

RSA



ROAD COLLISION FACTS 2012

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



THE FASTER THE SPEED



THE BIGGER THE MESS



SPEEDSHAME





ROAD COLLISION FACTS

IRELAND

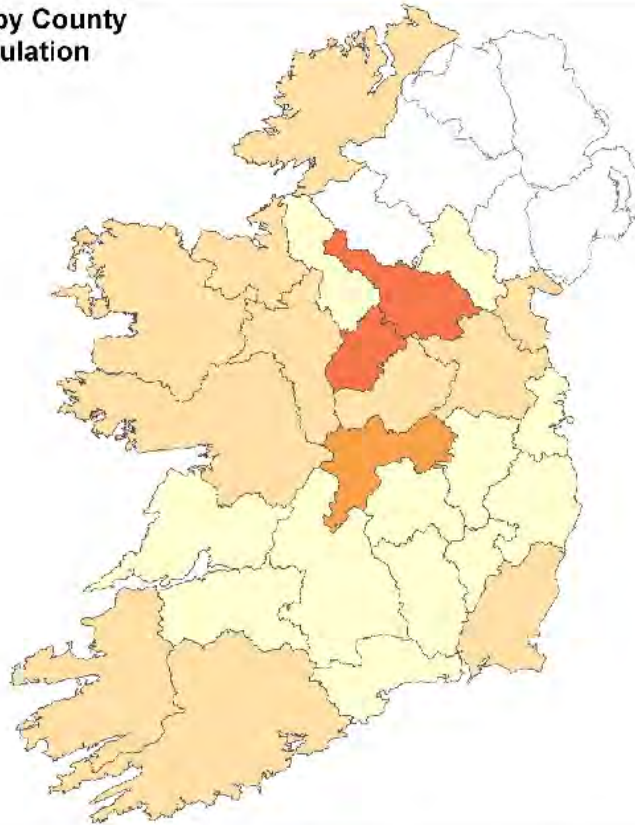
2012

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

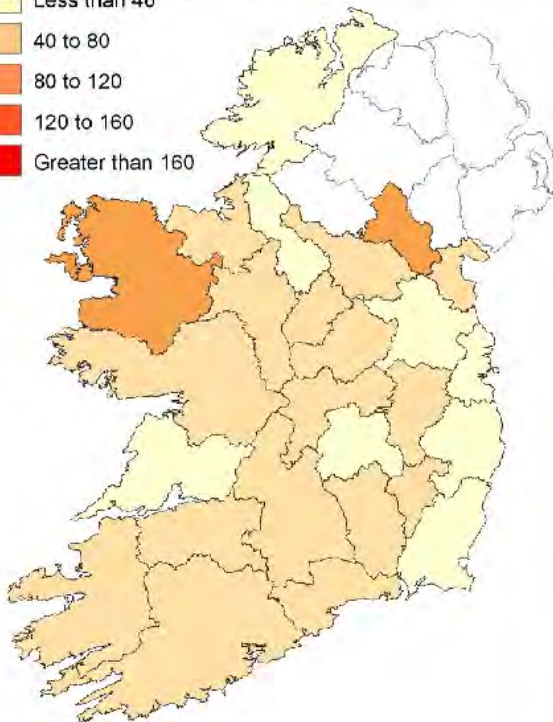
Published by:
ROAD SAFETY AUTHORITY
Primrose Hill, Dublin Road
Ballina
Co. Mayo, IRELAND
Locall: 1890506080
Website: www.rsa.ie

RS 8
February 2014

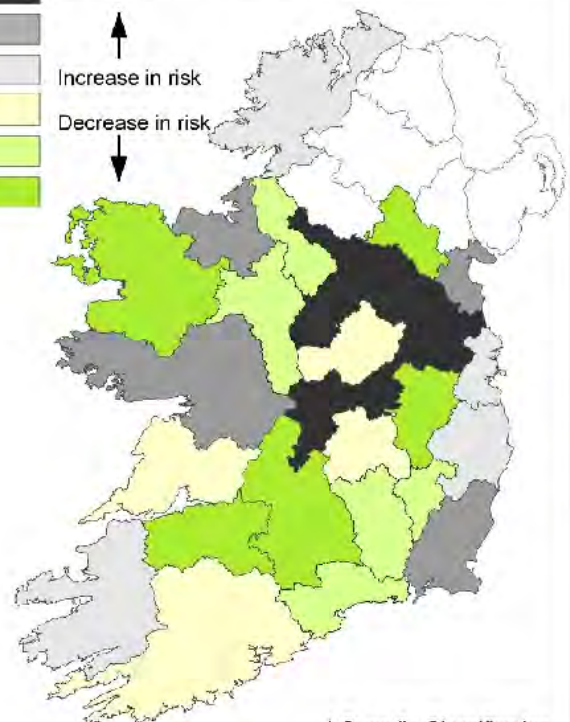
**2012 Road Fatalities by County
Killed per million population**



**2011 Road Fatalities by County
Killed per million population**



**Relative Change 2011 to 2012
Killed per million population**



* Quantile Classification

CONTENTS

	<i>Page No.</i>
OVERVIEW	v
Chapter 1 Trends in Road Traffic Collisions	1
Chapter 2 Date and Time	11
Chapter 3 Location	13
TABLES	
Table A Collision Rates per Thousand Population (2011), per Thousand Registered Vehicles (2012) and per 10 Million Vehicle-Kilometres of Travel (2012 Estimates) for each county	14
Section 1 Trends in Road Traffic Collisions	
Table 1 Collisions Classified by Type and Vehicles Licensed, 2003-2012	15
Table 2 Persons Killed and Injured, 2003-2012	16
Table 3 Persons Killed Classified by Road User Type, 2003-2012	16
Table 4 All Casualties Classified by Road User Type, 2003-2012	16
Table 5 Persons Killed and Injured in Each County, 2008-2012	17
Section 2 General Tables	
Table 6 Traffic Collisions and Casualties Classified by Month of Year	18
Table 7 Fatal and Injury Collisions and Casualties Classified by Hour of Day	19
Table 8 Fatal and Injury Collisions and Casualties Classified by Day of Week	20
Table 9 Fatal and Injury Collisions and Casualties Classified by Light Condition	20
Table 10 Fatal and Injury Collisions Classified by Primary Weather Conditions	21
Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions	21
Table 12 Fatal and Injury Collisions Classified by Road Character	21
Table 13 Collisions Classified by Road Surface Condition and by Occurrence of Skidding	22
Table 14 Collisions on Wet Roads Classified by Road Character and by Occurrence of Skidding	22
Table 15 Fatal and Injury Collisions Inside and Outside Built-up Areas Classified by Collision Type	22
Table 16 Single Vehicle Collisions not Involving Pedestrians Classified by Type of Collision	23
Table 17 Fatal and Injury Collisions Classified by Possible Contributory Factor Where Specified	23
Section 3 Casualties	
Table 18 All Casualties Classified by Road User Type	24
Table 19 All Casualties Classified by Road User Type and by Age	25
Table 20 Male Casualties Classified by Road User Type and by Age Where Specified	26
Table 21 Female Casualties Classified by Road User Type and by Age Where Specified	27
Table 22 All Casualties Classified by Age and Sex	28
Table 23 All Casualties Classified by Age, Inside and Outside Built-up Areas	28
Table 24 Casualties Classified by Road User Type Inside and Outside Built-up Areas	29
Table 25 Pedestrian Casualties Classified by Light Condition and by Location Type	29
Table 26 Pedestrian Casualties Classified by Pedestrian Action, Age of Pedestrian and by Darkness or Daylight	30

Section 4 Drivers and Vehicles

Table 27	Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type	31
Table 28	Male Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type	31
Table 29	Female Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type	32
Table 30	Drivers of Cars Involved in Fatal and Injury Collisions Classified by Age and by Sex	32
Table 31	Motorcycle Drivers Involved in Fatal and Injury Collisions Classified by Age and by Sex	33
Table 32	Drivers of Other Vehicles Involved in Fatal and Injury Collisions Classified by Age and by Sex	33
Table 33	Users of Cars Involved in Fatal and Injury Collisions Classified by Seat Belt Usage	34
Table 34	Users of Motorcycles Involved in Fatal and Injury Collisions Classified by Crash Helmet Usage	34
Table 35	Cars and Goods Vehicles Involved in Fatal and Injury Collisions Classified by Driver's Country of Residence	35
Table 36	Two-Vehicle Collisions: Contributory Action, Where Specified	35
Table 37	Vehicles Involved in Fatal and Injury Collisions Classified by Vehicle Type and by Location Type	36
Table 38	Single-Vehicle Collisions, With or Without Pedestrians, Classified by Vehicle Type	36
Table 39	Two-Vehicle Collisions Classified by Vehicle Type	37

Section 5 Location

Table 40	Traffic Collisions and Casualties in Each County	39
Table 41	Fatal and Injury Collisions and Casualties Classified by Garda Division	40
Table 42	Fatal and Injury Collisions at or near Pedestrian Crossings	40
Table 43	Fatal and Injury Collisions Inside and Outside Built-up Areas where Road Works were in Progress at the Collision Scene	40
Table 44	Fatal and Injury Collisions Classified by Junction Type	41
Table 45	Fatal and Injury Collisions at Intersections Classified by Control Type	41
Table 46	Fatal and Injury Collisions Classified by Road Type	41
Table 47	Traffic Collisions and Casualties in the Main Centres of Population	42
Table 48	Road Users Killed and Injured in the Main Centres of Population	42
Table 49	Vehicles Involved in Fatal and Injury Collisions in the Main Centres of Population	43
Table 50	Fatal and Injury Collisions in Towns	44
Table 51	Fatal and Injury Collisions on National Routes Classified by Route and by Location Type	46
Table 52	Material Damage Collisions Classified by Month and by County	48
Table 53	International Comparisons	49

Appendix

Notes and Definitions	50
-----------------------	----

ADDENDUM TO THE ROAD COLLISION FACTS 2012

Issue date 24th October 2016

In 2016 the RSA received notification from An Garda Síochána that one additional fatality, a female infant, should be included in the official fatality figures due to road traffic collisions reported by the RSA for the year 2012. The number of fatalities for 2012 is therefore 163, rather than 162 as reported in this document. While it is not currently feasible to amend the published Road Collision Facts 2012 and all of the tables contained within it to reflect this change, this addendum officially recognises that the figure of 162 cited throughout this report has increased to 163. The figure of 163 will be cited by the RSA from 2016 onwards as the official number of fatalities in road traffic collisions for the year 2012.

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 35, less than half of the rate in 2002 (96).

“In 2002, the fatality rate per million population was 96. In 2012, it was 35.”

Road deaths in Ireland have decreased year on year since 2005 with 2012 being the lowest since 1959. In 2002, the fatality rate per million registered vehicles was 203. By 2012, the rate had fallen to 67 per million registered vehicles.

In 2012, of the 26,171 Garda-recorded motor vehicle traffic collisions, 162 people were killed and 7,942 people were injured of which 474 were seriously injured. 20,561 collisions involved property or material damage only.

The fatality rate per million population was 35 in 2012, a decrease of 15 per cent from the 2011 rate of 41.

The estimated cost of all road collisions reported to, and recorded by, An Garda Síochána in 2012 was €773 million. This is a reduction of 43.9 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 2012 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.

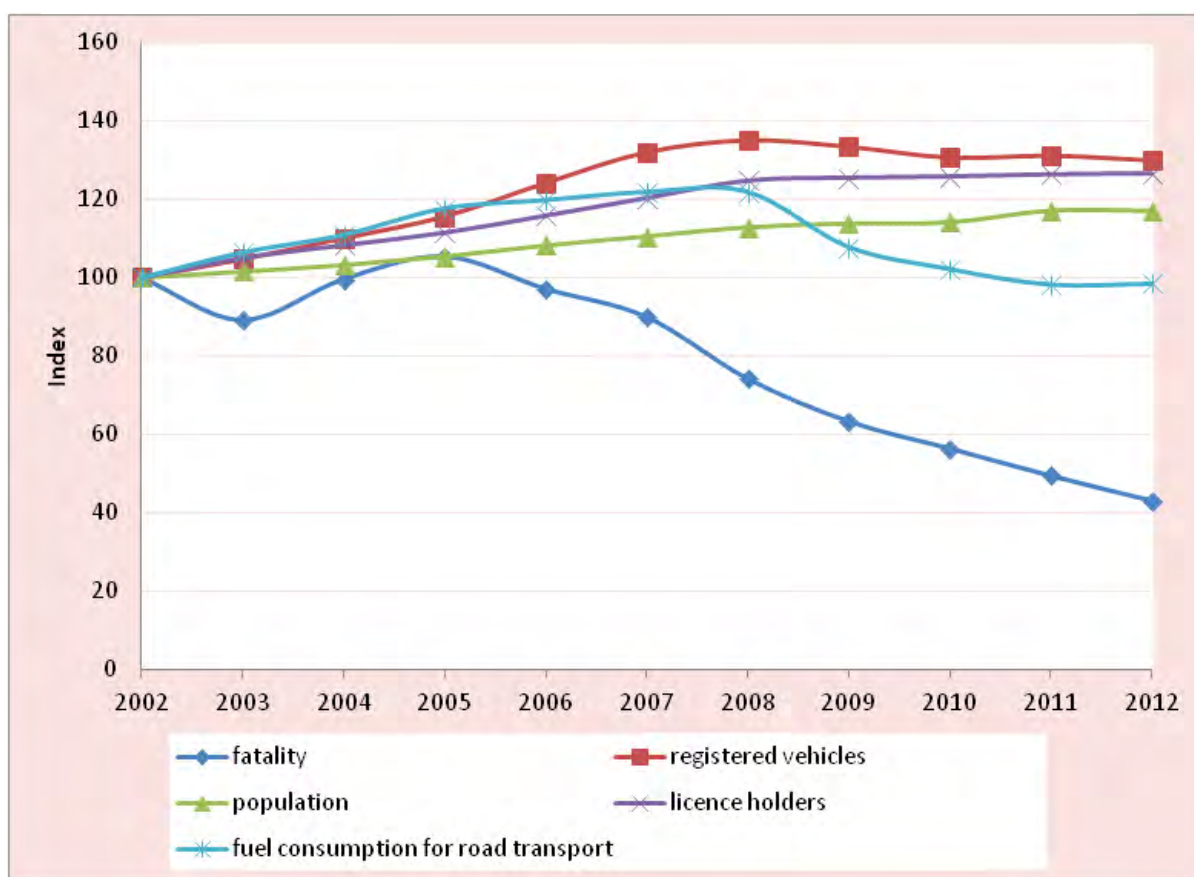
“In 2012, the fatality rate per billion vehicle kilometre travelled was 3.4. The 2002 rate was 10.4.”

