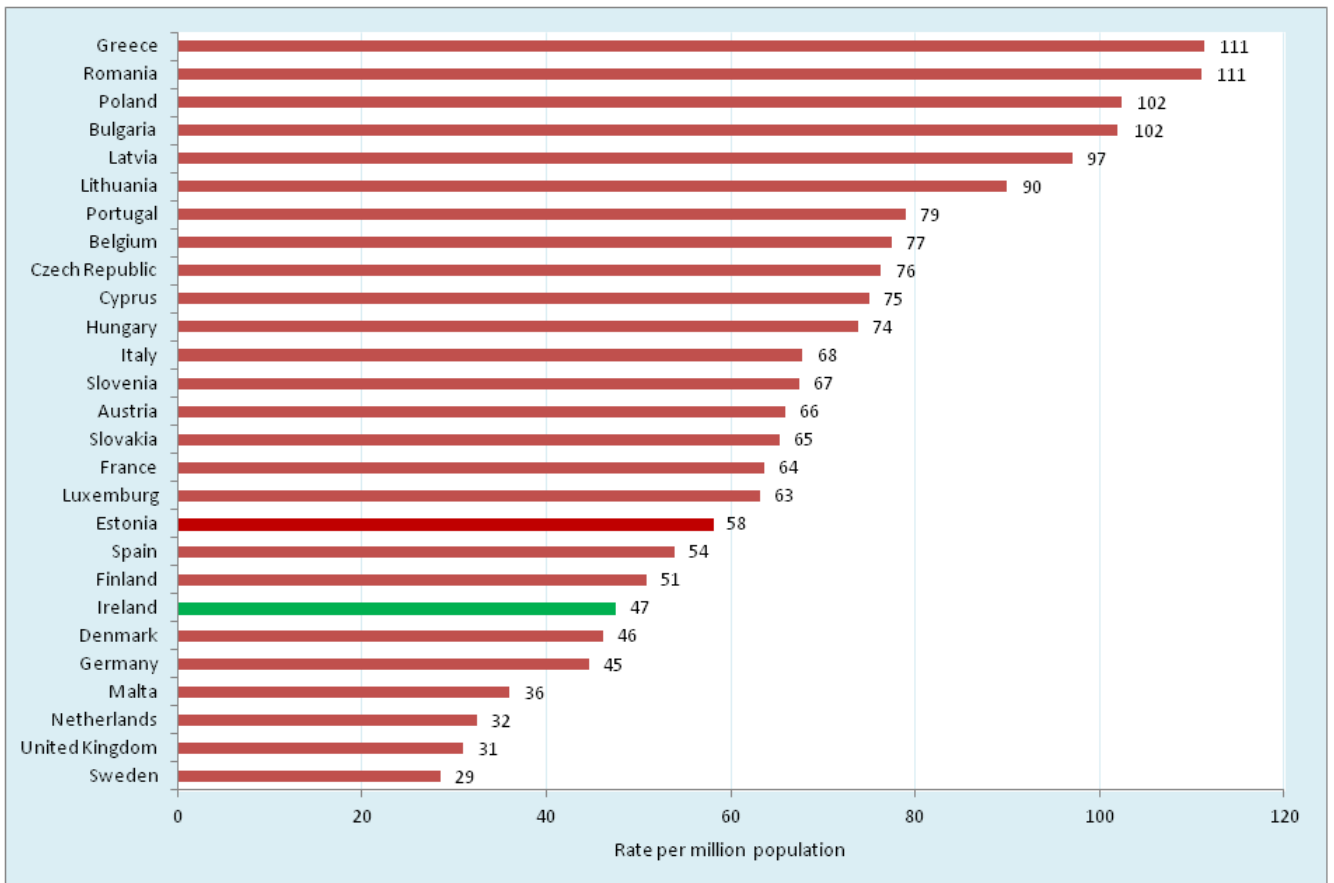


Figure 10: Road Fatalities per Million Population in 2010

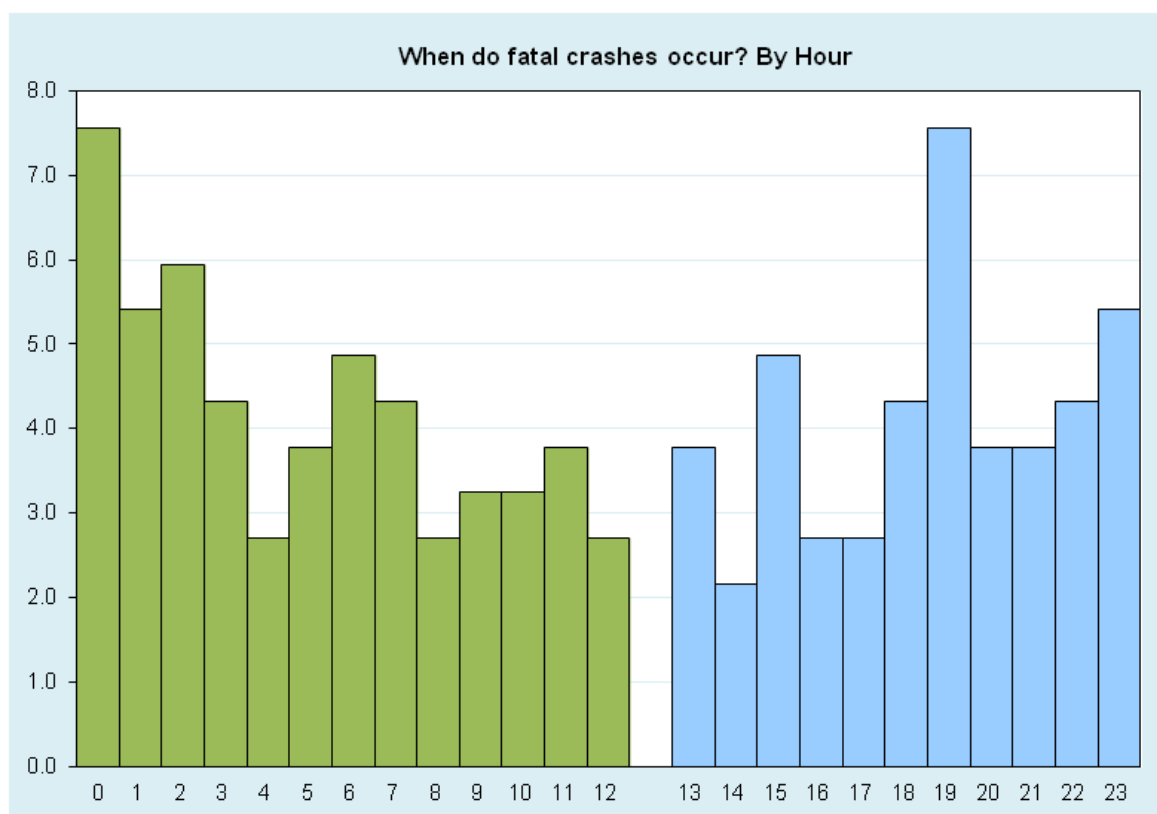


2. Date and Time

2.1 Persons Killed or Injured by Hour of Day

Figures 11 and 12 give the number of fatalities by hour of the day and the day of the week respectively.

Figure 11: Percentage of Fatal Collisions by Hour in 2010



The highest number of fatalities occurred in the afternoon rush hours (i.e.18:00-19:00).

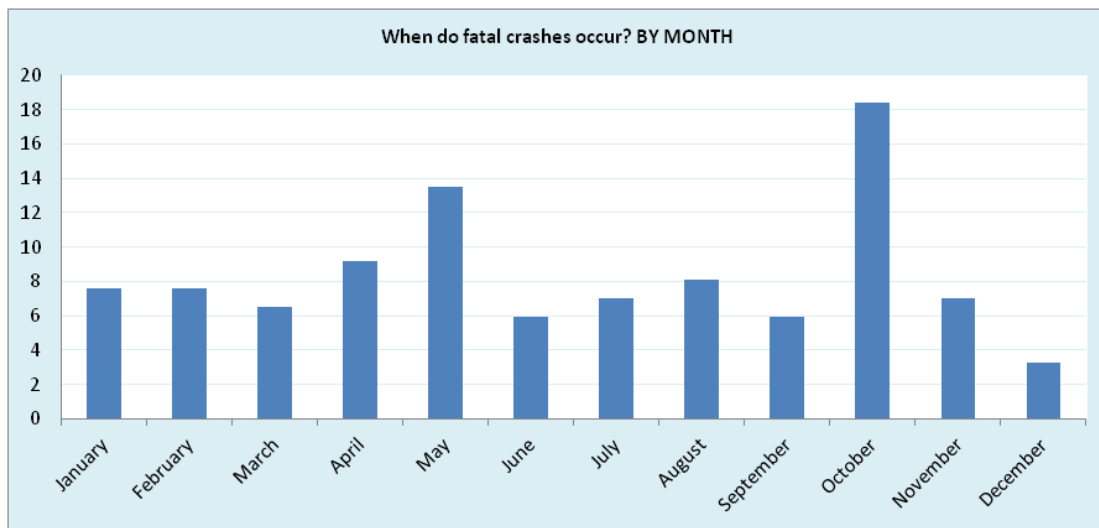
In 2010, the number of fatal collisions between the hours of 9.00pm and 3.00am, the hours most strongly associated with drinking and driving, was 60 with 72 people killed in these collisions. This period accounted for 32 per cent of fatal collisions and 34 per cent of fatalities in 2010.

35 people were killed between 12 midnight and 3.00am. Fatalities that occurred during these hours accounted for approximately 17 per cent of all road collision fatalities in 2010.