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 2002. Data trends for registered vehicles, driver licence holders, population and fatalities in the Republic of Ireland between 2002 and 2012 are shown in Figure A1. As illustrated in the graph below, there is a decrease in the number of fatalities.

Since 2002, the population has increased by 17 per cent, registered motor vehicles have increased by 30 per cent, the number of driving licence holders (both full and provisional) has increased by 27 per cent and fuel consumption for all road transport (i.e. road freight, private car and public passenger services) has decreased by 2 per cent. On the other hand, the number of fatalities has decreased by 57 per cent.

Figure A1: Data Trends in Ireland 2002-2012 Increasing Motorisation Versus a Decreasing Road Toll



IRELAND'S ROAD SAFETY PERFORMANCE

In 2012, there were 162 road collision fatalities, an average of 14 deaths per month, which is the lowest recorded number of fatalities since 1959.

In 2012, there were 7,942 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 2002 and 2012, the population of the Republic of Ireland grew by approximately 17 per cent.

Increased number of driver licence holders

The number of driver licence holders overall (full and provisional) has increased from 2,110,666 in 2002 to 2,671,270 in 2012. 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 2002 but by 2012 this proportion had increased to 77 per cent.

Increased number of registered vehicles

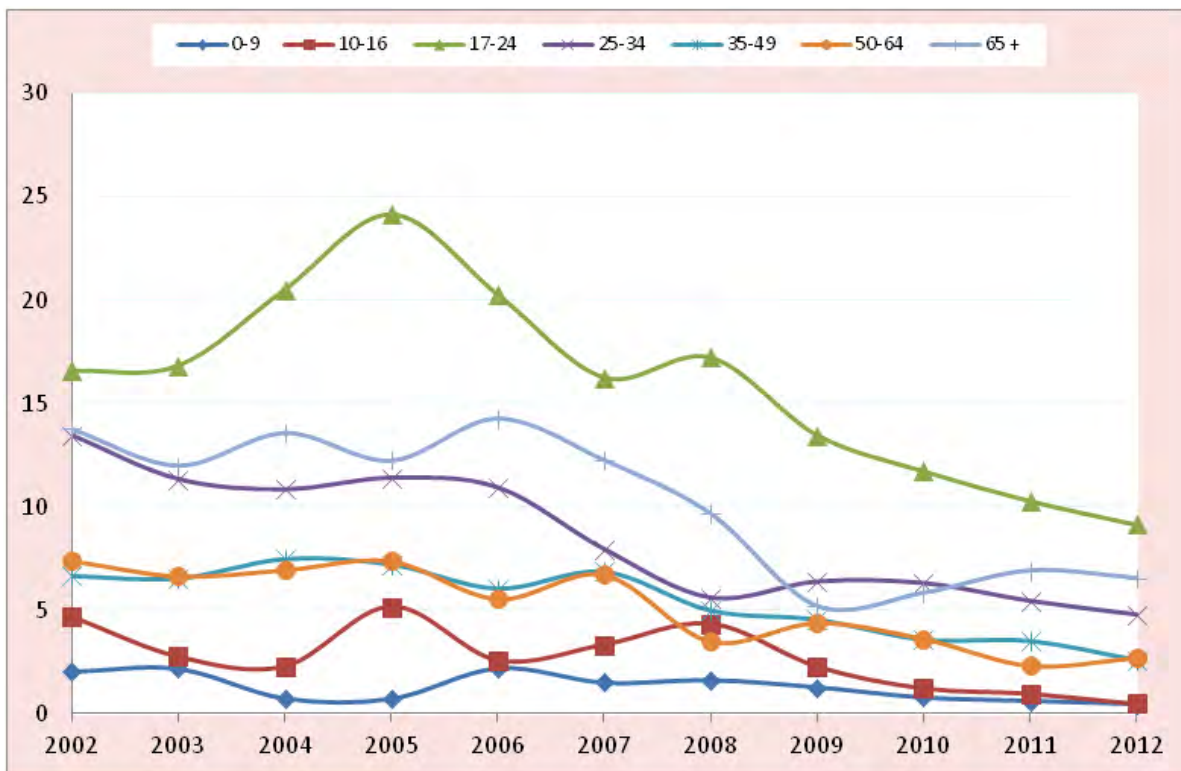
The number of registered motor vehicles and motorcycles increased by 30 per cent from 1,850,046 in 2002 to 2,403,223 in 2012.

Table A1: Annual Fatalities and Injuries as Per Million Vehicles Registered and Per Million Population in Ireland, 2002 - 2012

Year	Fatalities per million vehicles registered	Fatalities per million population	Injuries per million vehicles registered	Injuries per million population
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
2011	77	41	2,983	1,577
2012	67	35	3,305	1,732

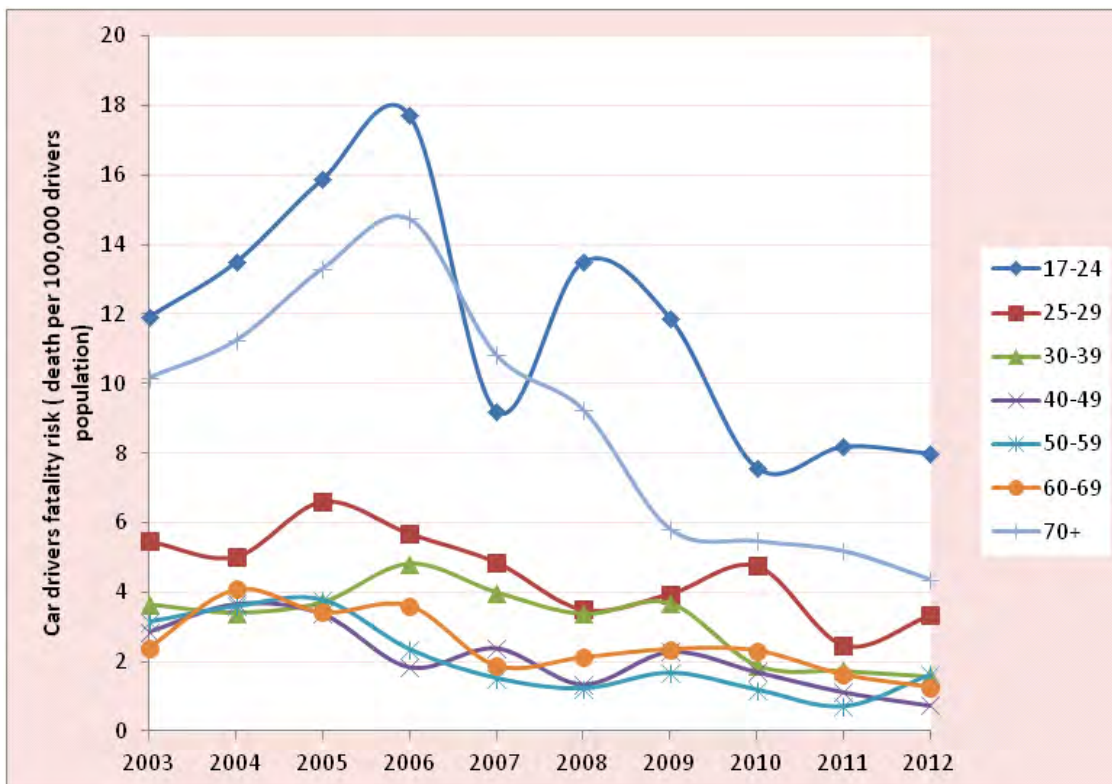
IRELAND'S ROAD SAFETY PERFORMANCE

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



“Fatality risk for 17-24 is generally declining over the period 2005 and 2012. However, the 17-24 year old fatality risk is still higher than that for rest of the population”

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



“In 2012, 17-24 year old car drivers were two times more likely to be killed on the road compared to a 70+ year old”

Casualties

Cars

In 2012, 89 car occupants were killed in collisions accounting for 55 per cent of all fatalities. An additional 5,325 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 (60%).

22 per cent of car drivers killed in fatal collisions were not using a seat belt.

Motorcycles

The 19 motorcyclist fatalities that occurred in 2012 accounted for 12 per cent of all fatalities. An additional 336 motorcyclists were injured.

For a motorcyclist, the risk of dying in a traffic crash per vehicle kilometres travelled is about 27 times higher than it is for a car occupant.

Pedalcycles

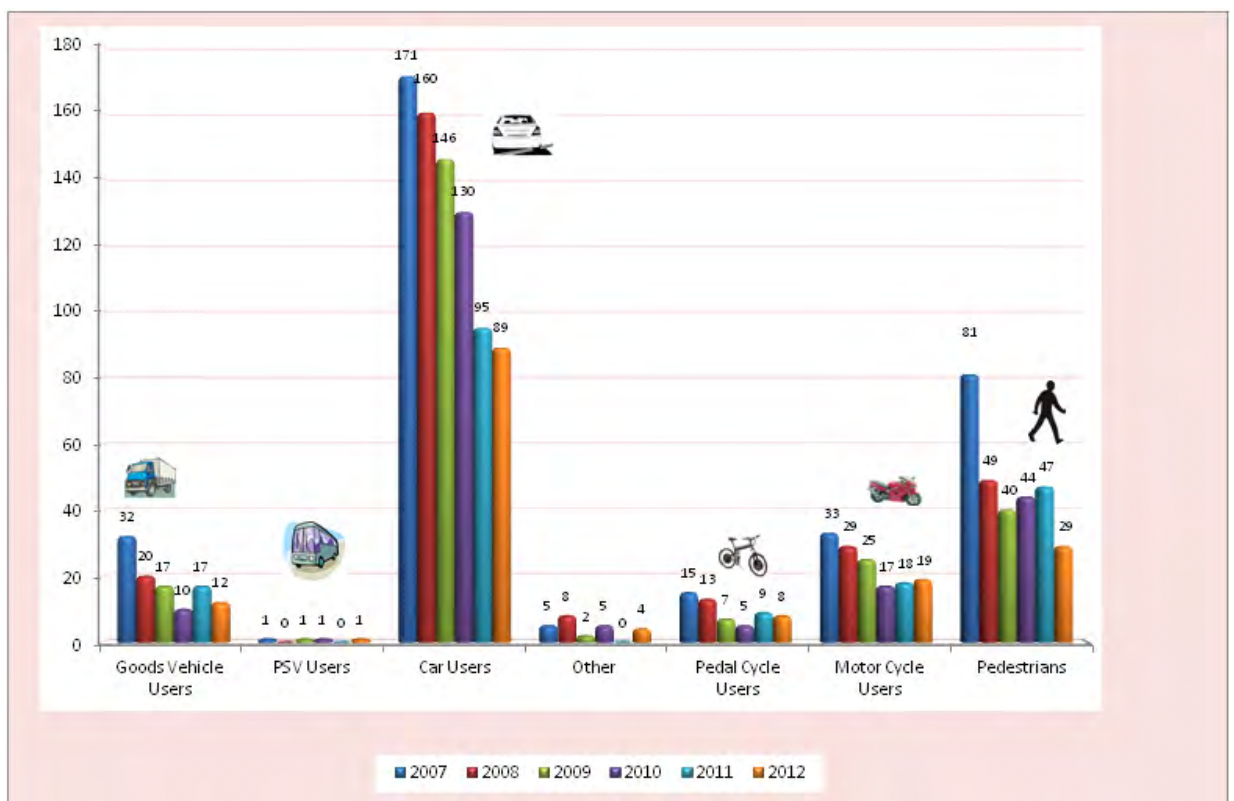
In 2012, eight pedal cyclists were killed and 630 were injured in collisions. Pedal cyclists made up approximately five per cent of all fatalities.

Pedestrians

In 2012, 29 pedestrians were killed and 1,009 were injured. 48 per cent of pedestrians killed were aged 65 and over. The number of pedestrians killed in hours of darkness has been reduced by 66 per cent between 2007 and 2012.

“The risk of dying in a traffic crash per vehicle kilometres travelled is about 27 times higher for a motorcyclist than it is for a car occupant.”

Figure A4: Road Deaths by Road User Type in 2007-2012



Gender and Age

In 2012, 20 per cent (33) of all the people killed were male aged 17-24. Twenty-five per cent (16) of car drivers killed were male aged 17-24 however, of the driver population in 2012 (both learner permit and full licence), male 17-24 year olds make up 5 per cent. Thus male car drivers aged 17-24 were significantly over represented in road traffic fatalities in 2012 (5-fold over-representation). Fifty-two per cent (13) of the car passengers killed were aged 17-24.

Twenty-two per cent (36) of people killed were aged 65 and over, and 22 per cent (35) were aged 25-34.

“The number of car driver fatalities has reduced by 42 per cent between 2012 and 2007 .”

Figure A5: Number of Car Drivers Fatalities by Age and Sex, 2012

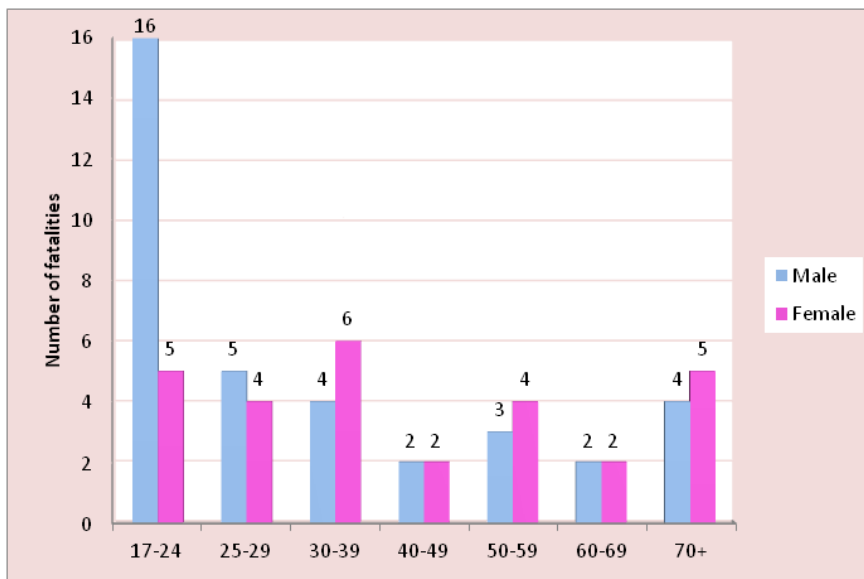
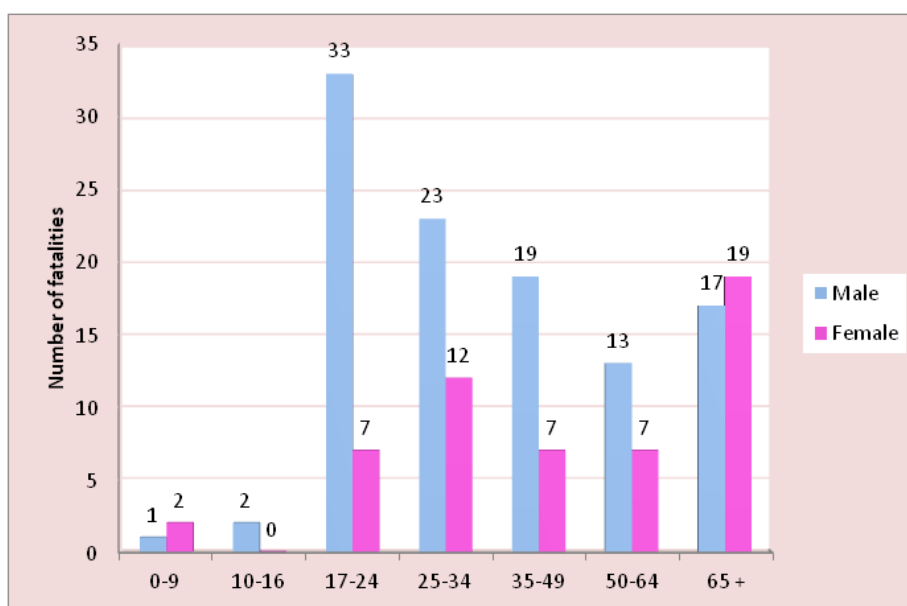


Figure A6: Overall Number of Fatalities by Age and Sex, 2012



Primary Collision Type

40 per cent of all fatal collisions in 2012 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 25 per cent of injury collisions.

Head-on collisions accounted for 18 per cent of fatal collisions and 9 per cent of injury collisions. Collisions involving pedestrians accounted for 18 per cent of all fatal collisions and 18 per cent of all injury collisions.

Three out of four 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 49 per cent of injury collisions but only 14 per cent of fatal collisions.

Figure A7: Primary Fatal Collision Type in 2012

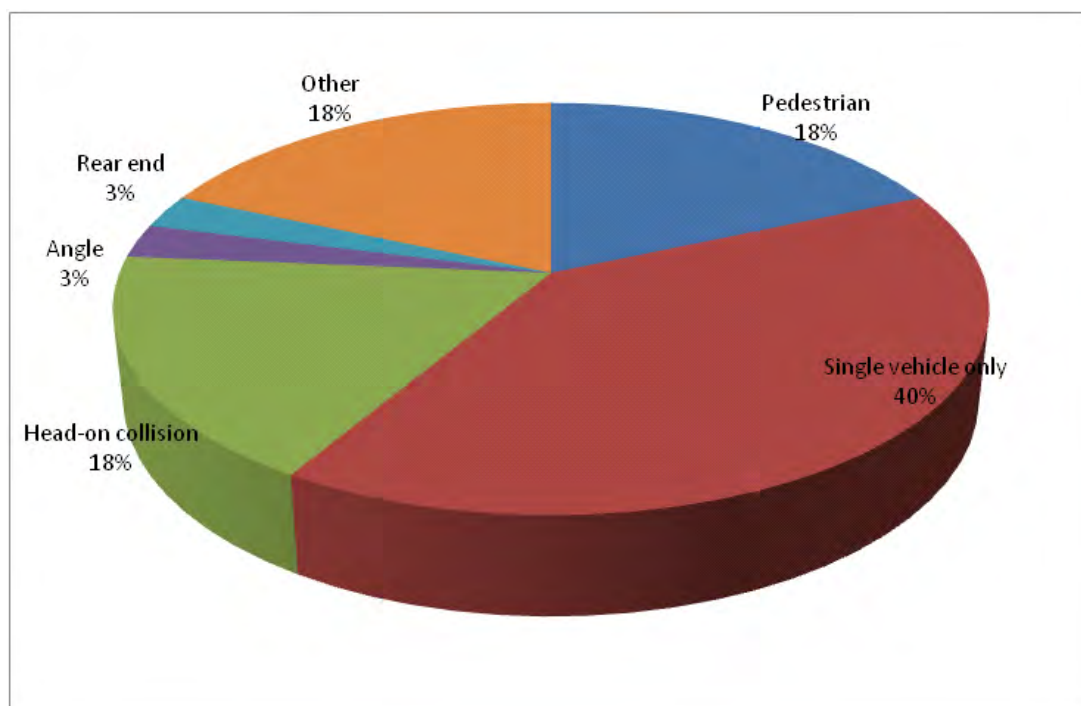


Figure A8: Percentage of Fatal and Personal Injury Collisions by Primary Collision Type

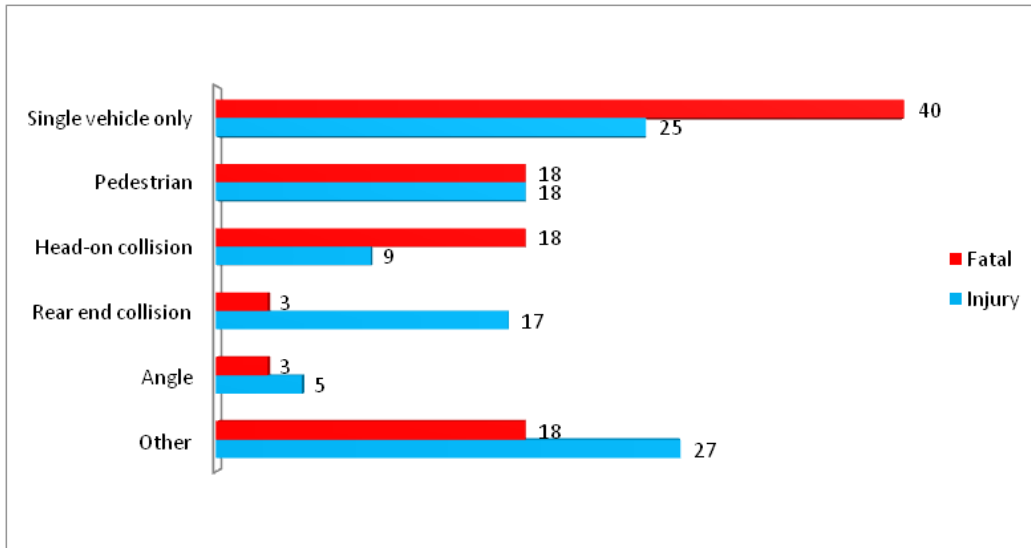
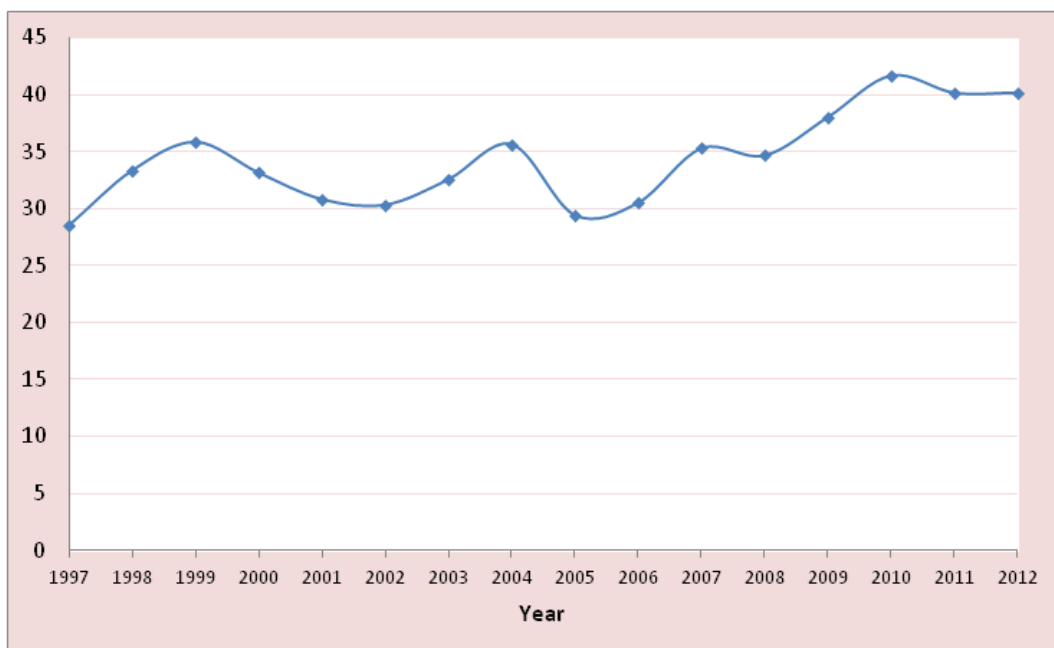


Figure A9: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1997-2012



Date and Time

The worst month for fatalities in 2012 was June when 26 people died in 24 collisions. The month of November recorded the fewest number of collisions when 8 people died.

In 2012, the number of fatal collisions between the hours of 9.00pm and 3.00am, the hours most strongly associated with drinking and driving, was 38 with 40 people killed in these collisions. This time period accounted for 25 per cent of fatal collisions and 25 per cent of fatalities in 2012. The highest number of fatalities occurred in the afternoon rush hours (i.e. 16:00-18:00).

The number of people killed during the later hours of darkness (between 3.00am and 6.00am) was 12. Fatalities that occurred during these hours accounted for approximately seven per cent of all road collision fatalities in 2012.

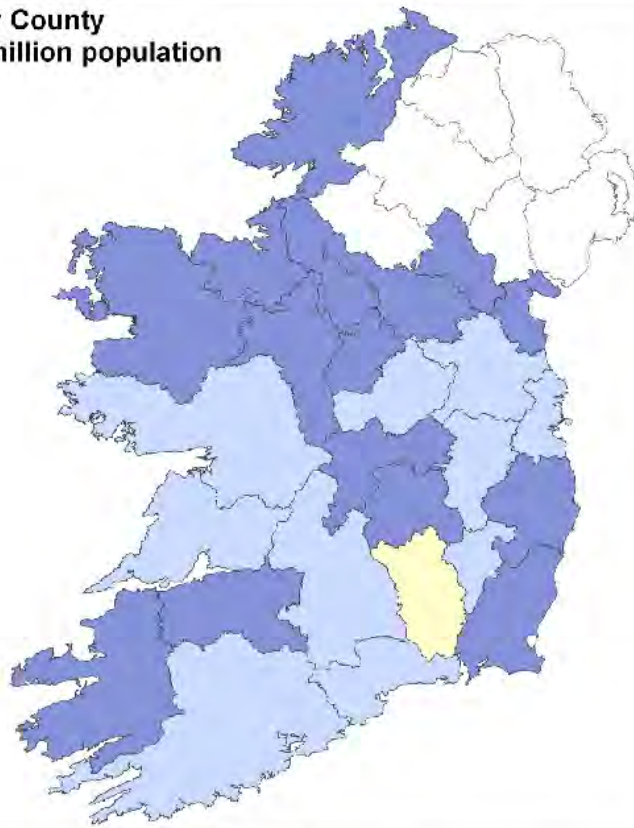
The worst day of the week for fatalities during 2012 was Sunday. This day accounted for 39 fatalities, or 24 per cent of the total. The day of the week with the fewest associated fatalities was Tuesday when 11 people, or 7 per cent of the total, died.

Location

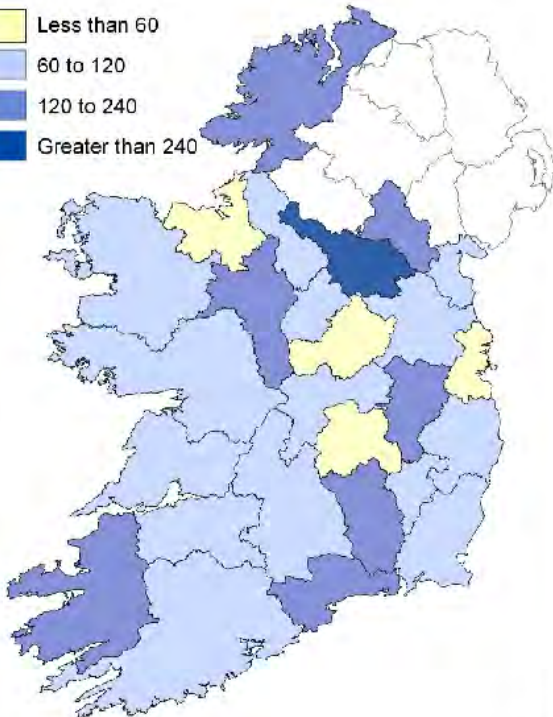
Twenty-nine per cent of all fatal collisions in 2012 occurred on urban roads. Thirty-four per cent of all fatal collisions occurred on national roads.

On a county-by-county basis, Louth experienced the highest number of collisions per population (1.8 per 1,000 people), and the highest number of collisions per 1,000 registered vehicles (3.9 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per 10 million vehicle kilometers of travel (approximately 1.8 per 10 million vehicle kilometres of travel).