2.2 The Month of the Year

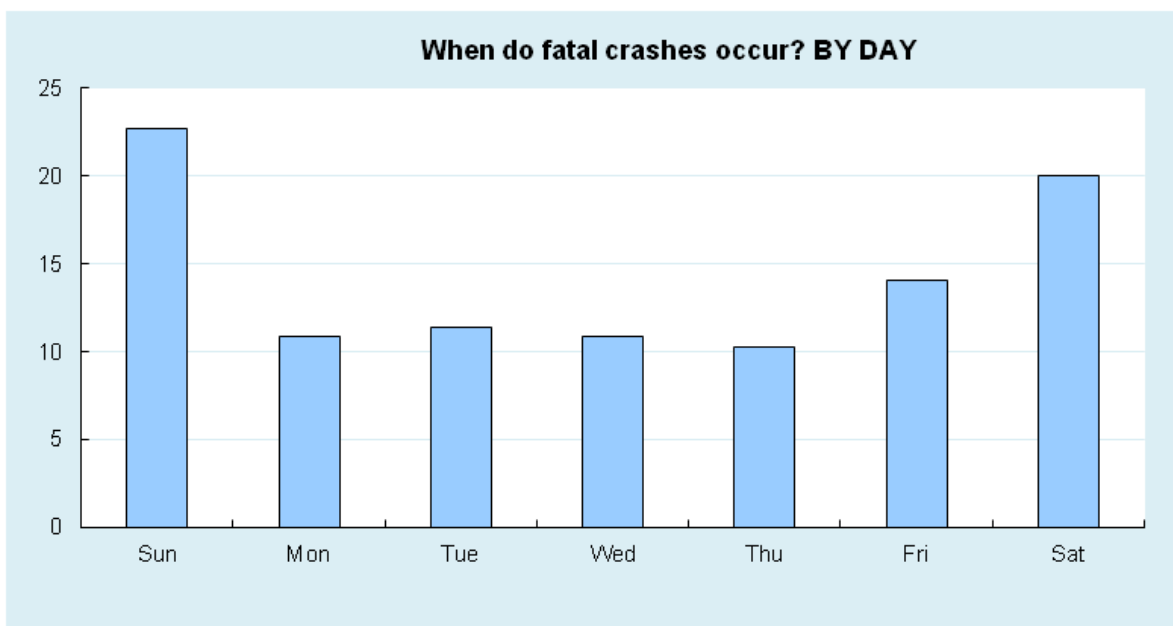
The worst month for fatalities in 2010 was October when 36 people died in 34 collisions. The month of December recorded the fewest number of collisions when 10 people died on Irish roads.

Figure 12a: Percentage of Fatal Collisions by Month of the Year in 2010



2.3 Fatalities by Days of the Week

Figure 12b: Percentage of Fatal Collisions by Days of the Week in 2010



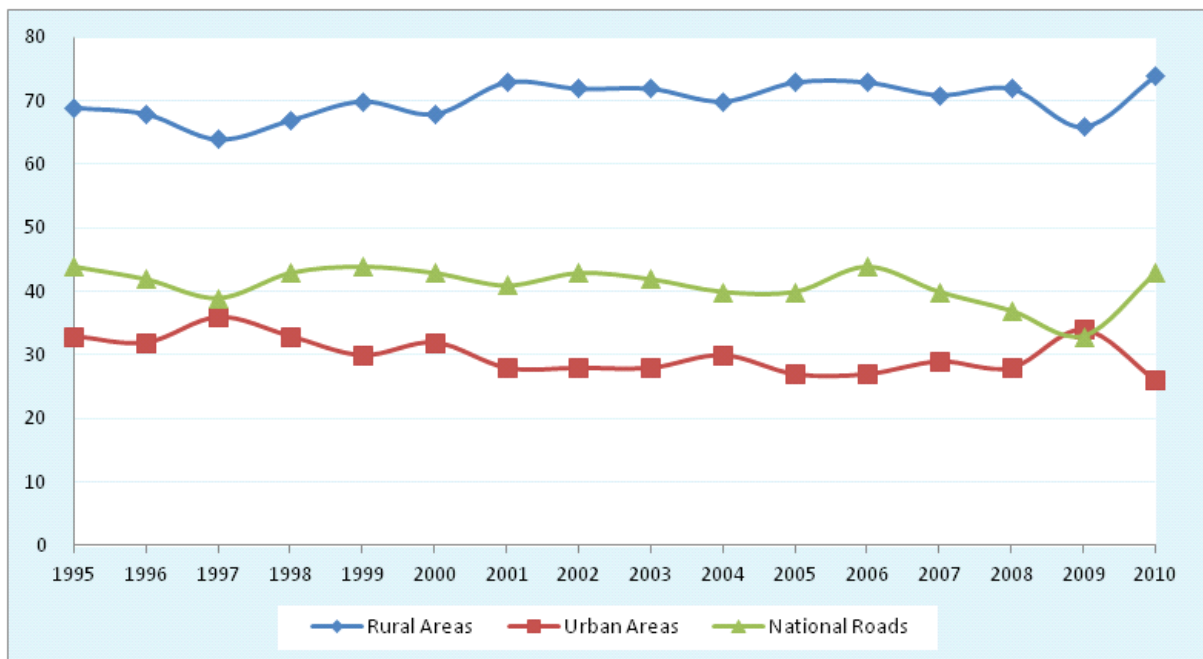
The worst days of the week for fatalities during 2010 were Sunday and Saturday. These two days together accounted for 94 fatalities, or 44 per cent of the total. The day of the week with the fewest associated fatalities was Thursday when 22 people, or 10 per cent of the total, died.

3. Location

3.1 Trends in Fatal Collisions by Rural, Urban and National Route

26 per cent of all fatal collisions in 2010 occurred on urban roads. 43 per cent of all fatal collisions occurred on national roads. It should be noted that in 2010, there were reclassifications of some national roads to regional status. Some of the fatal collisions registered on national roads in 2010 might have occurred before or after the reclassification.

Figure 13: Percentage of Fatal Collisions in Rural, Urban Areas and on the National Routes, 1995-2010



3.2 On a County-by-County Basis

The collision rates per thousand population in 2011, per thousand registered vehicles in 2010 and per 10 million vehicle kilometres of travel in 2009, for each county are given in Table A.

On a county-by-county basis, Cavan and Roscommon experienced the highest number of collisions per population (1.8 per 1,000 people). Louth had the highest number of collisions per 1,000 registered vehicles (3.7 per 1,000 registered vehicles) and the highest number of collisions per 10 million vehicle kilometres of travel (approximately 1.7 per 10 million vehicle kilometres of travel).

Table A: Collision Rates per Thousand Population (2011), per Thousand Registered Vehicles (2010), and per 10 Million Vehicle-Kilometres of Travel (2009), for each County

County	No. of Collisions per 1,000 Population¹	No. of Collisions per 1,000 Registered Vehicles²	No. of Collisions per 10 Million Vehicle Kilometres of Travel³
Leinster			
Carlow	1.5	2.3	1.0
Dublin	1.1	2.3	1.3
Kildare	1.1	2.2	0.9
Kilkenny	1.1	1.9	0.7
Laois	1.1	2.3	0.9
Longford	1.7	3.4	1.2
Louth	1.7	3.7	1.7
Meath	1.3	2.6	0.8
Offaly	1.4	2.7	1.3
Westmeath	1.3	2.5	0.8
Wexford	1.3	2.2	1.0
Wicklow	1.3	2.4	1.3
Munster			
Clare	1.3	2.2	0.5
Cork	1.2	2.0	1.5
Kerry	1.1	1.9	0.7
Limerick	1.5	2.7	1.2
Tipperary NR	1.3	2.1	0.8
Tipperary SR	1.4	2.4	1.1
Waterford	1.3	2.4	1.5
Connaught			
Galway	1.3	2.6	1.1
Leitrim	1.6	3.0	0.8
Mayo	1.3	2.4	1.0
Roscommon	1.8	3.1	1.2
Sligo	1.5	2.7	1.2
Ulster			
Cavan	1.8	3.5	0.9
Donegal	1.5	2.9	1.0
Monaghan	1.0	1.9	0.7
TOTAL	1.3	2.4	1.1

¹ Based on 2011 Census of Population

² Based on 2010 Registered Vehicle Data

³ Based on 2009 Vehicle Kilometres of Travel Estimates

Note: The vehicle-kilometres of travel for each county will be less accurate than the figure for the whole country, because of smaller sample sizes.

TABLES

SECTION 1: TRENDS IN COLLISIONS



Table 1 Collisions Classified by Type and Vehicles Licensed, 2001-2010

Collision Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatal	360	346	301	334	360	321	309	254	220	185
Injury	6,549	6,279	5,684	5,447	6,173	5,697	5,158	6,482	6,395	5,595
Material Damage	21,191	17,915	17,930	16,525	21,274	22,399	23,769	21,728	19,880	21,305
TOTAL	28,100	24,540	23,915	22,306	27,807	28,417	29,236	28,464	26,495	27,085
Vehicles current licence (thousands)	1,770	1,850	1,937	2,036	2,138	2,296	2,442	2,498	2,468	2,416

Table 2 Persons Killed and Injured, 2001-2010

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Killed	411	376	335	374	396	365	338	279	238	212
Injured	10,222	9,206	8,262	7,867	9,318	8,575	7,806	9,758	9,742	8,270
TOTAL	10,633	9,582	8,597	8,241	9,714	8,940	8,144	10,037	9,980	8,482

Table 3 Persons Killed Classified by Road User Type, 2001-2010.

Road User Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Pedestrians	89	86	64	70	74	73	81	49	40	44
Pedal Cyclists	12	18	11	11	10	9	15	13	7	5
Motorcyclists	50	44	55	50	56	29	33	29	25	17
Car Users	230	200	172	208	222	226	171	160	146	130
PSV Users	0	1	0	0	6	3	1	0	1	1
Goods Vehicle	26	20	27	25	22	18	32	20	17	10
Other or Unknown	4	7	6	10	6	7	5	8	2	5
TOTAL	411	376	335	374	396	365	338	279	238	212

Table 4 All Casualties Classified by Road User Type, 2001-2010.