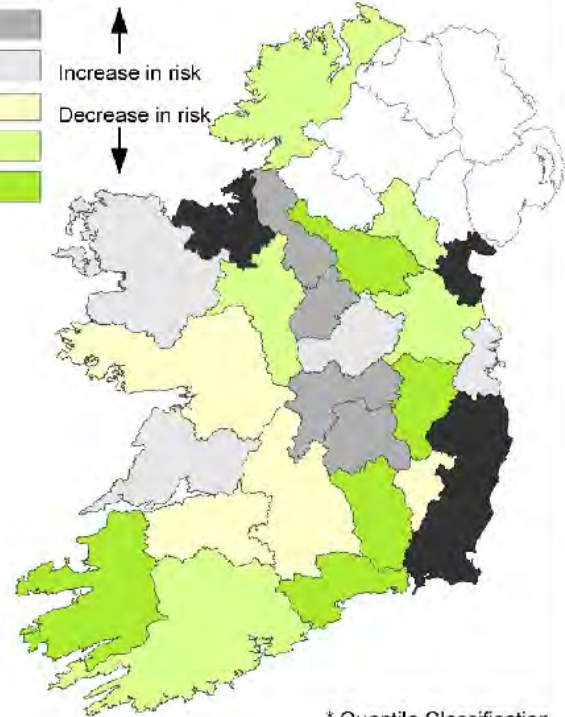
**2012 Road Injuries by County
Serious Injuries per million population**



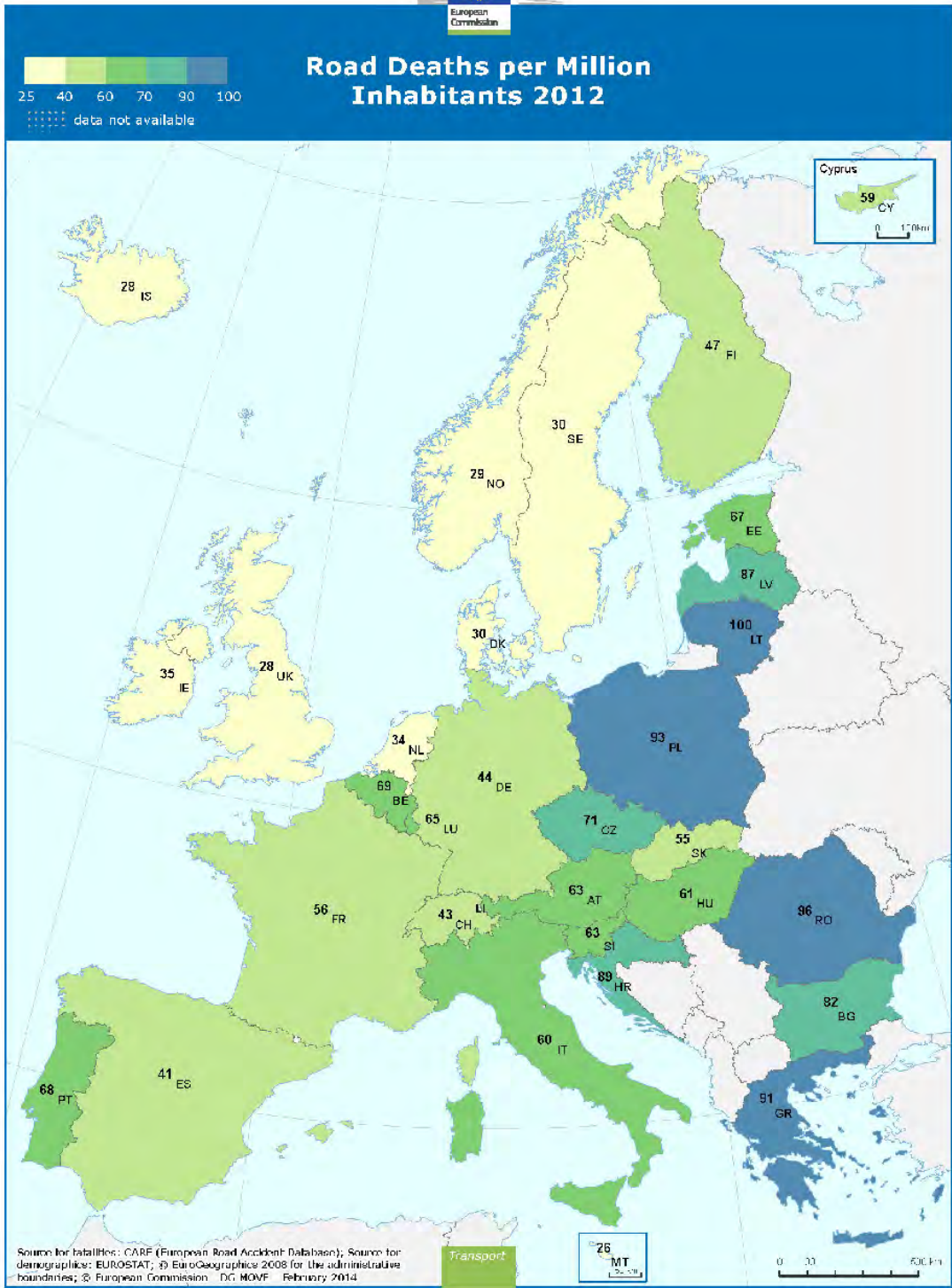
**2011 Road Injuries by County
Serious Injuries per million population**



**Relative Change 2011 to 2012
Serious Injuries per million population**



* Quantile Classification



1. Trends in Road Traffic Collisions

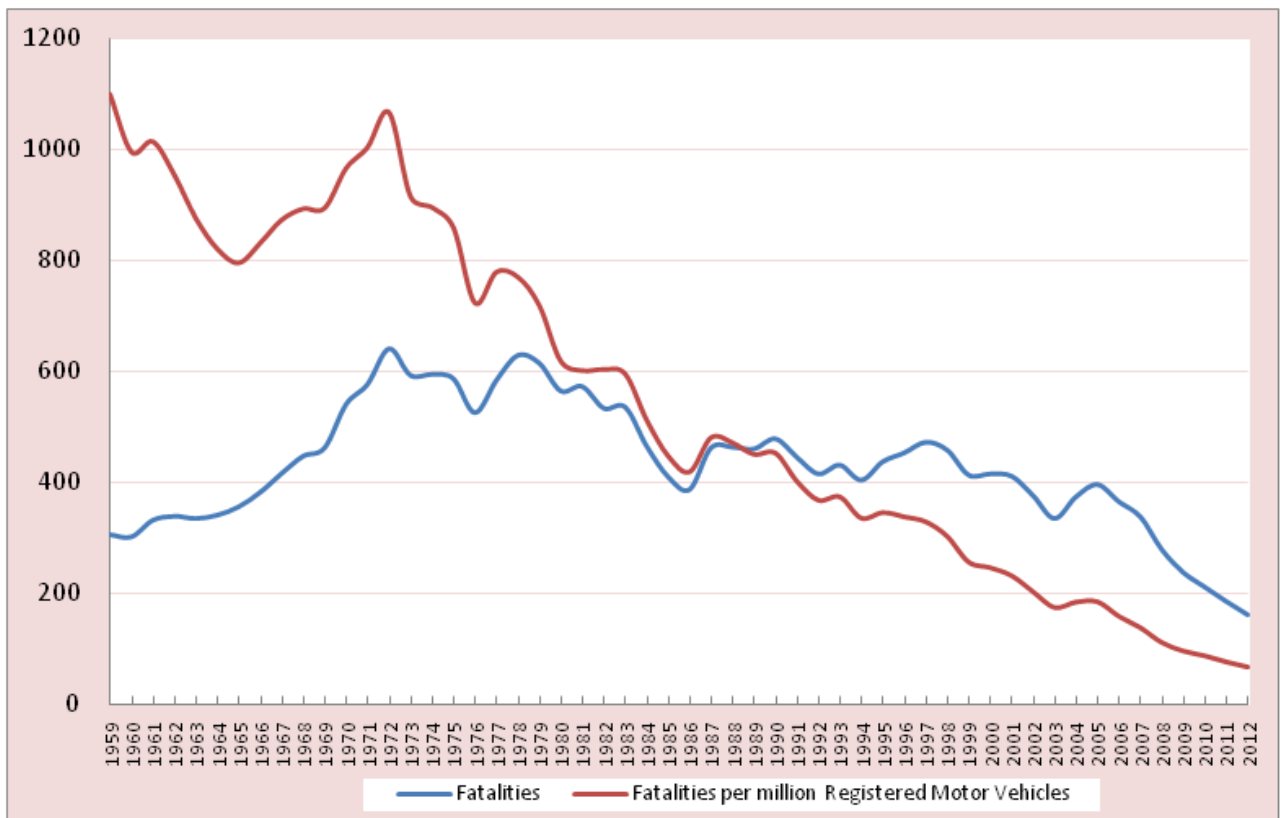
This report examines trends in collisions, fatalities and injuries over the last decade as well as the most recent trends by road type and transport mode.

“In 2012, there were 26,171 Garda-reported traffic collisions, in which 162 people were killed and 7,942 people were injured; 20,561 collisions involved property or material damage only.”

1.1 Road Fatalities

A total of 162 people were killed in 152 collisions on Irish roads in 2012, which is the lowest annual number of fatalities since 1959 when road collision records began. This represents a decrease of 176 fatalities (52%) on 2007 when 338 people were killed. The trend of the number of road fatalities in the period 1959-2012 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 2012, the number of fatalities decreased by 59 per cent.

Figure 1: Fatalities and Fatalities per Million Registered Motor Vehicles, 1959-2012

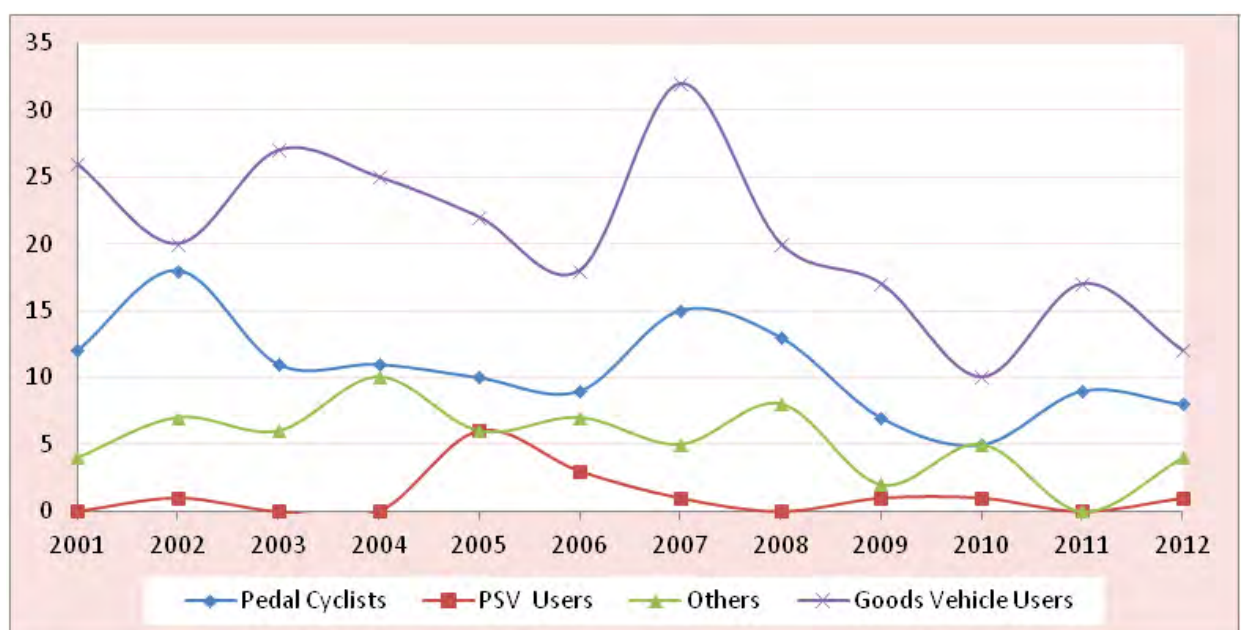
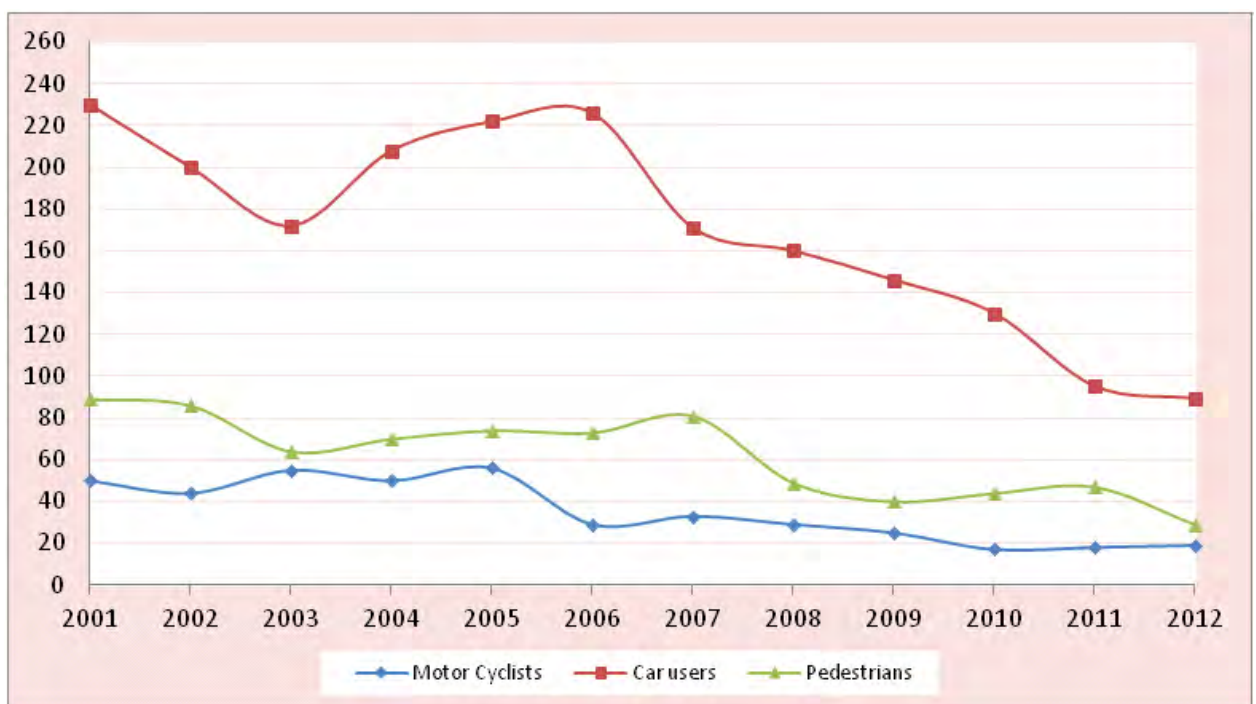


1.2 Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 2001-2012 is given in Figure 2. The number of car user fatalities decreased sharply from 2001 to 2003. During the period 2003-2006, the number of car user fatalities increased gradually. In the period 2006-2012, 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 2001-2003. However, the number of pedestrian fatalities increased in the period 2003-2007, but then fell sharply in 2008 and 2012. 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 47 per cent between 2007 and 2012. The number of motorcyclist fatalities generally showed an upward trend in the period 2001-2005, then fell by 48 per cent in 2006, marginally increased in 2007 and decreased by 39 per cent between 2008 and 2012. The trend for PSV users, goods vehicle users and other road user fatalities (miscellaneous types of motor vehicles) was sporadic.

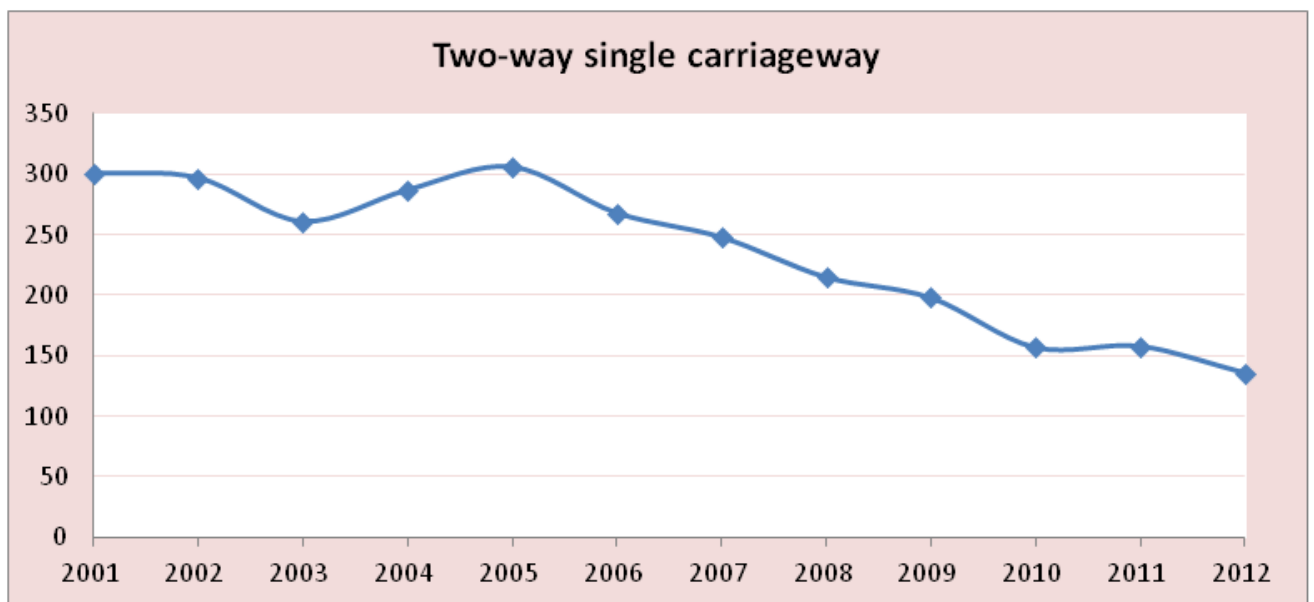
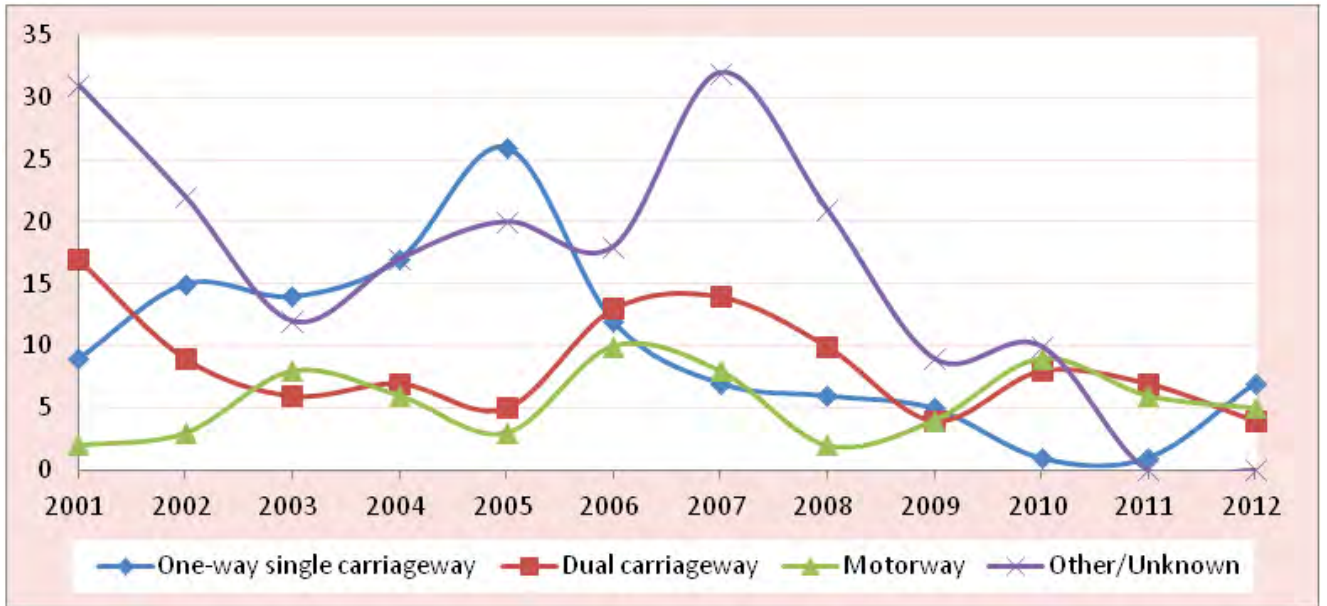
Figure 2: Number of Fatalities by Transport Mode, 2001-2012



1.3 Trends in Fatalities by Road Types

In 2012, 136 fatal collisions occurred on two-way single carriageways. Over the period 2001-2012 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 but a net decline from 2007 to 2012. Over the period 2001-2012, there has been an up-and-down fluctuation trend in the number of fatal collisions on motorways and other/unknown road types.

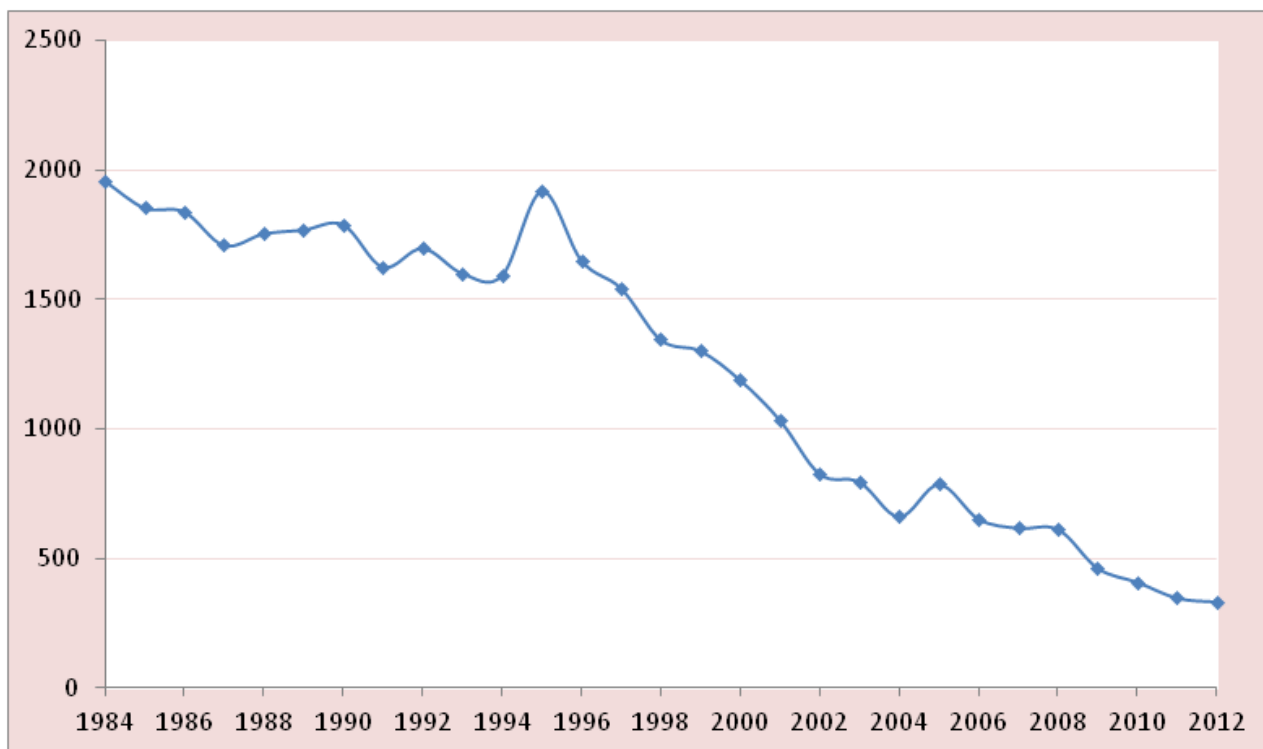
Figure 3: Number of Fatal Collisions By Road Type, 2001- 2012



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, 1984-2012



1.5 Material Damage Collisions

The number of material damage collisions (where no injuries or fatalities are sustained but material damage is caused to a vehicle and/or property), both reported to and recorded by An Garda Síochána, decreased from 21,863 in 2011 to 20,561 in 2012.

1.6 Road User Category

Compared to 2007, when the Government's Road Safety Strategy started, there has been a substantial reduction in fatalities among all road user categories, with the highest reductions among pedestrians, goods vehicle users, car users and pedal cyclists (respectively -64%, -62%, -48% and -47%). The number of pedestrians killed in hours of darkness has been reduced by 66 per cent between 2007 and 2012.

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);

- 5 in 11 of those who died on our roads in 2012 were vulnerable road users,
- 1 in 6 were pedestrians,
- 1 in 9 were motorcyclists, and
- 1 in 21 were pedal cyclists.

Sixty-two per cent of pedestrians were killed in the hours of darkness. Seventy-four per cent of motorcyclists were killed on roads with speed limits of more than 60km/h. Forty-eight per cent of pedestrians killed were aged 65 and over.

1.8 Young Children Casualties (under 14 years)

Three children (14 years of age or younger) were killed on our roads in 2012. The young children killed were all pedestrians.

Figure 5: Fatalities Classified by Road User and Age in 2012

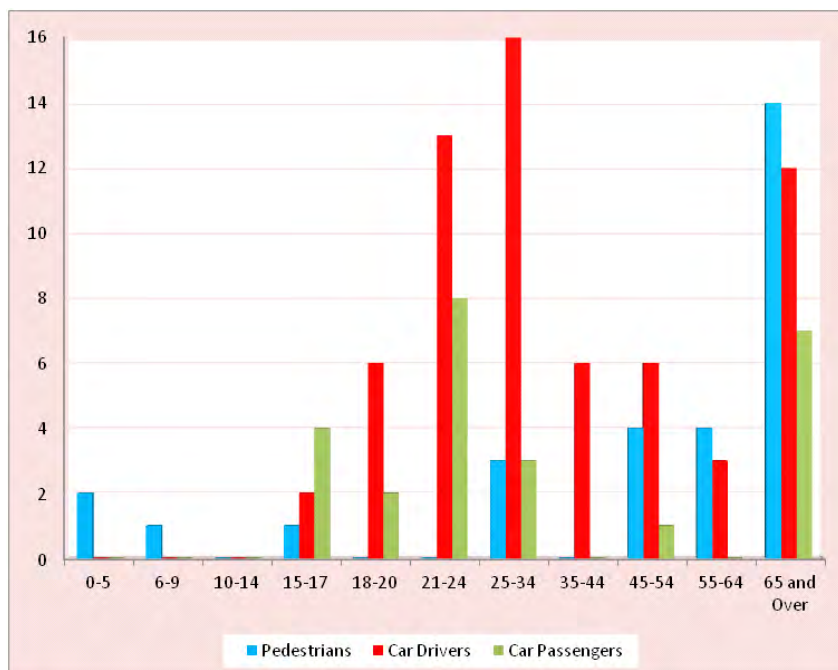


Figure 6: Motorcyclists and Pedal Cyclists Killed, Percentage of Total, 1973-2012