Road User Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Pedestrians	1,202	1,196	1,115	982	1,063	1,017	965	1,173	1,115	967
Pedal Cyclists	363	296	307	298	233	220	272	349	370	404
Motorcyclists	1,084	1,031	840	681	591	534	410	523	467	408
Car Users	7,033	6,225	5,521	5,395	6,628	6,024	5,638	7,105	7,260	5,944
Other Road User*	951	834	814	885	1,199	1,145	859	887	768	759
TOTAL	10,633	9,582	8,597	8,241	9,714	8,940	8,144	10,037	9,980	8,482

* (PSV, Goods vehicle and other or unknown road users)

Table 5 Persons Killed and Injured in Each County, 2006-2010

County	Persons Killed					Persons Injured				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
Leinster										
Carlow	7	3	1	3	5	83	76	106	128	120
Dublin	34	35	22	31	20	1,713	1,217	1,992	2,028	1,761
Kildare	23	13	13	10	11	266	279	388	363	357
Kilkenny	4	12	5	5	6	199	227	222	208	144
Laois	8	5	12	5	9	181	170	198	185	135
Longford	6	6	3	2	2	90	105	117	85	106
Louth	14	16	7	5	8	308	368	405	467	306
Meath	22	14	9	12	6	397	388	442	429	363
Offaly	9	5	8	4	4	180	188	174	190	151
Westmeath	18	14	3	4	7	168	240	176	191	162
Wexford	20	17	16	4	9	395	311	329	294	257
Wicklow	11	9	4	4	5	234	188	291	343	263
Munster										
Clare	9	12	7	7	4	236	209	288	267	225
Cork	33	31	24	21	18	898	840	976	933	867
Kerry	21	14	19	12	11	348	394	387	345	254
Limerick	16	16	18	22	18	466	470	539	487	393
Tipperary NR	15	6	12	5	3	181	102	171	164	137
Tipperary SR	11	12	9	7	3	176	255	177	172	175
Waterford	8	6	7	3	5	234	240	225	243	211
Connacht										
Galway	19	24	24	23	6	421	264	567	640	573
Leitrim	3	7	5	0	3	72	63	61	84	75
Mayo	11	9	10	10	7	232	217	328	275	280
Roscommon	5	7	3	4	9	163	140	219	206	166
Sligo	4	7	7	7	3	143	115	172	189	142
Ulster (part of)										
Cavan	7	10	8	9	7	187	182	171	221	197
Donegal	19	22	18	14	19	444	409	503	490	361
Monaghan	8	6	5	5	4	160	149	134	115	89
TOTAL	365	338	279	238	212	8,575	7,806	9,758	9,742	8,270

SECTION 2: GENERAL TABLES



Table 6 Traffic Collisions and Casualties Classified by Month of Year

Month	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
January	14	405	419	7.2	15	571	586	6.9
February	14	417	431	7.5	14	622	636	7.5
March	12	474	486	8.4	12	686	698	8.2
April	17	454	471	8.1	19	687	706	8.3
May	25	502	527	9.1	28	755	783	9.2
June	11	463	474	8.2	11	669	680	8.0
July	13	509	522	9.0	21	755	776	9.1
August	15	493	508	8.8	19	747	766	9.0
September	11	520	531	9.2	13	801	814	9.6
October	34	566	600	10.4	36	853	889	10.5
November	13	495	508	8.8	14	717	731	8.6
December	6	297	303	5.2	10	407	417	4.9
TOTAL	185	5,595	5,780	100	212	8,270	8,482	100.0

Table 7 Fatal and Injury Collisions and Casualties Classified by Hour of Day

Hour Beginning	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
12 midnight	14	126	140	2.4	14	215	229	2.7
1	10	106	116	2.0	10	171	181	2.1
2	11	102	113	2.0	11	155	166	2.0
3	8	116	124	2.1	8	163	171	2.0
4	5	54	59	1.0	5	90	95	1.1
5	7	53	60	1.0	7	84	91	1.1
6	9	64	73	1.3	10	88	98	1.2
7	8	155	163	2.8	13	209	222	2.6
8	5	275	280	4.8	5	360	365	4.3
9	6	318	324	5.6	6	423	429	5.1
10	6	230	236	4.1	7	334	341	4.0
11	7	286	293	5.1	8	417	425	5.0
12	5	319	324	5.6	5	440	445	5.2
13	7	340	347	6.0	7	505	512	6.0
14	4	350	354	6.1	5	517	522	6.2
15	9	394	403	7.0	10	582	592	7.0
16	5	386	391	6.8	5	564	569	6.7
17	5	389	394	6.8	5	551	556	6.6
18	8	366	374	6.5	10	551	561	6.6
19	14	346	360	6.2	17	536	553	6.5
20	7	285	292	5.1	7	434	441	5.2
21	7	213	220	3.8	10	356	366	4.3
22	8	173	181	3.1	16	308	324	3.8
23	10	149	159	2.8	11	217	228	2.7
Unknown	0	0	0	0	0	0	0	0
TOTAL	185	5,595	5,780	100	212	8,270	8,482	100

Table 8 Fatal and Injury Collisions and Casualties by Day of Week

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	42	796	838	14.5	54	1,304	1,358	16.0
Monday	20	754	774	13.4	23	1,114	1,137	13.4
Tuesday	21	728	749	13.0	23	1,011	1,034	12.2
Wednesday	20	749	769	13.3	24	1,120	1,144	13.5
Thursday	19	761	780	13.5	22	1,074	1,096	12.9
Friday	26	986	1,012	17.5	26	1,402	1,428	16.8
Saturday	37	821	858	14.8	40	1,245	1,285	15.1
TOTAL	185	5,595	5,780	100.0	212	8,270	8,482	100.0

Table 9 Fatal and Injury Collisions and Casualties Classified by Light Condition
COLLISIONS

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
Daylight good visibility	21	2,001	2,022	64.8	48	1,579	1,627	61.2
Daylight poor visibility	0	117	117	3.7	8	152	160	6.0
Dark road well-lit	16	651	667	21.4	8	133	141	5.3
Dark road poorly-lit	5	170	175	5.6	12	115	127	4.8
Dark unlit lighting	0	8	8	0.3	1	18	19	0.7
Dark no lighting	6	70	76	2.4	54	496	550	20.7
Unknown	1	23	24	0.8	2	8	10	0.4
Not Stated	0	33	33	1.1	3	21	24	0.9
TOTAL	49	3,073	3,122	100.0	136	2,522	2,658	100.0

CASUALTIES

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	21	2,620	2,641	63.4	55	2,572	2,627	60.9
Daylight poor visibility	0	157	157	3.8	10	240	250	5.8
Dark road well-lit	18	921	939	22.5	11	202	213	4.9
Dark road poorly-lit	5	220	225	5.4	13	201	214	5.0
Dark unlit lighting	0	16	16	0.4	1	23	24	0.6
Dark no lighting	6	114	120	2.9	66	871	937	21.7
Unknown	1	25	26	0.6	2	13	15	0.3
Not Stated	0	41	41	1.0	3	34	37	0.9
TOTAL	51	4,114	4,165	100.0	161	4,156	4,317	100.0

Note: Collisions omitted when speed limit is unknown

Table 10 Fatal and Injury Collisions Classified by Primary Weather Conditions

Weather	Fatal	Serious Injury	Minor Injury	Total	%
Dry	128	308	3,798	4,234	73.3
Wet	38	68	886	992	17.2
Frost/Ice	8	13	253	274	4.7
Snow	1	2	59	62	1.1
Fog/Mist	5	11	68	84	1.5
High Winds	0	1	7	8	0.1
Other	0	0	7	7	0.1
Unknown	2	2	50	54	0.9
Not Specified	3	4	58	65	1.1
TOTAL	185	409	5,186	5,780	100.0

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	102	261	3,218	3,581	62.0
Wet	66	119	1,414	1,599	27.7
Frost/Ice	11	16	361	388	6.7
Snow	1	2	64	67	1.2
Other	1	5	42	48	0.8
Unknown/ Not Specified	4	6	87	97	1.7
TOTAL	185	409	5,186	5,780	100.0

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	103	243	3,384	3,730	64.5
Bend	42	97	839	978	16.9
Hillcrest	6	8	87	101	1.7
Some Gradient	15	10	145	170	2.9
Other	4	11	153	168	2.9
Not Specified	15	40	578	633	11.0
TOTAL	185	409	5,186	5,780	100.0

Table 13 Collisions Classified by Road Surface Condition and by Occurrence of Skidding

Road Surface	Skidding Occurred	No Skidding	Not Stated	Total	Skidding Rate (%)*
Dry	547	2,049	985	3,581	21.1
Wet	334	711	554	1,599	32.0
Frost/Ice	220	66	102	388	76.9
Snow	43	9	15	67	82.7
Other	10	5	33	48	66.7
Not Specified	3	6	88	97	33.3
TOTAL	1,157	2,846	1,777	5,780	28.9

* Excludes not stated category

Table 14 Collisions on Wet Roads Classified by Road Character and by Occurrence of Skidding

Road Character	Skidding Occurred	No Skidding	Not Stated	Total	Skidding Rate (%)*
Straight	168	476	325	969	26.1
Bend	109	136	128	373	44.5
Hillcrest	8	6	11	25	57.1
Some Gradient	15	11	17	43	57.7
Other	9	18	15	42	33.3
Not Specified	25	64	58	147	28.1
TOTAL	334	711	554	1,599	32.0

* Excludes not stated category

Table 15 Fatal and Injury Collisions Inside and Outside Built-up Areas Classified by Collision Type

Collision Type	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
Single Vehicle and Pedestrian	21	821	842	27.0	23	75	98	3.7
Single Vehicle Only	19	437	456	14.6	58	1,042	1,100	41.4
Two or more Vehicle Collisions	9	1,815	1,824	58.4	55	1,405	1,460	54.9
TOTAL	49	3,073	3,122	100.0	136	2,522	2,658	100.0
Breakdown of two or more vehicle collisions								
Rear End	2	542	544	29.8	0	332	332	22.7
Angle	1	187	188	10.3	10	170	180	12.3
Head-On	2	221	223	12.2	32	362	394	27.0
Other/Not Known	4	865	869	47.6	13	541	554	37.9

Note: Collisions omitted when speed limit is unknown

Table 16 Single Vehicle Collisions not Involving Pedestrians Classified by Type of Collision

Type of collision	Fatal	Injury	Total	%
Bollard/Island	0	36	36	2.3
Parked Car	1	73	74	4.8
Parked Truck	0	7	7	0.4
Parked Trailer/Skip	0	1	1	0.1
Pole	6	104	110	7.1
Tree	15	66	81	5.2
Animal	0	20	20	1.3
Wall/Gate	19	273	292	18.8
Ditch	23	595	618	39.7
Other/Unknown	13	303	316	20.3
Not Stated	0	1	1	0.1
TOTAL	77	1,479	1,556	100.0

Table 17 Fatal and Injury Collisions Classified by Possible Contributory Factor Where Specified

Contributory Factor	Fatal	Injury	Total	%
Driver	70	3,188	3,258	84.9
Pedestrian	4	273	277	7.2
Road	1	180	181	4.7
Vehicle	1	14	15	0.4
Environment	1	106	107	2.8
TOTAL	77	3,761	3,838	100.0

Note: More than one factor is specified in certain collisions

SECTION 3: CASUALTIES

Figure 14: Percentage of Persons Killed or Seriously Injured by Road User, 2010

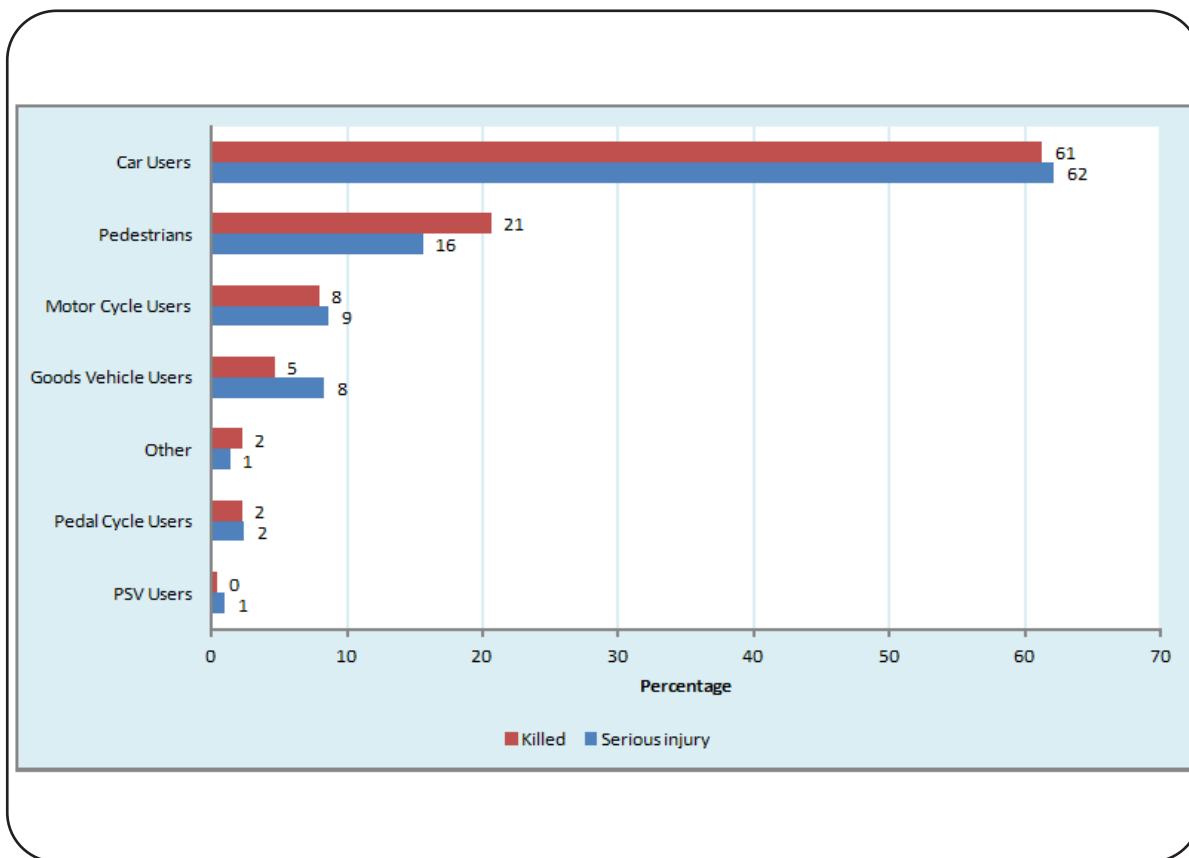


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	44	88	834	966	11.7
Pedal Cycle Users	5	14	378	397	4.8
Motorcycle Users	17	49	339	405	4.9
Car Users	130	349	5,298	5,777	69.9
PSV Users	1	6	67	74	0.9
Goods Vehicle Users	10	47	436	493	6.0
Other	5	8	140	153	1.9
TOTAL	212	561	7,492	8,265	100.0

Note: Collisions omitted when injury severity unknown

Table 19 All Casualties Classified by Road User Type and by Age

Age Groups	Pedestrians				Pedal Cyclists				Motorcyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	3	72	75	7.8	0	8	8	2.0	0	0	0	0.0
6-9	0	77	77	8.0	0	10	10	2.5	0	0	0	0.0
10-14	1	92	93	9.6	0	36	36	8.9	0	3	3	0.7
15-17	0	58	58	6.0	0	17	17	4.2	0	18	18	4.4
18-20	0	61	61	6.3	0	11	11	2.7	2	24	26	6.4
21-24	6	64	70	7.2	0	18	18	4.5	4	50	54	13.2
25-34	3	132	135	14.0	0	109	109	27.0	7	137	144	35.3
35-44	7	92	99	10.2	0	73	73	18.1	4	71	75	18.4
45-54	7	69	76	7.9	1	51	52	12.9	0	47	47	11.5
55-64	7	88	95	9.8	1	32	33	8.2	0	22	22	5.4
65 and Over	10	92	102	10.5	3	14	17	4.2	0	4	4	1.0
Unknown	0	26	26	2.7	0	20	20	5.0	0	15	15	3.7
TOTAL	44	923	967	100.0	5	399	404	100.0	17	391	408	100.0

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	0	0	0.0	0	147	147	6.2	0	147	147	2.5	0	9	9	1.2
6-9	0	0	0	0.0	2	100	102	4.3	2	100	102	1.7	0	7	7	0.9
10-14	0	2	2	0.1	0	144	144	6.1	0	146	146	2.5	0	9	9	1.2
15-17	2	65	67	1.9	5	174	179	7.6	7	239	246	4.1	0	39	39	5.1
18-20	8	339	347	9.7	10	335	345	14.6	18	674	692	11.6	1	61	62	8.2
21-24	12	388	400	11.2	12	262	274	11.6	24	650	674	11.3	1	69	70	9.2
25-34	23	907	930	25.9	10	419	429	18.2	33	1,326	1,359	22.9	5	176	181	23.8
35-44	8	683	691	19.3	4	189	193	8.2	12	872	884	14.9	3	145	148	19.5
45-54	6	432	438	12.2	2	161	163	6.9	8	593	601	10.1	2	89	91	12.0
55-64	5	276	281	7.8	0	128	128	5.4	5	404	409	6.9	4	57	61	8.0
65 and Over	15	292	307	8.6	2	127	129	5.5	17	419	436	7.3	0	23	23	3.0
Unknown	1	122	123	3.4	3	122	125	5.3	4	244	248	4.2	0	59	59	7.8
TOTAL	80	3,506	3,586	100	50	2,308	2,358	100	130	5,814	5,944	100	16	743	759	100

Table 20 Male Casualties Classified by Road User Type and by Age, Where Specified

Age Groups	Pedestrians				Pedal Cyclists				Motorcyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	3	41	44	8.1	0	5	5	1.7	0	0	0	0.0
6-9	0	48	48	8.8	0	9	9	3.1	0	0	0	0.0
10-14	0	53	53	9.7	0	28	28	9.6	0	3	3	0.8
15-17	0	26	26	4.8	0	14	14	4.8	0	16	16	4.4
18-20	0	32	32	5.9	0	6	6	2.1	2	22	24	6.7
21-24	5	39	44	8.1	0	14	14	4.8	4	47	51	14.2
25-34	3	84	87	16.0	0	68	68	23.4	6	124	130	36.1
35-44	6	55	61	11.2	0	54	54	18.6	4	63	67	18.6
45-54	6	40	46	8.5	1	42	43	14.8	0	42	42	11.7
55-64	3	44	47	8.6	0	26	26	8.9	0	20	20	5.6
65 and Over	6	40	46	8.5	3	14	17	5.8	0	4	4	1.1
Unknown	0	10	10	1.8	0	7	7	2.4	0	3	3	0.8
TOTAL	32	512	544	100.0	4	287	291	100.0	16	344	360	100.0

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	0	0	0.0	0	68	68	6.5	0	68	68	2.4	0	7	7	1.2
6-9	0	0	0	0.0	2	46	48	4.6	2	46	48	1.7	0	4	4	0.7
10-14	0	1	1	0.1	0	69	69	6.6	0	70	70	2.5	0	5	5	0.9
15-17	2	45	47	2.7	2	90	92	8.8	4	135	139	5.0	0	31	31	5.4
18-20	6	197	203	11.5	8	179	187	17.9	14	376	390	13.9	1	47	48	8.4
21-24	10	195	205	11.6	9	140	149	14.3	19	335	354	12.6	1	52	53	9.3
25-34	19	443	462	26.2	8	200	208	19.9	27	643	670	23.9	5	148	153	26.9
35-44	6	308	314	17.8	2	90	92	8.8	8	398	406	14.5	3	123	126	22.1
45-54	2	200	202	11.5	2	55	57	5.5	4	255	259	9.2	1	71	72	12.7
55-64	3	132	135	7.7	0	33	33	3.2	3	165	168	6.0	4	46	50	8.8
65 and Over	12	174	186	10.6	1	29	30	2.9	13	203	216	7.7	0	17	17	3.0
Unknown	0	7	7	0.4	0	12	12	1.1	0	19	19	0.7	0	3	3	0.5
TOTAL	60	1,702	1,762	100	34	1,011	1,045	100	94	2,713	2,807	100	15	554	569	100

Table 21 Female Casualties Classified by Road User Type and by Age, Where Specified

Age Groups	Pedestrians				Pedal Cyclists				Motorcyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	0	29	29	7.1	0	3	3	3.2	0	0	0	0.0
6-9	0	29	29	7.1	0	1	1	1.1	0	0	0	0.0
10-14	1	39	40	9.9	0	7	7	7.4	0	0	0	0.0
15-17	0	31	31	7.6	0	3	3	3.2	0	1	1	3.6
18-20	0	29	29	7.1	0	5	5	5.3	0	2	2	7.1
21-24	1	25	26	6.4	0	3	3	3.2	0	3	3	10.7
25-34	0	46	46	11.3	0	39	39	41.1	1	11	12	42.9
35-44	1	35	36	8.9	0	18	18	18.9	0	6	6	21.4
45-54	1	29	30	7.4	0	9	9	9.5	0	4	4	14.3
55-64	4	44	48	11.8	1	6	7	7.4	0	0	0	0.0
65 and Over	4	52	56	13.8	0	0	0	0.0	0	0	0	0.0
Unknown	0	6	6	1.5	0	0	0	0.0	0	0	0	0.0
TOTAL	12	394	406	100.0	1	94	95	100.0	1	27	28	100.0

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	0	0	0.0	0	75	75	6.4	0	75	75	2.6	0	2	2	1.6
6-9	0	0	0	0.0	0	51	51	4.3	0	51	51	1.8	0	1	1	0.8
10-14	0	0	0	0.0	0	71	71	6.0	0	71	71	2.5	0	3	3	2.4
15-17	0	20	20	1.2	3	83	86	7.3	3	103	106	3.7	0	7	7	5.6
18-20	2	137	139	8.4	2	153	155	13.2	4	290	294	10.4	0	13	13	10.4
21-24	2	186	188	11.3	2	117	119	10.1	4	303	307	10.8	0	16	16	12.8
25-34	4	451	455	27.4	2	215	217	18.5	6	666	672	23.7	0	27	27	21.6
35-44	2	364	366	22.1	2	94	96	8.2	4	458	462	16.3	0	21	21	16.8
45-54	4	224	228	13.8	0	103	103	8.8	4	327	331	11.7	1	16	17	13.6
55-64	2	138	140	8.4	0	93	93	7.9	2	231	233	8.2	0	10	10	8
65 and Over	3	112	115	6.9	1	96	97	8.3	4	208	212	7.5	0	6	6	4.8
Unknown	0	7	7	0.4	0	11	11	0.9	0	18	18	0.6	0	2	2	1.6
TOTAL	19	1,639	1,658	100	12	1,162	1,174	100	31	2,801	2,832	100	1	124	125	100