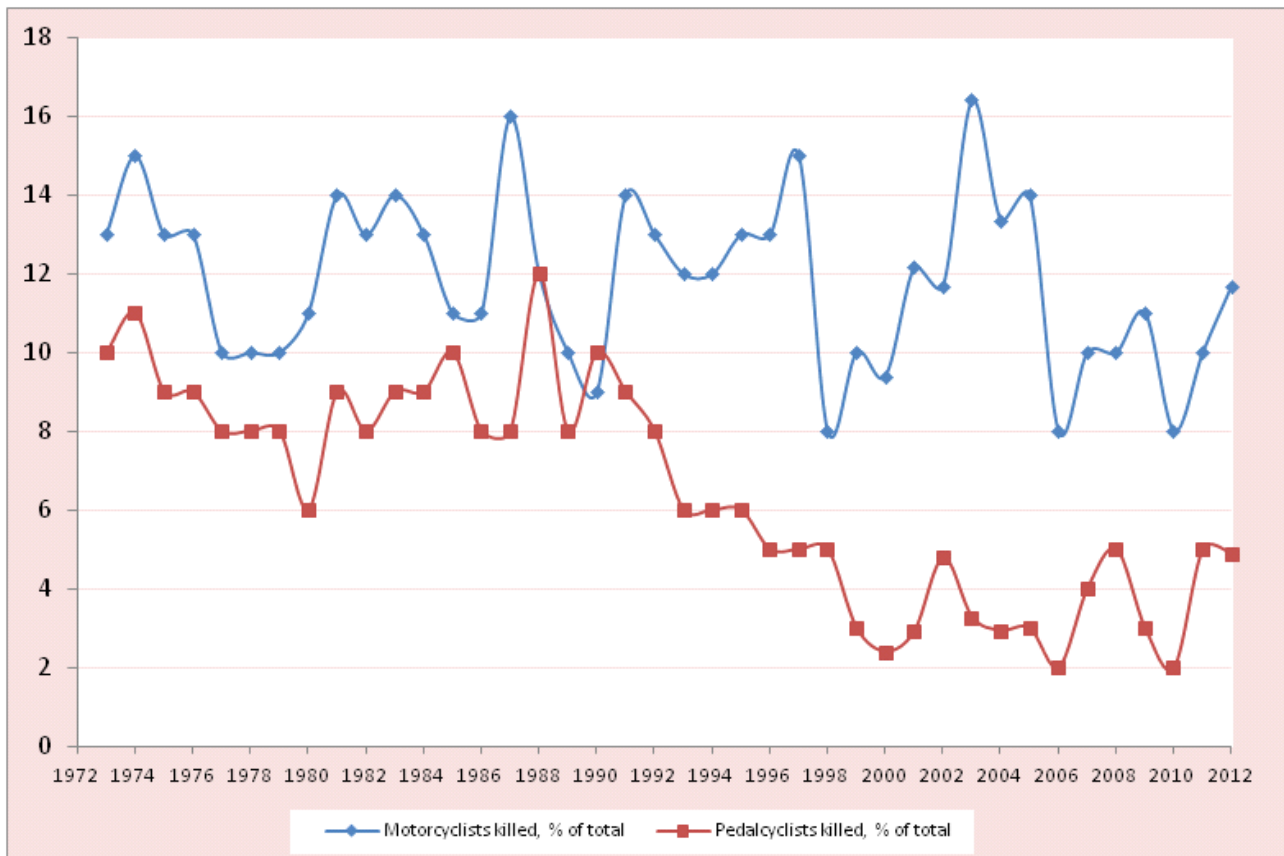
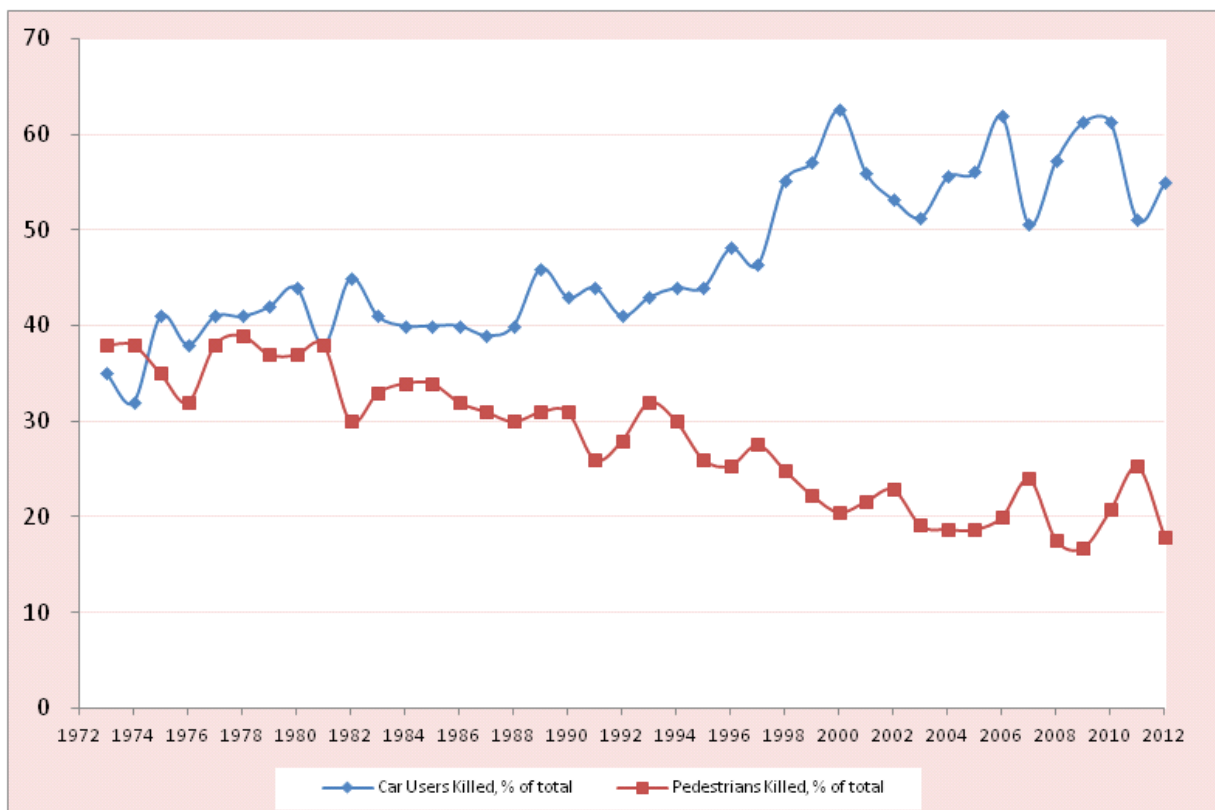


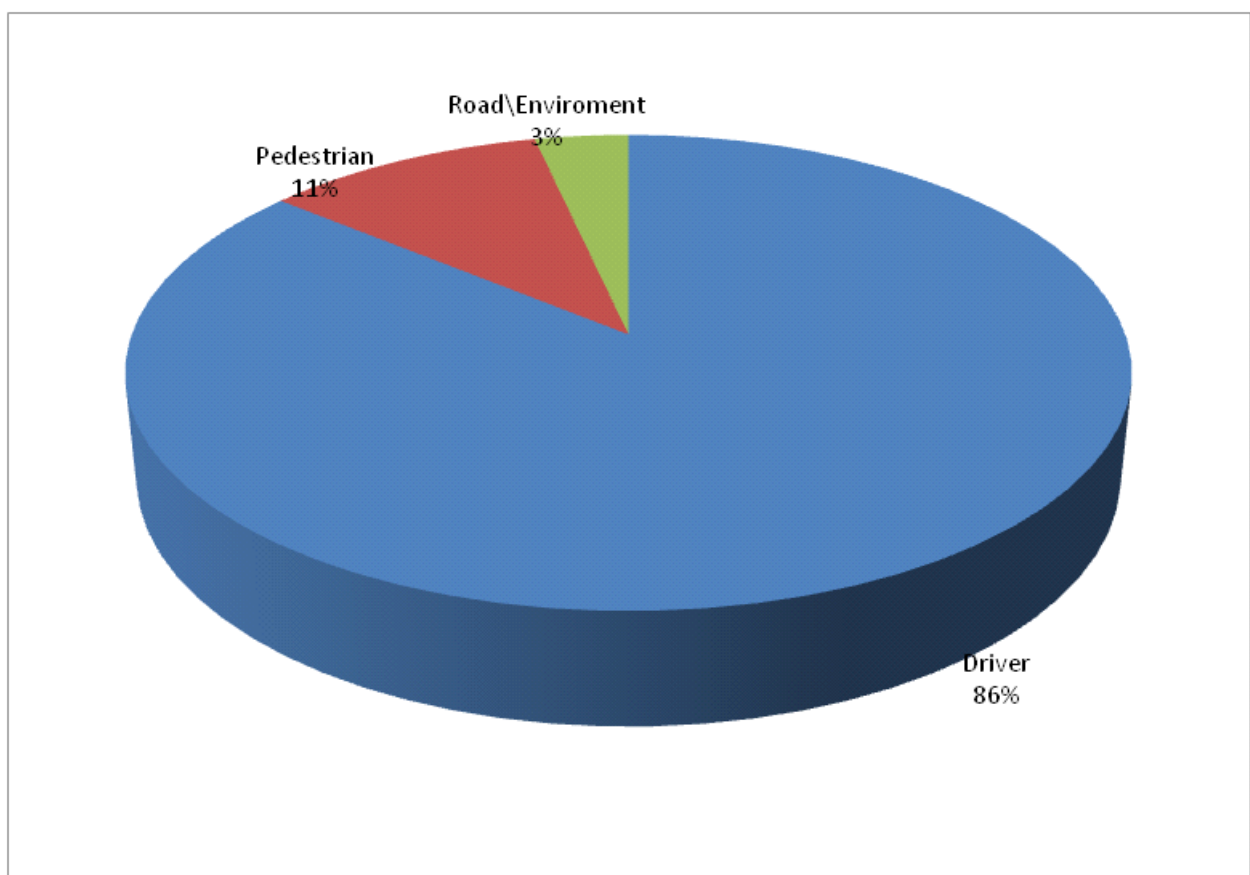
Figure 7: Pedestrians and Car Users Killed, Percentage of Total, 1973-2012



1.9 Contributory Factors to Road Collisions

The contributory factors listed by An Garda Síochána on collision report forms has changed little from 2003 (see Table 17 on page 22). Driver error accounted for 86 per cent of all contributory factors identified in fatal collisions, while the next most listed factor, pedestrian error, accounted for eleven per cent. Road and enviromental factors accounted for three 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



1.10 Fatal Road Collisions by Manoeuvre Type

In fatal collisions (see Figure 9) there is limited information on the specific manoeuvre type taken, the main manoeuvres cited include 'taking avoidance action' (6 per cent), 'reversing' (5 per cent) and 'turning left' (4 per cent).

1.11 Collision Costs

The cost of collisions is based on those 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 2012 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 2012 is €773 million. There is a decrease in the cost of collisions of €19 million when compared to the 2011 figure.

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

Table A2: Total Cost of Road Collisions in 2012

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	152	2,706,144	411,333,888
Serious	333	361,531	120,389,823
Minor	5,125	35,607	182,485,875
Material Damage	20,561	2,849	58,578,289
Total	26,171	N/A	772,787,875

1.12 International Comparisons

On the basis of road deaths per million population, in 2012, the latest year for which international comparative information is available, Ireland is ranked sixth out of the EU-27.

(Sources: IRTAD, ETSC and <http://europa.eu/rapid/press-release>)

Figure 9: Fatal and Serious Collisions in 2012, Classified by Manoeuvre Types

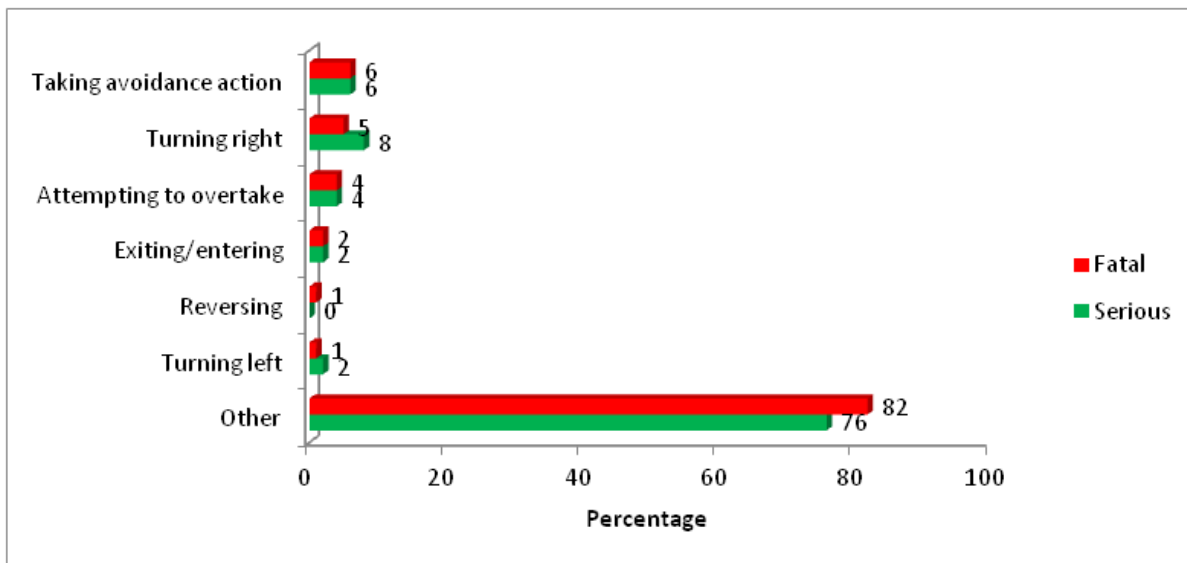
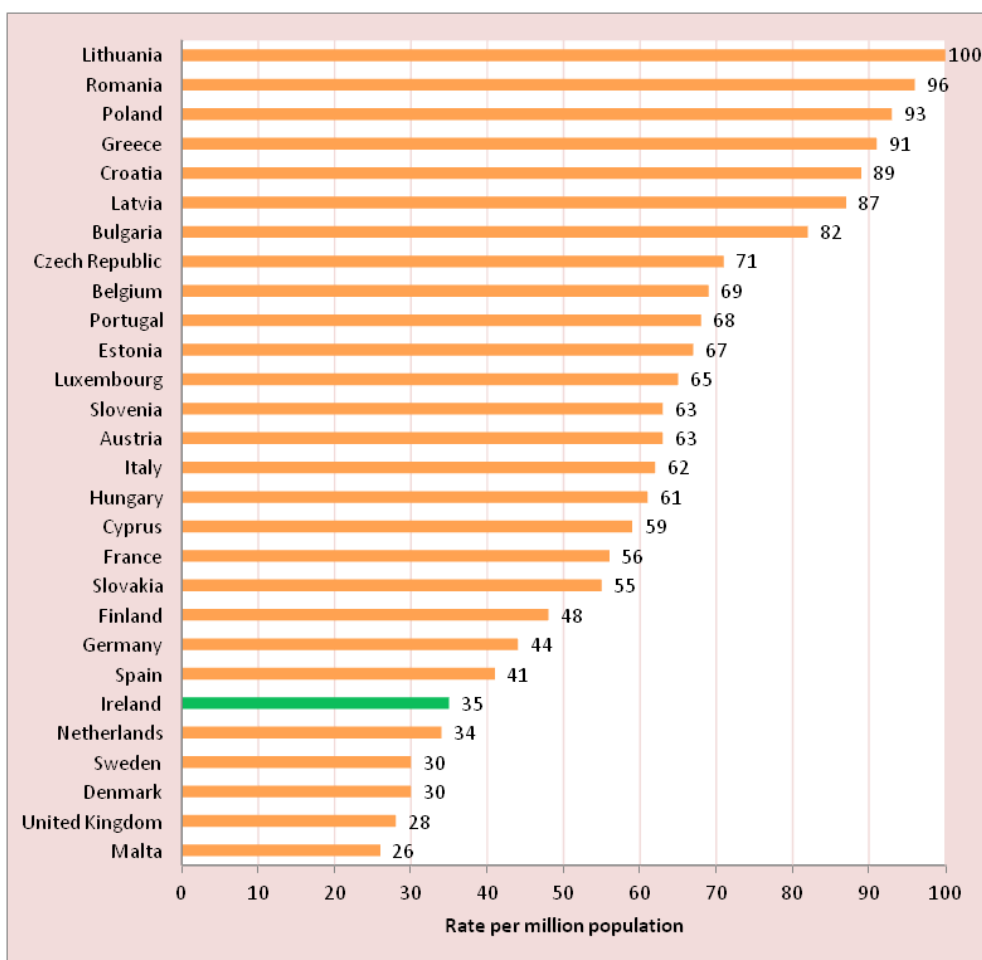