Table 22 All Casualties Classified by Age and Sex

Age Groups	Male			Female			Overall Total	%
	Killed	Injured	Total	Killed	Injured	Total		
0-5	3	121	124	0	109	109	233	2.9
6-9	2	107	109	0	82	82	191	2.4
10-14	0	159	159	1	120	121	280	3.5
15-17	4	222	226	3	145	148	374	4.6
18-20	17	483	500	4	339	343	843	10.5
21-24	29	487	516	5	350	355	871	10.8
25-34	41	1,067	1,108	7	789	796	1,904	23.6
35-44	21	693	714	5	538	543	1,257	15.6
45-54	12	450	462	6	385	391	853	10.6
55-64	10	301	311	7	291	298	609	7.6
65 and Over	22	278	300	8	266	274	574	7.1
Unknown	0	42	42	0	26	26	68	0.8
TOTAL	161	4,410	4,571	46	3,440	3,486	8,057	100.0

Note: Collisions omitted where sex of casualty is not specified

Table 23 All Casualties Classified by Age, Inside and Outside Built-up Areas

Age Groups	Inside Built-up Areas				Outside Built-up Areas				Overall Total	%	Pop. (000s) (2010 Est.)	Cas. per 1000 pop
	Killed	Injured	Total	%	Killed	Injured	Total					
0-5	3	138	141	3.4	0	98	98	239	2.8	417	0.6	
6-9	0	122	122	2.9	2	72	74	196	2.3	248	0.8	
10-14	0	178	178	4.3	1	108	109	287	3.4	294	1.0	
15-17	1	189	190	4.6	6	182	188	378	4.5	166	2.3	
18-20	5	388	393	9.4	16	443	459	852	10.0	158	5.4	
21-24	9	433	442	10.6	26	418	444	886	10.4	224	4.0	
25-34	11	932	943	22.6	37	948	985	1,928	22.7	770	2.5	
35-44	5	606	611	14.7	21	647	668	1,279	15.1	664	1.9	
45-54	4	414	418	10.0	14	435	449	867	10.2	566	1.5	
55-64	5	299	304	7.3	12	304	316	620	7.3	452	1.4	
65 and Over	8	251	259	6.2	22	301	323	582	6.9	512	1.1	
Unknown	0	164	164	3.9	4	200	204	368	4.3			
TOTAL	51	4,114	4,165	100.0	161	4,156	4,317	8,482	100.0	4,473	1.9	

Note: Collisions omitted when speed limit is unknown

Table 24 Casualties Classified by Road User Type, Inside and Outside Built-up Areas

Casualty Class	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Pedestrians	21	843	864	20.7	23	80	103	2.4
Pedal Cycle Users	1	343	344	8.3	4	56	60	1.4
Motorcycle Users	4	252	256	6.1	13	139	152	3.5
Car Users	23	2,415	2,438	58.5	107	3,399	3,506	81.2
PSV Users	0	37	37	0.9	1	73	74	1.7
Goods Vehicle Users	1	150	151	3.6	9	339	348	8.1
Other	1	74	75	1.8	4	70	74	1.7
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	51	4,114	4,165	100	161	4,156	4,317	100.0

Note: Collisions omitted when speed limit is unknown

Table 25 Pedestrian Casualties Classified by Light Condition and by Location Type

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	9	532	541	62.6	2	37	39	37.9
Daylight poor visibility	0	23	23	2.7	1	5	6	5.8
Dark road well-lit	6	220	226	26.2	4	6	10	9.7
Dark road poorly-lit	4	46	50	5.8	4	9	13	12.6
Dark unlit lighting	0	1	1	0.1	1	0	1	1.0
Dark no lighting	2	6	8	0.9	11	22	33	32.0
Unknown	0	8	8	0.9	0	1	1	1.0
Not Stated	0	7	7	0.8	0	0	0	0.0
TOTAL	21	843	864	100.0	23	80	103	100.0

Note: Collisions omitted when speed limit is unknown

Table 26 Pedestrian Casualties Classified by Pedestrian Action, Age of Pedestrian and by Darkness or Daylight

Pedestrian Action	Age								
	0-14		15-64		65 & over		All ages		Total
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
DAYLIGHT									
Crossing masked by parked car	0	21	0	18	0	1	0	40	40
Otherwise crossing	0	57	0	116	4	30	4	203	207
Walking with traffic	0	2	0	15	0	6	0	23	23
Walking against traffic	0	1	0	9	0	1	0	11	11
Standing in roadway	0	2	0	18	0	2	0	22	22
Playing in roadway	0	18	0	1	0	0	0	19	19
Lying on roadway	1	1	0	0	0	0	1	1	2
Other	0	51	2	69	1	16	3	136	139
Unknown	2	56	2	56	0	19	4	131	135
TOTAL	3	209	4	302	5	75	12	586	598
DARKNESS									
Crossing masked by parked car	0	2	0	8	0	0	0	10	10
Otherwise crossing	0	10	4	86	0	7	4	103	107
Walking with traffic	0	0	5	8	0	2	5	10	15
Walking against traffic	0	0	2	6	2	1	4	7	11
Standing in roadway	0	1	3	24	1	1	4	26	30
Playing in roadway	0	2	0	1	0	0	0	3	3
Lying on roadway	0	0	2	4	0	0	2	4	6
Other	0	8	4	67	1	2	5	77	82
Unknown	1	9	6	58	1	4	8	71	79
TOTAL	1	32	26	262	5	17	32	311	343
OVERALL TOTAL	4	241	30	564	10	92	44	897	941

Note: Collisions omitted where age not specified

SECTION 4: DRIVERS AND VEHICLES

Table 27 Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type

Drivers					
All Drivers					
	Killed	Injured	Uninjured	Total	%
Pedal Cycle	5	398	8	411	4.6
Motorcycle	16	365	21	402	4.5
Car	80	3,506	3,160	6,746	75.9
PSV	1	20	107	128	1.4
Goods Vehicle	7	361	582	950	10.7
Other or Unknown	4	117	128	249	2.8
TOTAL	113	4,767	4,006	8,886	100.0

Table 28 Male Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type

Drivers					
Male Drivers*					
	Killed	Injured	Uninjured	Total	%
Pedal Cycle	4	287	5	296	5.2
Motorcycle	16	331	19	366	6.5
Car	60	1,702	2,027	3,789	67.0
PSV	1	16	94	111	2.0
Goods Vehicle	6	326	548	880	15.6
Other or Unknown	4	93	118	215	3.8
TOTAL	91	2,755	2,811	5,657	100.0

* where specified

Table 29 Female Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type

Drivers					
Female Drivers*	Killed	Injured	Uninjured	Total	%
Pedal Cycle	1	94	1	96	3.3
Motorcycle	0	16	1	17	0.6
Car	19	1,639	1,040	2,698	93.1
PSV	0	4	7	11	0.4
Goods Vehicle	1	26	24	51	1.8
Other or Unknown	0	18	6	24	0.8
TOTAL	21	1,797	1,079	2,897	100.0

* where specified

Table 30 Drivers of Cars Involved in Fatal and Injury Collisions Classified by Age and by Sex

Drivers										
Age Group	Male				Female				Overall Total	% of Total
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total		
0-5	0	0	0	0	0	0	0	0	0	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	1	0	1	0	0	0	0	1	0.0
15-17	2	45	26	73	0	20	11	31	104	1.6
18-20	6	197	155	358	2	137	76	215	573	8.8
21-24	10	195	184	389	2	186	108	296	685	10.6
25-34	19	443	573	1,035	4	451	299	754	1,789	27.6
35-44	6	308	437	751	2	364	233	599	1,350	20.8
45-54	2	200	299	501	4	224	139	367	868	13.4
55-64	3	132	181	316	2	138	99	239	555	8.6
65 and Over	12	174	161	347	3	112	73	188	535	8.2
Unknown	0	7	11	18	0	7	2	9	27	0.4
TOTAL	60	1,702	2,027	3,789	19	1,639	1,040	2,698	6,487	100.0

Table 31 Motorcycle Drivers Involved in Fatal and Injury Collisions Classified by Age and by Sex

Age Group	Male				Female				Overall Total	% of Total
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total		
0-5	0	0	0	0	0	0	0	0	0	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	1	0	1	0	0	0	0	1	0.3
15-17	0	13	1	14	0	0	0	0	14	3.7
18-20	2	20	2	24	0	1	0	1	25	6.5
21-24	4	46	3	53	0	2	0	2	55	14.4
25-34	6	119	5	130	0	8	1	9	139	36.3
35-44	4	63	3	70	0	3	0	3	73	19.1
45-54	0	42	4	46	0	2	0	2	48	12.5
55-64	0	20	0	20	0	0	0	0	20	5.2
65 and Over	0	4	0	4	0	0	0	0	4	1.0
Unknown	0	3	1	4	0	0	0	0	4	1.0
TOTAL	16	331	19	366	0	16	1	17	383	100.0

Table 32 Drivers of Other Vehicles Involved in Fatal and Injury Collisions Classified by Age and by Sex

Age Group	Male				Female				Overall Total	% of Total
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total		
0-5	0	1	0	1	0	0	0	0	1	0.1
6-9	0	0	1	1	0	1	0	1	2	0.2
10-14	0	0	1	1	0	0	0	0	1	0.1
15-17	0	12	9	21	0	0	0	0	21	1.7
18-20	1	34	26	61	0	2	0	2	63	5.1
21-24	0	32	56	88	0	3	3	6	94	7.6
25-34	4	108	173	285	0	9	16	25	310	25.2
35-44	1	96	210	307	0	9	2	11	318	25.9
45-54	1	57	155	213	1	10	10	21	234	19.0
55-64	4	35	84	123	0	2	4	6	129	10.5
65 and Over	0	11	35	46	0	1	0	1	47	3.8
Unknown	0	2	6	8	0	1	0	1	9	0.7
TOTAL	11	388	756	1,155	1	38	35	74	1,229	100.0

Note: Pedal Cyclists excluded from this table.

Table 33 Users of Cars Involved in Fatal and Injury Collisions Classified by Seat Belt Usage

Seat Belt Usage	Killed	Injured	Uninjured	Total	%
Car Drivers					
Seat Belt in Use	39	1,890	1,639	3,568	52.9
Seat Belt Not in Use	13	103	26	142	2.1
Unknown	26	1,225	1,245	2,496	37.0
Not Stated	2	288	250	540	8.0
TOTAL	80	3,506	3,160	6,746	100.0
Passengers (front seat)					
Seat Belt in Use	9	761	*	770	60.5
Seat Belt Not in Use	9	39	*	48	3.8
Unknown	3	398	*	401	31.5
Not Stated	1	53	*	54	4.2
TOTAL	22	1,251	*	1,273	100.0

Table 34 Users of Motorcycles Involved in Fatal and Injury Collisions Classified by Crash Helmet Usage

Crash Helmet Usage	Killed	Injured	Uninjured	Total	%
Crash Helmet in Use	0	28	2	30	7.5
Crash Helmet Not in Use	11	188	7	206	51.2
Unknown	3	55	6	64	15.9
Not Stated	2	94	6	102	25.4
TOTAL	16	365	21	402	100.0
Pillion					
Crash Helmet in Use	0	4	*	4	14.8
Crash Helmet Not in Use	0	8	*	8	29.6
Unknown	1	2	*	3	11.1
Not Stated	0	12	*	12	44.4
TOTAL	1	26	*	27	100.0

Table 35 Cars and Goods Vehicles Involved in Fatal and Injury Collisions Classified by Driver's Country of Residence

	Fatal	Injury	Total	%
CARS				
Ireland	124	4,931	5,055	96.6
Northern Ireland	2	64	66	1.3
Britain	0	39	39	0.7
Other	3	72	75	1.4
TOTAL	129	5,106	5,235	100.0
GOODS				
Ireland	31	702	733	95.1
Northern Ireland	0	19	19	2.5
Britain	0	4	4	0.5
Other	0	15	15	1.9
TOTAL	31	740	771	100.0

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	0	105	105	19.7
Exceeded Safe Speed	4	32	36	6.8
Went to Wrong Side of Road	14	163	177	33.3
Improper Overtaking	1	20	21	3.9
Drove Through Traffic Signal	0	23	23	4.3
Failed to Signal	0	5	5	0.9
Other Action	4	161	165	31.0
TOTAL	23	509	532	100.0

Table 37 Vehicles Involved in Fatal and Injury Collisions Classified by Vehicle Type and by Location Type

Vehicle Type	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
Pedal Cycles	1	350	351	7.1	4	53	57	1.4
Motorcycles	4	253	257	5.2	13	132	145	3.5
Cars	41	3,681	3,722	75.6	138	3,027	3,165	77.0
PSVs	0	86	86	1.7	5	40	45	1.1
Goods Vehicles	8	420	428	8.7	28	530	558	13.6
Other or Unknown	4	76	80	1.6	6	133	139	3.4
TOTAL	58	4,866	4,924	100	194	3,915	4,109	100.0

Note: Table contains information relating to a maximum of two vehicles per collision. Collisions omitted when speed limit is unknown

Table 38 Single Vehicle Collisions, with or without Pedestrians, Classified by Vehicle Type

Vehicle Type	Pedestrian Involved				No Pedestrian Involved			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
Pedal Cycles	0	13	13	1.4	2	17	19	1.2
Motorcycles	0	17	17	1.8	7	83	90	5.8
Cars	28	741	769	81.8	59	1,225	1,284	82.5
PSVs	2	24	26	2.8	0	11	11	0.7
Goods Vehicles	11	79	90	9.6	5	125	130	8.4
Other or Unknown	3	22	25	2.7	4	18	22	1.4
TOTAL	44	896	940	100.0	77	1,479	1,556	100.0

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
Pedal Cycle-Pedal Cycle	0	1	1	0	1	1
Pedal Cycle-Motorcycle	0	4	4	0	6	6
Pedal Cycle-Car	3	294	297	3	300	303
Pedal Cycle-PSV	0	11	11	0	11	11
Pedal Cycle-Goods	0	45	45	0	46	46
Pedal Cycle-Other/Unknown	0	9	9	0	9	9
TOTAL	3	364	367	3	373	376

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motorcycle-Pedal Cycle	0	4	4	0	6	6
Motorcycle-Motorcycle	0	6	6	0	9	9
Motorcycle-Car	7	220	227	8	248	256
Motorcycle-PSV	0	2	2	0	2	2
Motorcycle-Goods	2	25	27	2	27	29
Motorcycle-Other/Unknown	1	8	9	1	9	10
TOTAL	10	265	275	11	301	312

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	3	294	297	3	300	303
Car-Motorcycle	7	220	227	8	248	256
Car-Car	26	1,498	1,524	39	2,653	2,692
Car-PSV	2	52	54	3	97	100
Car-Goods	13	451	464	13	714	727
Car-Other/Unknown	0	111	111	0	161	161
TOTAL	51	2,626	2,677	66	4,173	4,239

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
PSV-Pedal Cycle	0	11	11	0	11	11
PSV-Motorcycle	0	2	2	0	2	2
PSV-Car	2	52	54	3	97	100
PSV-PSV	0	2	2	0	3	3
PSV-Goods	1	11	12	2	45	47
PSV-Other/Unknown	0	1	1	0	1	1
TOTAL	3	79	82	5	159	164

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	0	45	45	0	46	46
Goods-Motorcycle	2	25	27	2	27	29
Goods-Car	13	451	464	13	714	727
Goods-PSV	1	11	12	2	45	47
Goods-Goods	1	44	45	2	65	67
Goods-Other/Unknown	0	25	25	0	33	33
TOTAL	17	601	618	19	930	949

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	0	9	9	0	9	9
Other-Motorcycle	1	8	9	1	9	10
Other-Car	0	111	111	0	161	161
Other-PSV	0	1	1	0	1	1
Other-Goods	0	25	25	0	33	33
Other-Other/Unknown	1	1	2	1	1	2
TOTAL	2	155	157	2	214	216

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000s) (2011)	Reg. Motor Vehicle (000s) (2010)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	55	35	5	76	81	1.4	5	120	125	1.5
Dublin	1,271	595	19	1,368	1,387	24.0	20	1,761	1,781	21.0
Kildare	210	108	10	225	235	4.1	11	357	368	4.3
Kilkenny	95	54	6	97	103	1.8	6	144	150	1.8
Laois	80	39	8	83	91	1.6	9	135	144	1.7
Longford	39	20	2	66	68	1.2	2	106	108	1.3
Louth	123	55	7	197	204	3.5	8	306	314	3.7
Meath	184	95	6	240	246	4.3	6	363	369	4.4
Offaly	77	40	4	106	110	1.9	4	151	155	1.8
Westmeath	86	46	7	108	115	2.0	7	162	169	2.0
Wexford	145	84	9	174	183	3.2	9	257	266	3.1
Wicklow	136	75	5	178	183	3.2	5	263	268	3.2
Munster										
Clare	117	68	4	149	153	2.6	4	225	229	2.7
Cork	518	300	16	581	597	10.3	18	867	885	10.4
Kerry	145	86	8	157	165	2.9	11	254	265	3.1
Limerick	191	106	15	268	283	4.9	18	393	411	4.8
Tipperary NR	70	45	3	90	93	1.6	3	137	140	1.7
Tipperary SR	88	51	3	120	123	2.1	3	175	178	2.1
Waterford	114	64	4	149	153	2.6	5	211	216	2.5
Connacht										
Galway	251	131	5	329	334	5.8	6	573	579	6.8
Leitrim	32	18	3	49	52	0.9	3	75	78	0.9
Mayo	131	73	6	170	176	3.0	7	280	287	3.4
Roscommon	64	37	9	106	115	2.0	9	166	175	2.1
Sligo	65	36	3	95	98	1.7	3	142	145	1.7
Ulster (Part of)										
Cavan	73	38	6	125	131	2.3	7	197	204	2.4
Donegal	161	83	10	229	239	4.1	19	361	380	4.5
Monaghan	60	32	2	60	62	1.1	4	89	93	1.1
TOTAL	4,581	2,416	185	5,595	5,780	100	212	8,270	8,482	100.0

Table 41 Fatal and Injury Collisions and Casualties Classified by Garda Division

Garda Division	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Carlow/Kilkenny	11	171	182	3.1	11	256	267	3.1
Cavan/Monaghan	8	185	193	3.3	11	286	297	3.5
Clare	4	140	144	2.5	4	214	218	2.6
Cork City	9	286	295	5.1	11	422	433	5.1
Cork North	3	151	154	2.7	3	226	229	2.7
Cork West	4	150	154	2.7	4	229	233	2.7
DMR EAST	4	151	155	2.7	4	199	203	2.4
DMR North	7	272	279	4.8	8	354	362	4.3
DMR North Central	0	188	188	3.3	0	225	225	2.7
DMR South	2	252	254	4.4	2	335	337	4.0
DMR South Central	1	212	213	3.7	1	253	254	3.0
DMR West	5	295	300	5.2	5	397	402	4.7
Donegal	10	230	240	4.2	19	363	382	4.5
Galway	5	330	335	5.8	6	575	581	6.8
Kerry	8	153	161	2.8	11	247	258	3.0
Kildare	10	223	233	4.0	11	354	365	4.3
Laois/Offaly	12	181	193	3.3	13	276	289	3.4
Limerick	15	279	294	5.1	18	407	425	5.0
Louth	7	199	206	3.6	8	308	316	3.7
Mayo	6	172	178	3.1	7	282	289	3.4
Meath	6	240	246	4.3	6	364	370	4.4
Roscommon/Longford	11	168	179	3.1	11	264	275	3.2
Sligo/Leitrim	6	140	146	2.5	6	212	218	2.6
Tipperary	6	210	216	3.7	6	312	318	3.7
Waterford	4	152	156	2.7	5	215	220	2.6
Westmeath	7	112	119	2.1	7	170	177	2.1
Wexford / Wicklow	14	353	367	6.3	14	525	539	6.4
TOTAL	185	5,595	5,780	100.0	212	8,270	8,482	100.0

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	2	53	55

Table 43 Fatal and Injury Collisions Inside and Outside Built-up Areas where Road Works were in progress at the Collision Scene

Inside Built-up Area			Outside Built-up Areas		
Fatal	Injury	Total	Fatal	Injury	Total
0	29	29	2	19	21

Note: Collisions omitted when speed limit is unknown

Table 44 Fatal and Injury Collisions Classified by Junction Type

Road Layout	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
T-Junction	6	523	529	49.2	3	236	239	51.1
Crossroads	2	319	321	29.9	5	160	165	35.3
Y-Junction	0	30	30	2.8	3	27	30	6.4
Roundabout	0	148	148	13.8	0	19	19	4.1
Complex Junction	0	47	47	4.4	2	13	15	3.2
TOTAL	8	1,067	1,075	100.0	13	455	468	100.0