Figure 10: Road Fatalities per Million Population in 2012

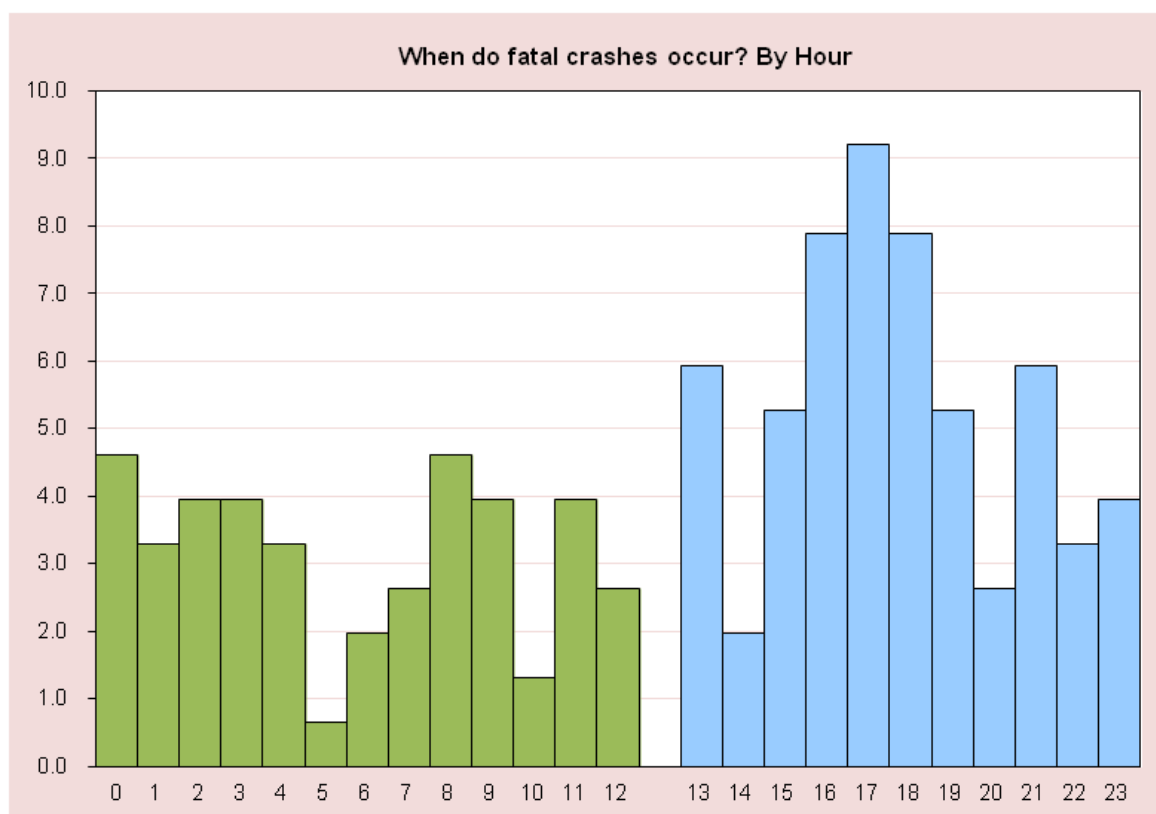


2. Date and Time

2.1 Persons Killed or Injured by Hour of Day

Figures 11, 12a and 12b give the number of fatalities by hour of the day, month of the year and the day of the week respectively.

Figure 11: Percentage of Fatal Collisions by Hour in 2012



The highest number of fatalities occurred in the afternoon rush hours (i.e.16:00-18:00).

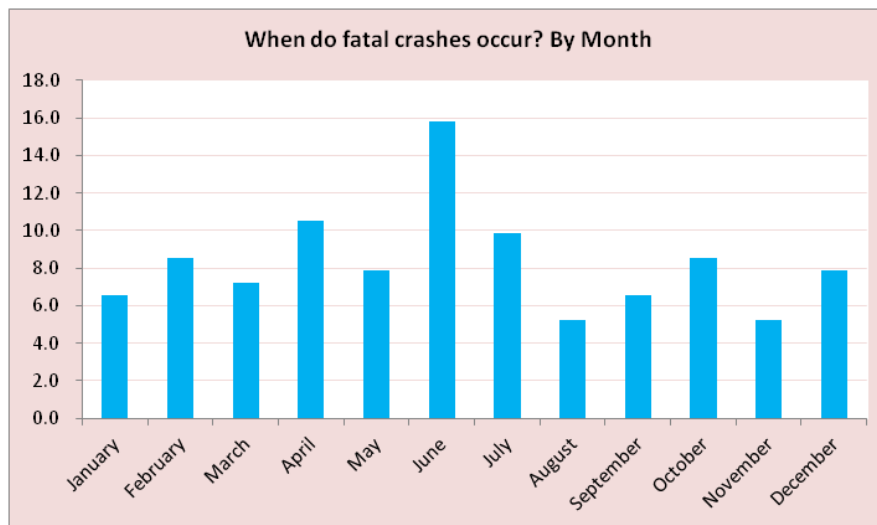
In 2012, the number of fatal collisions between the hours of 9.00pm and 3.00am, the hours most strongly associated with drinking and driving, was 38 with 40 people killed in these collisions. This time period accounted for 25 per cent of fatal collisions and 25 per cent of fatalities in 2012.

The number of people killed during the later hours of darkness (between 3.00am and 6.00am) was 12. Fatalities that occurred during these hours accounted for approximately 7 per cent of all road fatalities in 2012.

2.2 The Month of the Year

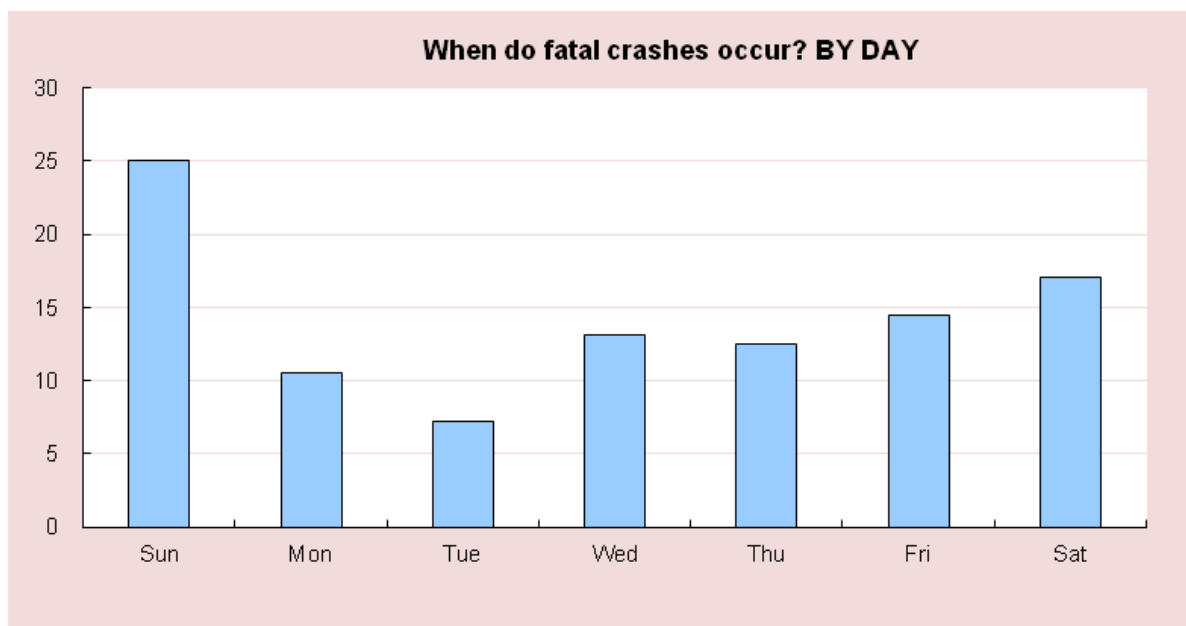
The worst month for fatalities in 2012 was June when 26 people died in 24 collisions. The month of November recorded the fewest number of collisions when 8 people died on Irish roads.

Figure 12a: Percentage of Fatal Collisions by Month of the Year in 2012



2.3 Fatalities by Day of the Week

Figure 12b: Percentage of Fatal Collisions by Day of the Week in 2012



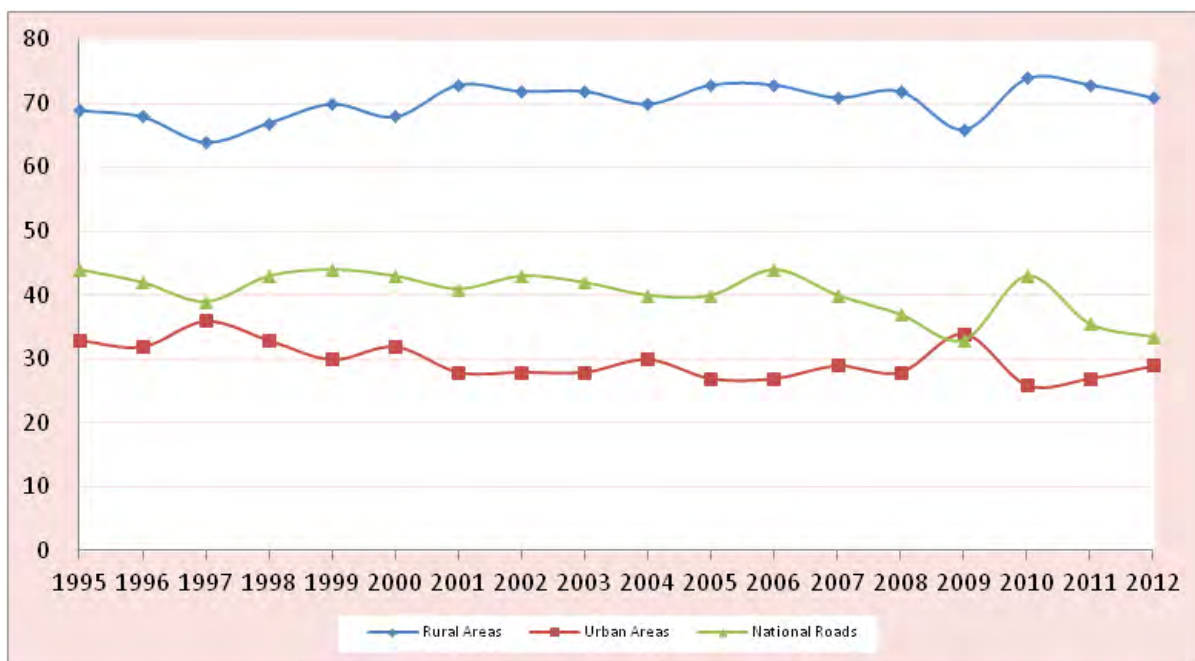
The worst day of the week for fatalities during 2012 was Sunday. This day accounted for 39 fatalities, or 24 per cent of the total. The day of the week with the fewest associated fatalities was Tuesday when 11 people, or 7 per cent of the total, died.

3. Location

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

Twenty-nine per cent of all fatal collisions in 2012 occurred on urban roads. Thirty-four per cent of all fatal collisions occurred on national roads. It should be noted that in 2012, there were reclassifications of some national roads to regional status. Some of the fatal collisions registered on national roads in 2012 might have occurred before or after the reclassification.

Figure 13: Percentage of Fatal Collisions in Rural, Urban Areas and on the National Routes, 1995-2012



3.2 On a County-by-County Basis

The collision rates per thousand population in 2011, per thousand registered vehicles in 2012 and per 10 million vehicle kilometres of travel in 2012, for each county are given in Table A.

On a county-by-county basis, Louth 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 (3.9 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per 10 million vehicle kilometers of travel (approximately 1.8 per 10 million vehicle kilometres of travel).

Table A: Collision Rates per Thousand Population (2011), per Thousand Registered Vehicles (2012), and per 10 Million Vehicle-Kilometres of Travel (2012), 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	1.0	1.6	0.7
Dublin	1.2	2.6	1.4
Kildare	0.9	1.8	0.7
Kilkenny	1.2	2.2	0.9
Laois	1.1	2.2	0.8
Longford	1.5	2.9	1.0
Louth	1.8	3.9	1.8
Meath	1.1	2.2	0.7
Offaly	1.0	2.0	0.9
Westmeath	1.2	2.2	0.7
Wexford	1.3	2.2	1.0
Wicklow	1.3	2.4	1.3
Munster			
Clare	1.2	2.0	0.4
Cork	1.1	1.8	1.4
Kerry	1.1	1.9	0.7
Limerick	1.4	2.5	1.1
Tipperary NR	1.0	1.6	0.6
Tipperary SR	1.2	2.2	0.9
Waterford	1.2	2.1	1.3
Connaught			
Galway	1.3	2.6	1.1
Leitrim	1.4	2.6	0.8
Mayo	1.3	2.3	0.9
Roscommon	1.4	2.4	1.0
Sligo	1.4	2.5	1.1
Ulster			
Cavan	1.6	3.1	0.8
Donegal	1.6	3.1	1.1
Monaghan	1.3	2.5	0.9
TOTAL	1.2	2.3	1.1

¹ Based on 2011 Census of Population

² Based on 2012 Registered Vehicle Data

³ Based on 2012 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, 2002-2012

Collision Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal	301	334	360	321	309	254	220	185	172	152
Injury	5,684	5,447	6,173	5,697	5,158	6,482	6,395	5,595	5,058	5,458
Material Damage	17,930	16,525	21,274	22,399	23,769	21,728	19,880	21,305	21,863	20,561
TOTAL	23,915	22,306	27,807	28,417	29,236	28,464	26,495	27,085	27,093	26,171
Vehicles current licence (thousands)	1,937	2,036	2,138	2,296	2,442	2,498	2,468	2,416	2,425	2,403

Table 2 Persons Killed and Injured, 2003-2012

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Killed	335	374	396	365	338	279	238	212	186	162
Injured	8,262	7,867	9,318	8,575	7,806	9,758	9,742	8,270	7,235	7,942
TOTAL	8,597	8,241	9,714	8,940	8,144	10,037	9,980	8,482	7,421	8,104

Table 3 Persons Killed Classified by Road User Type, 2003-2012.

Road User Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedestrians	64	70	74	73	81	49	40	44	47	29
Pedal Cyclists	11	11	10	9	15	13	7	5	9	8
Motorcyclists	55	50	56	29	33	29	25	17	18	19
Car Users	172	208	222	226	171	160	146	130	95	89
PSV Users	0	0	6	3	1	0	1	1	0	1
Goods Vehicle	27	25	22	18	32	20	17	10	17	12
Other or Unknown	6	10	6	7	5	8	2	5	0	4
TOTAL	335	374	396	365	338	279	238	212	186	162

Table 4 All Casualties Classified by Road User Type, 2003-2012.