Note: Collisions omitted when speed limit is unknown

Table 45 Fatal and Injury Collisions at Intersections Classified by Control Type

Junction Control	Fatal	Injury	Total	%
Traffic Light	4	345	349	22.6
Stop Sign	3	370	373	24.1
Yield Sign	1	134	135	8.7
Road Markings Only	3	71	74	4.8
Roundabout	0	51	51	3.3
Pedestrian Crossing	1	49	50	3.2
Within 50ft of Pedestrian X	1	4	5	0.3
No Control	8	305	313	20.3
Other / Not Stated	2	193	195	12.6
TOTAL	23	1,522	1,545	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	157	4,555	4,712	81.5
One-Way Single Carriageway	1	231	232	4.0
Dual Carriageway	8	181	189	3.3
Motorway	9	146	155	2.7
Other/Unknown	10	482	492	8.5
TOTAL	185	5,595	5,780	100.0

Table 47 Traffic Collisions and Casualties in the Main Centres of Population

	Road Length(km)	Fatal	Injury	Total	% Killed	Injured	Total	%	
Dublin Co.Borough	1,055	9	807	816	44.7	10	1,010	42.5	
Dun Laoghaire-Rathdown	309	4	174	178	9.7	4	228	9.7	
Fingal County	177	3	178	181	9.9	3	233	9.8	
South Dublin County	153	3	188	191	10.5	3	264	11.1	
Cork Co.Borough	104	4	190	194	10.6	5	268	11.4	
Waterford Co.Borough	-	0	51	51	2.8	0	64	2.7	
Limerick Co.Borough	-	2	132	134	7.3	2	196	8.3	
Galway Co.Borough	-	0	82	82	4.5	0	108	4.5	
TOTAL		25	1,802	1,827	100.0	27	2,371	2,398	100.0

Table 48 Road Users Killed and Injured in the Main Centres of Population

Road User	Dublin City		Dun Laoghaire Rathdown		Fingal		South Dublin	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	2	207	2	24	2	28	1	29
Pedal Cycle Users	1	143	0	37	0	17	0	13
Motorcycle Users	1	102	1	17	0	17	0	16
Car Users	6	503	1	140	0	153	2	190
PSV Users	0	10	0	1	0	2	0	3
Goods Vehicle Users	0	16	0	4	1	10	0	11
Other or Unknown	0	29	0	5	0	6	0	2
TOTAL	10	1,010	4	228	3	233	3	264

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	0	66	0	13	1	43	0	32
Pedal Cycle Users	0	16	0	7	0	7	0	6
Motorcycle Users	0	17	0	1	1	4	0	5
Car Users	5	158	0	41	0	132	0	58
PSV Users	0	3	0	0	0	2	0	0
Goods Vehicle Users	0	8	0	1	0	6	0	5
Other or Unknown	0	0	0	1	0	2	0	2
TOTAL	5	268	0	64	2	196	0	108

Table 49 Vehicles involved in Fatal and Injury Collisions in the Main Centres of Population

Vehicle Type	Dublin City		Dun Laoghaire Rathdown		Fingal		South Dublin	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	1	150	0	36	0	17	0	13
Motorcycle	1	102	1	16	0	15	0	18
Car	9	935	4	221	2	219	4	255
PSV	0	34	0	5	0	4	0	3
Goods	1	100	0	13	1	28	0	27
Other or Unknown	0	19	0	3	0	6	0	9
TOTAL	12	1,340	5	294	3	289	4	325

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	0	17	0	7	0	8	0	7
Motorcycle	0	17	0	1	1	4	0	5
Car	6	225	0	63	1	175	0	94
PSV	0	6	0	1	0	1	0	1
Goods	0	26	0	12	1	17	0	13
Other or Unknown	0	5	0	0	0	1	0	2
TOTAL	6	296	0	84	3	206	0	122

Table contains information relating to a maximum of two vehicles per collision.

Table 50 Fatal and Injury Collisions in Towns

Towns under 50,000 population (2006) with Legally Defined Boundaries	Population (2006)	Collisions 2010			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Arklow	11,712	0	9	9	0.8
Athlone	14,347	0	16	16	1.1
Ballina	10,056	1	14	15	1.5
Bray	27,041	0	30	30	1.1
Carlow	13,623	0	15	15	1.1
Castlebar	10,655	0	14	14	1.3
Clonmel	15,482	0	17	17	1.1
Drogheda	28,973	0	33	33	1.1
Dundalk	29,037	1	46	47	1.6
Ennis	20,142	0	21	21	1.0
Killarney	13,497	1	6	7	0.5
Letterkenny	15,062	1	24	25	1.7
Naas	20,044	1	7	8	0.4
Newbridge	17,042	0	12	12	0.7
Sligo	17,892	0	24	24	1.3
Tralee	20,288	0	27	27	1.3
Tullamore	10,900	0	18	18	1.7
Towns 5,000-10,000 population					
Athy	7,943	0	5	5	0.6
Balbriggan	6,731	1	19	20	3.0
Ballinasloe	6,049	0	7	7	1.2
Carrick-On-Suir	5,856	0	2	2	0.3
Cobh	6,541	0	9	9	1.4
Dungarvan	7,813	0	7	7	0.9
Edenderry	5,617	0	6	6	1.1
Kilkenny	8,661	1	24	25	2.9
Longford	7,622	0	11	11	1.4
Mallow	7,864	1	8	9	1.1
Monaghan	6,221	0	5	5	0.8
Mullingar	8,940	0	9	9	1.0
Nenagh	7,415	0	6	6	0.8
Newcastle	5,098	0	1	1	0.2
Passage West	5,203	0	1	1	0.2
Roscommon	5,017	0	6	6	1.2
Thurles	6,831	0	6	6	0.9
Tramore	9,192	0	4	4	0.4
Westport	5,163	0	3	3	0.6
Wexford	8,854	0	12	12	1.4
Wicklow	6,930	0	10	10	1.4
Youghal	6,393	0	3	3	0.5

Table 50 Fatal and Injury Collisions in Towns (continued)

Towns under 50,000 population (2006) with Legally Defined Boundaries	Population (2006)	Collisions 2010			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	4,301	0	6	6	1.4
Ballybay	401	0	0	0	0.0
Ballyshannon	2,004	0	2	2	1.0
Bandon	1,721	0	3	3	1.7
Bantry	3,309	0	5	5	1.5
Belturbet	1,395	0	4	4	2.9
Birr	4,091	0	7	7	1.7
Boyle	1,599	0	1	1	0.6
Buncrana	3,411	0	1	1	0.3
Bundoran	1,706	1	1	2	1.2
Callan	1,771	0	0	0	0.0
Carrickmacross	1,973	0	2	2	1.0
Cashel	2,431	0	5	5	2.1
Castleblaney	1,822	0	4	4	2.2
Cavan	3,934	0	16	16	4.1
Ceannannus Mor	2,257	0	6	6	2.7
Clonakilty	3,745	0	3	3	0.8
Clones	1,517	0	2	2	1.3
Cootehill	1,243	0	0	0	0.0
Enniscorthy	3,241	0	14	14	4.3
Fermoy	2,275	0	2	2	0.9
Fethard Town	1,374	0	1	1	0.7
Granard	933	0	1	1	1.1
Gorey	3,479	1	6	7	2.0
Kilkee	1,325	0	3	3	2.3
Kilrush	2,657	0	0	0	0.0
Kinsale	2,298	0	0	0	0.0
Lismore	790	0	2	2	2.5
Listowel	3,901	0	2	2	0.5
Loughrea	4,532	0	3	3	0.7
Macroom	3,407	1	7	8	2.3
Midleton	3,934	0	7	7	1.8
Mountmellick	2,872	0	1	1	0.3
Muine Bheag	2,532	0	1	1	0.4
Navan	3,710	0	21	21	5.7
NewRoss	4,677	0	12	12	2.6
Portlaoise	3,281	0	3	3	0.9
Rathkeale	1,494	0	1	1	0.7
Skibbereen	2,338	0	1	1	0.4

Table 50 Fatal and Injury Collisions in Towns (continued)

Towns under 50,000 population (2006) with Legally Defined Boundaries Towns under 5,000 pop.	Population (2006)	Collisions 2010			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	2,255	0	2	2	0.9
Tipperary	4,415	0	2	2	0.5
Trim	1,375	0	4	4	2.9
Tuam	2,997	1	6	7	2.3
Tullow	3,048	0	3	3	1.0

Table 51 Fatal and Injury Collisions on National Routes Classified by Route and by Location Type

National Route	Inside Built-up Areas				Outside Built-up Areas				Overall Total	Rate per 10 ⁶ Veh. Km*
	F	SI	MI	Total	F	SI	MI	Total		
N1	0	2	32	34	1	1	26	28	62	0.12
N2	0	3	17	20	2	3	23	28	48	0.10
N3	0	3	25	28	6	3	28	37	65	0.09
N4	0	0	25	25	2	5	36	43	68	0.06
N5	2	0	8	10	0	4	24	28	38	0.13
N6	0	1	7	8	1	3	29	33	41	0.06
N7	0	2	11	13	4	2	42	48	61	0.05
N8	0	0	2	2	1	1	24	26	28	0.04
N9	0	0	1	1	4	2	19	25	26	0.06
N10	0	0	1	1	1	0	4	5	6	0.05
N11	2	2	32	36	3	3	42	48	84	0.09
N12	0	0	1	1	0	0	1	1	2	0.09
N13	0	0	0	0	1	0	13	14	14	0.10
N14	0	0	2	2	0	1	9	10	12	0.21
N15	0	0	4	4	1	4	17	22	26	0.10
N16	0	0	0	0	1	0	9	10	10	0.20
N17	1	0	1	2	2	0	28	30	32	0.09
N18	0	0	9	9	0	4	22	26	35	0.08
N19	0	0	1	1	0	0	2	2	3	0.07
N20	0	2	10	12	1	2	22	25	37	0.08
N21	0	0	7	7	5	4	12	21	28	0.09
N22	1	1	12	14	0	4	16	20	34	0.09
N23	0	0	2	2	0	0	2	2	4	0.19
N24	0	2	8	10	1	3	17	21	31	0.08
N25	0	0	19	19	5	3	51	59	78	0.09
N26	0	1	1	2	0	2	1	3	5	0.08
N27	0	0	1	1	0	0	4	4	5	0.08
N28	0	0	1	1	2	0	1	3	4	0.06
N29	0	0	0	0	0	0	0	0	0	0.00
N30	0	0	4	4	0	1	4	5	9	0.15
N31	0	0	2	2	0	0	0	0	2	0.04
N32	0	0	1	1	0	0	1	1	2	0.04
N33	0	0	0	0	0	0	0	0	0	0.00
M50	2	0	2	4	0	0	27	27	31	0.04
TOTAL	8	19	249	276	44	55	556	655	931	0.08

Table 51 Fatal and Injury Collisions on National Routes Classified by Route and by Location Type (continued)

National Route	Inside Built-up Areas				Outside Built-up Areas				Overall Total	Rate per 10 ⁶ Veh. Km*
	F	SI	MI	Total	F	SI	MI	Total		
N51	0	0	0	0	2	1	8	11	11	0.13
N52	0	1	13	14	3	1	34	38	52	0.15
N53	0	0	3	3	0	0	5	5	8	0.18
N54	0	0	4	4	0	1	1	2	6	0.10
N55	0	1	3	4	3	1	13	17	21	0.17
N56	1	0	7	8	0	4	15	19	27	0.10
N58	0	0	0	0	0	1	1	2	2	0.14
N59	0	0	16	16	1	2	29	32	48	0.12
N60	0	0	4	4	2	4	15	21	25	0.16
N61	0	0	1	1	3	1	8	12	13	0.11
N62	0	1	8	9	1	1	12	14	23	0.15
N63	0	0	8	8	0	1	9	10	18	0.13
N65	0	0	0	0	0	0	3	3	3	0.07
N66	0	0	0	0	0	0	3	3	3	0.11
N67	0	0	3	3	1	0	10	11	14	0.11
N68	0	0	0	0	0	2	8	10	10	0.13
N69	0	1	7	8	1	0	10	11	19	0.09
N70	0	0	6	6	1	2	13	16	22	0.11
N71	0	0	8	8	1	3	22	26	34	0.08
N72	0	0	3	3	1	1	15	17	20	0.08
N73	0	0	0	0	1	1	6	8	8	0.20
N74	0	0	1	1	0	0	1	1	2	0.08
N75	0	0	0	0	0	0	0	0	0	0.00
N76	0	0	1	1	0	0	4	4	5	0.05
N77	0	0	1	1	0	0	5	5	6	0.09
N78	0	0	2	2	2	0	11	13	15	0.14
N80	0	2	11	13	1	1	19	21	34	0.12
N81	0	3	29	32	2	5	16	23	55	0.19
N82	0	0	0	0	0	0	0	0	0	0.00
N83	0	0	3	3	0	0	4	4	7	0.18
N84	0	2	3	5	0	0	19	19	24	0.17
N85	0	1	1	2	0	0	6	6	8	0.17
N86	0	1	1	2	0	1	4	5	7	0.06
N87	0	0	0	0	0	1	7	8	8	0.28
TOTAL	1	13	147	161	26	35	336	397	558	0.12
OVERALL TOTAL	9	32	396	437	70	90	892	1,052	1,489	0.09

*Based on 2004 Veh. Km estimates. Note: Collisions omitted when speed limit is unknown

Table 52 Material Damage Collisions Classified by Month and by County

2010													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Carlow	12	6	13	8	12	11	18	13	13	34	42	29	211
Cavan	53	46	49	38	38	33	44	55	51	43	63	56	569
Clare	52	32	32	43	32	52	43	30	56	67	54	44	537
Cork	215	240	274	18	282	231	292	64	236	335	306	230	2,723
Donegal	73	62	55	67	65	65	65	56	52	65	59	53	737
Dublin	438	323	345	331	371	301	326	283	396	396	434	264	4,208
Galway	53	93	74	60	75	86	113	91	111	147	151	99	1,153
Kerry	55	53	49	57	73	73	82	32	56	61	53	41	685
Kildare	65	56	58	59	61	48	56	60	86	62	82	80	773
Kilkenny	32	37	34	25	47	42	42	30	45	42	53	51	480
Laois	29	33	22	17	16	26	27	11	18	22	19	13	253
Leitrim	6	12	10	7	5	10	12	9	9	10	9	5	104
Limerick	139	141	171	145	171	130	131	142	170	186	203	158	1,887
Longford	14	5	10	10	7	19	12	13	8	11	21	13	143
Louth	79	57	58	56	59	75	70	68	70	88	94	101	875
Mayo	42	33	33	24	41	51	28	33	28	45	49	41	448
Meath	27	29	33	21	24	19	22	39	35	43	47	40	379
Monaghan	17	12	8	9	9	7	14	19	38	42	53	42	270
Offaly	26	21	18	17	23	22	29	19	29	31	25	35	295
Roscommon	39	17	22	29	23	37	28	25	33	50	38	46	387
Sligo	14	11	25	25	21	38	53	50	49	43	35	29	393
Tipperary	72	60	85	68	72	67	75	104	63	75	75	57	873
Waterford	75	81	74	73	68	72	70	83	100	77	114	94	981
Westmeath	26	35	25	38	20	31	15	17	22	38	35	32	334
Wexford	53	48	68	58	78	58	79	68	65	61	77	37	750
Wicklow	92	70	77	58	62	57	69	75	72	71	89	65	857
TOTAL	1,798	1,613	1,722	1,361	1,755	1,661	1,815	1,489	1,911	2,145	2,280	1,755	21,305

Table 53: International Comparisons

	Number of Road Deaths¹ 2010	Rate per billion Vehicle kilometres 2010	Road Deaths per 100,000 Population 2010
E.U. Countries			
Austria	552	8.97b	6.59
Belgium	840	9.66b	7.74
Czech Republic	802	15.79a	7.63
Denmark	255	5.61	4.61
Finland	272	5.05	5.08
France	3,992	7.11	6.36
Germany	3,648	5.18	4.46
Great Britain	1,850	4.41a	3.7a
Greece	1,258	-	11.13
Hungary	739	-	7.38
Iceland	8	2.53	2.52
Ireland	212	4.5	4.74
Italy	4,090	-	6.78
Luxemburg	32	-	6.31
Netherlands	537	7.68g	3.24
Northern Ireland	55	5.65c	6.43a
Poland	3,907	-	10.24
Portugal	937	-	8.73a
Slovakia	353	-	6.53
Slovenia	138	7.74	6.74
Spain	2,478	-	5.39
Sweden	266	4.40a	2.85
United Kingdom	1,905	5.74c	3.78a
Other Countries			
Australia	1,352	6.09	6.05
Canada	2,209	6.53a	6.55a
Israel	352	7.06	4.19a
Japan	5,745	7.74a	4.49
New Zealand	375	9.38	8.59
Norway	208	5.43a	4.28
South Korea	5,505	18.66	11.26
Switzerland	327	5.25	4.2
U.S.A.	33,808a	8.46c	11.01a

(a) 2009 data ; (b) 2008 data ; (c) 2007 data ; (d) 2006 data ; (e) 2005 data ; (f) 2004; (g) 2003

1) Most countries adopt the 30-day definition of death due to a road collision. In cases where the 30-day rule is not used, a correction factor was applied to the figures to ensure comparability between countries.

(Sources: IRTAD - International Road Traffic and Accident Database)

APPENDIX: NOTES AND DEFINITIONS

All Road Collisions

'All reported road collisions' means all collisions investigated by or brought to the notice of An Garda Síochána where the exact location of the collision can be determined.

Collisions and Casualties

Road collisions are classified as fatal, personal injury or material damage; casualties are classified as either killed or injured.

Fatal Collision:

Where at least one person is killed as a result of the collision and death occurs within 30 days.

Serious Injury Collision:

Where there are no deaths, but a person or persons are seriously injured.

The definition of "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, severe general shock requiring medical treatment.

Minor Injury Collision:

Where there are no deaths or serious injuries. The definition of a "minor injury" is an injury of a minor character such as a sprain or bruise.

Material Damage Collision:

Where no deaths or injuries occur but damage is caused to a vehicle or property.

Learner Driver

A learner driver is a driver holding a learner permit.

Vehicles

Vehicles are classified as follows:

1. Pedal Cycle

A pedal cycle is a two or three-wheeled road vehicle fitted with pedals deriving its sole means of propulsion from human power.

2. Motorcycle

A motorcycle is any mechanically propelled two-wheeled machine and includes mopeds and motor scooters.

3. Car

A passenger road motor vehicle, other than a motorcycle, seating not more than eight passengers (excluding the driver).

4. Public Service Vehicle (PSV)

A passenger road motor vehicle having seating accommodation for more than eight passengers (excluding the driver), and used for the carriage of passengers for reward.

5. Goods Vehicle

A road motor vehicle designed, exclusively or primarily, to carry goods.

6 Other Motor Vehicle

Other motor vehicles are miscellaneous types of motor vehicle not falling into any of the main categories (e.g. Agricultural Tractor).

Rural Area

A rural area is defined as an area where the speed limit zone was greater than 60km/h in 2010.

Urban Area

An urban area is defined as an area where the speed limit zone was less than or equal to 60km/h in 2010.

Built-up Area

A built-up area means an area which was within a 50 to 60km/h. speed limit zone in 2010.

Dark

By 'dark' is meant the hours of darkness which begin half an hour after sunset and end half an hour before sunrise.

WHY JUST ONE DRINK IMPAIRS YOUR DRIVING



Every Drink of Alcohol Impairs Driving



At the legal limit

You are six times more likely to have a fatal collision.

At under 3/4 of the legal limit

Your tracking skills are impaired. You are less able to steer within your lane and to observe all the moving traffic hazards on the road.

At under 1/2 of the legal limit

You are less vigilant and less aware of the dangers on the road as you drive.

At under 1/3 of the legal limit

Your ability to make decisions and react quickly starts to be impaired. The relaxing effect of alcohol has impaired your judgement about your own fitness to drive.

At under 1/4 of the legal limit

Your alertness will be impaired. The danger of sleepiness increases - even a split second's doze at the wheel can kill. If you are a young driver under 24, your risk of a fatal crash has just doubled.

At under 1/8 of the legal limit

When you have a drink the alcohol hits your brain within minutes. It starts to slow down and close down your brain's activity. So your driving skills are quickly impaired. You start to focus more on steering. You miss out on other dangers on the road - like the child about to cross the road.



Any alcohol impairs driving and increases the risk of collision.

With every drink you are risking the lives of others, if you drive.



Scientific conclusion "THE DATA IDENTIFIED NO THRESHOLD BLOOD ALCOHOL CONCENTRATION BELOW WHICH IMPAIRMENT DOES NOT OCCUR"
 Source "A review of the literature on the effects of low doses of alcohol on driving related skills" by H. Moskowitz and D. Fiorentino (April 2000), covering 112 scientific studies 1981 to 1997.
 The legal limit is 80mg/100ml (80 milligrams of alcohol per 100 millilitres of blood)

To read the scientific evidence go to

http://www.rsa.ie/NEWS/News/Why_Just_One_Drink_Impairs_your_Driving.html



NEVER EVER DRINK & DRIVE

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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