Road User Type	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedestrians	1,115	982	1,063	1,017	965	1,173	1,115	967	977	1,038
Pedal Cyclists	307	298	233	220	272	349	370	404	404	638
Motorcyclists	840	681	591	534	410	523	467	408	342	357
Car Users	5,521	5,395	6,628	6,024	5,638	7,105	7,260	5,944	5,025	5,491
Other Road User*	814	885	1,199	1,145	859	887	768	759	673	580
TOTAL	8,597	8,241	9,714	8,940	8,144	10,037	9,980	8,482	7,421	8,104

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

Table 5 Persons Killed and Injured in Each County, 2008-2012

County	Persons Killed					Persons Injured				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
Leinster										
Carlow	1	3	5	3	2	106	128	120	99	67
Dublin	22	31	20	11	12	1,992	2,028	1,761	1,607	1,974
Kildare	13	10	11	15	1	388	363	357	268	260
Kilkenny	5	5	6	6	3	222	208	144	133	176
Laois	12	5	9	1	5	198	185	135	119	118
Longford	3	2	2	2	7	117	85	106	67	100
Louth	7	5	8	6	14	405	467	306	249	343
Meath	9	12	6	4	7	442	429	363	279	296
Offaly	8	4	4	4	0	174	190	151	107	128
Westmeath	3	4	7	6	5	176	191	162	127	138
Wexford	16	4	9	5	9	329	294	257	232	283
Wicklow	4	4	5	3	3	291	343	263	255	264
Munster										
Clare	7	7	4	2	2	288	267	225	172	194
Cork	24	21	18	27	21	976	933	867	773	742
Kerry	19	12	11	7	7	387	345	254	249	239
Limerick	18	22	18	15	5	539	487	393	429	385
Tipperary NR	12	5	3	5	1	171	164	137	128	96
Tipperary SR	9	7	3	6	3	177	172	175	115	141
Waterford	7	3	5	7	3	225	243	211	189	201
Connacht										
Galway	24	23	6	13	19	567	640	573	437	505
Leitrim	5	0	3	1	0	61	84	75	87	71
Mayo	10	10	7	12	7	328	275	280	207	269
Roscommon	3	4	9	5	3	219	206	166	158	146
Sligo	7	7	3	3	4	172	189	142	131	133
Ulster (part of)										
Cavan	8	9	7	5	10	171	221	197	174	161
Donegal	18	14	19	6	7	503	490	361	314	390
Monaghan	5	5	4	6	2	134	115	89	130	122
TOTAL	279	238	212	186	162	9,758	9,742	8,270	7,235	7,942

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	10	447	457	8.1	10	642	652	8.0
February	13	396	409	7.3	13	596	609	7.5
March	11	478	489	8.7	12	707	719	8.9
April	16	455	471	8.4	16	694	710	8.8
May	12	442	454	8.1	13	630	643	7.9
June	24	446	470	8.4	26	682	708	8.7
July	15	460	475	8.5	15	679	694	8.6
August	8	464	472	8.4	12	670	682	8.4
September	10	469	479	8.5	10	639	649	8.0
October	13	487	500	8.9	15	718	733	9.0
November	8	468	476	8.5	8	670	678	8.4
December	12	446	458	8.2	12	615	627	7.7
TOTAL	152	5,458	5,610	100	162	7,942	8,104	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	7	112	119	2.1	8	173	181	2.2
1	5	101	106	1.9	5	160	165	2.0
2	6	109	115	2.0	6	141	147	1.8
3	6	104	110	2.0	6	159	165	2.0
4	5	54	59	1.1	6	84	90	1.1
5	1	54	55	1.0	1	72	73	0.9
6	3	76	79	1.4	3	101	104	1.3
7	4	135	139	2.5	4	187	191	2.4
8	7	287	294	5.2	7	375	382	4.7
9	6	276	282	5.0	6	366	372	4.6
10	2	227	229	4.1	2	324	326	4.0
11	6	263	269	4.8	7	366	373	4.6
12	4	288	292	5.2	6	408	414	5.1
13	9	318	327	5.8	9	443	452	5.6
14	3	327	330	5.9	3	465	468	5.8
15	8	374	382	6.8	8	569	577	7.1
16	12	422	434	7.7	12	598	610	7.5
17	14	432	446	8.0	17	624	641	7.9
18	12	396	408	7.3	13	548	561	6.9
19	8	305	313	5.6	8	465	473	5.8
20	4	266	270	4.8	4	432	436	5.4
21	9	216	225	4.0	9	347	356	4.4
22	5	176	181	3.2	6	303	309	3.8
23	6	140	146	2.6	6	232	238	2.9
Unknown	0	0	0	0	0	0	0	0
TOTAL	152	5,458	5,610	100	162	7,942	8,104	100.0

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

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	38	768	806	14.4	39	1,169	1,208	14.9
Monday	16	765	781	13.9	17	1,133	1,150	14.2
Tuesday	11	776	787	14.0	11	1,068	1,079	13.3
Wednesday	20	754	774	13.8	21	1,037	1,058	13.1
Thursday	19	788	807	14.4	19	1,134	1,153	14.2
Friday	22	900	922	16.4	28	1,329	1,357	16.7
Saturday	26	707	733	13.1	27	1,072	1,099	13.6
TOTAL	152	5,458	5,610	100	162	7,942	8,104	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	17	2,012	2,029	62.5	56	1,380	1,436	60.7
Daylight poor visibility	3	145	148	4.6	6	107	113	4.8
Dark road well-lit	15	760	775	23.9	5	131	136	5.8
Dark road poorly-lit	5	159	164	5.1	3	93	96	4.1
Dark unlit lighting	1	3	4	0.1	0	6	6	0.3
Dark no lighting	3	68	71	2.2	37	511	548	23.2
Unknown	0	55	55	1.7	1	28	29	1.2
Not Stated	0	0	0	0.0	0	0	0	0.0
TOTAL	44	3,202	3,246	100.0	108	2,256	2,364	100.0

CASUALTIES

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	18	2,608	2,626	60.3	62	2,226	2,288	61.0
Daylight poor visibility	3	188	191	4.4	6	162	168	4.5
Dark road well-lit	16	1,139	1,155	26.5	5	212	217	5.8
Dark road poorly-lit	5	209	214	4.9	4	160	164	4.4
Dark unlit lighting	1	4	5	0.1	38	10	48	1.3
Dark no lighting	3	102	105	2.4	0	829	829	22.1
Unknown	0	58	58	1.3	1	35	36	1.0
Not Stated	0	0	0	0.0	0	0	0	0.0
TOTAL	46	4,308	4,354	100	116	3,634	3,750	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	119	243	3,715	4,077	72.7
Wet	28	79	1,125	1,232	22.0
Frost/Ice	1	6	75	82	1.5
Snow	0	0	2	2	0.0
Fog/Mist	1	1	44	46	0.8
High Winds	1	1	5	7	0.1
Other	0	0	10	10	0.2
Unknown	2	3	149	154	2.7
Not Specified	0	0	0	0	0.0
TOTAL	152	333	5,125	5,610	100.0

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	89	201	3,055	3,345	59.6
Wet	58	123	1,785	1,966	35.0
Frost/Ice	2	6	113	121	2.2
Snow	0	0	0	0	0.0
Other	2	3	76	81	1.4
Unknown/ Not Specified	1	0	96	97	1.7
TOTAL	152	333	5,125	5,610	100.0

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	97	236	3,420	3,753	66.9
Bend	37	49	666	752	13.4
Hillcrest	0	5	66	71	1.3
Some Gradient	7	9	81	97	1.7
Other	4	10	197	211	3.8
Not Specified	7	24	695	726	12.9
TOTAL	152	333	5,125	5,610	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	370	1,923	1,052	3,345	16.1
Wet	361	851	754	1,966	29.8
Frost/Ice	57	23	41	121	71.3
Snow	4	8	69	81	33.3
Other	5	18	74	97	21.7
Not Specified	0	0	0	0	0.0
TOTAL	797	2,823	1,990	5,610	22.0

* 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	206	553	494	1,253	27.1
Bend	108	127	125	360	46.0
Hillcrest	8	19	8	35	29.6
Some Gradient	6	20	12	38	23.1
Other	8	32	32	72	20.0
Not Specified	25	100	83	208	20.0
TOTAL	361	851	754	1,966	29.8

* 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	19	872	891	27.4	9	105	114	4.8
Single Vehicle Only	10	404	414	12.8	51	961	1,012	42.8
Two or more Vehicle Collisions	15	1,926	1,941	59.8	48	1,190	1,238	52.4
TOTAL	44	3,202	3,246	100	108	2,256	2,364	100.0
Breakdown of two or more vehicle collisions								
Rear End	1	626	627	32.3	3	325	328	26.5
Angle	2	154	156	8.0	2	96	98	7.9
Head-On	4	195	199	10.3	23	271	294	23.7
Other/Not Known	8	951	959	49.4	20	498	518	41.8

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	1	39	40	2.8
Parked Car	1	65	66	4.6
Parked Truck	1	6	7	0.5
Parked Trailer/Skip	0	0	0	0.0
Pole	3	81	84	5.9
Tree	8	67	75	5.3
Animal	0	25	25	1.8
Wall/Gate	11	229	240	16.8
Ditch	18	492	510	35.8
Other/Unknown	18	358	376	26.4
Not Stated	0	3	3	0.2
TOTAL	61	1,365	1,426	100.0

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

Contributory Factor	Fatal	Injury	Total	%
Driver	49	2,718	2,767	85.7
Pedestrian	6	242	248	7.7
Road	2	122	124	3.8
Vehicle	0	7	7	0.2
Environment	0	81	81	2.5
TOTAL	57	3,170	3,227	100.0

*Note: More than one factor is specified in certain collisions
Also, note high rate of unknown responses.*

SECTION 3: CASUALTIES

Figure 14: Percentage of Persons Killed or Seriously Injured by Road User, 2012

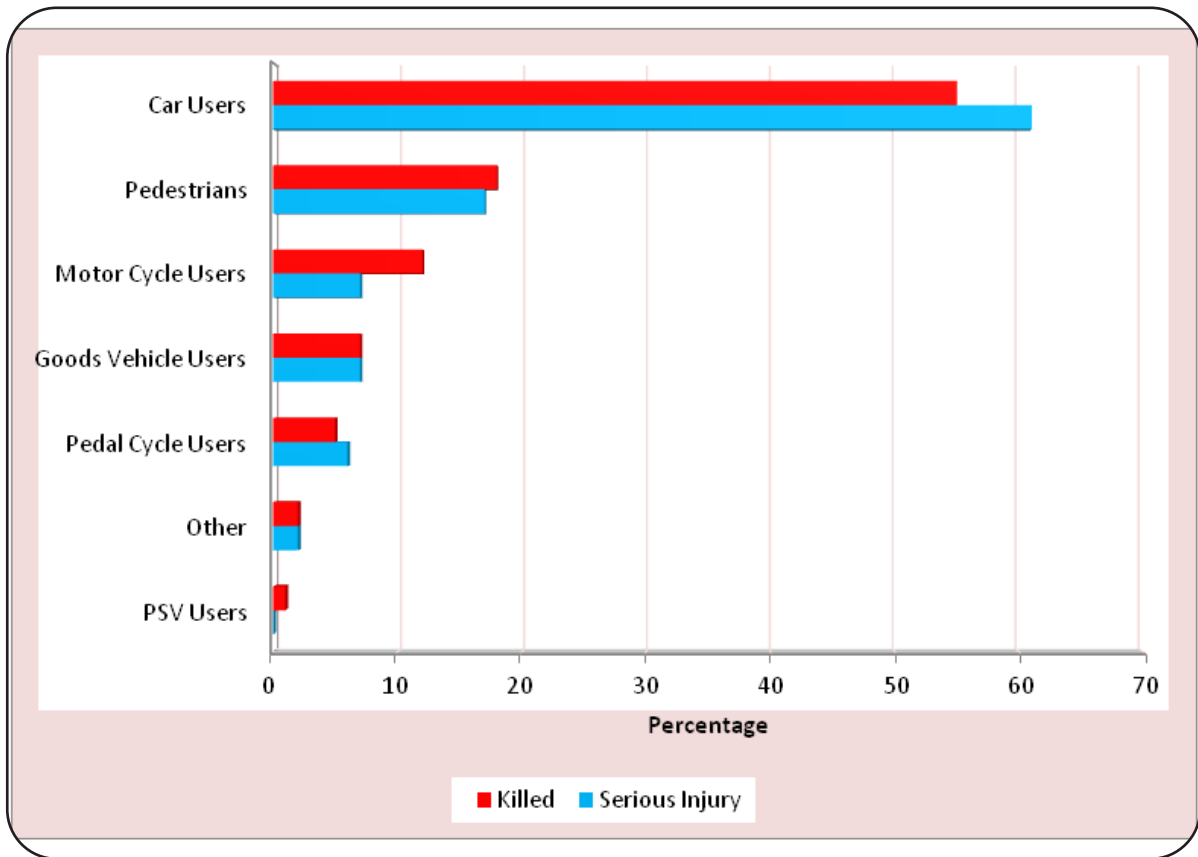


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	29	82	927	1,038	12.8
Pedal Cycle Users	8	28	601	637	7.9
Motorcycle Users	19	33	304	356	4.4
Car Users	89	291	5,095	5,475	67.7
PSV Users	1	0	45	46	0.6
Goods Vehicle Users	12	31	387	430	5.3
Other	4	9	88	101	1.2
TOTAL	162	474	7,447	8,083	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	2	69	71	6.8	0	2	2	0.3	0	0	0	0.0
6-9	1	62	63	6.1	0	14	14	2.2	0	0	0	0.0
10-14	0	108	108	10.4	0	37	37	5.8	0	1	1	0.3
15-17	1	61	62	6.0	0	30	30	4.7	0	8	8	2.2
18-20	0	69	69	6.6	0	31	31	4.9	2	11	13	3.6
21-24	0	79	79	7.6	0	40	40	6.3	0	32	32	9.0
25-34	3	128	131	12.6	0	158	158	24.8	10	86	96	26.9
35-44	0	110	110	10.6	3	139	142	22.3	3	86	89	24.9
45-54	4	92	96	9.2	3	95	98	15.4	3	70	73	20.4
55-64	4	91	95	9.2	1	43	44	6.9	1	28	29	8.1
65 and Over	14	123	137	13.2	1	16	17	2.7	0	5	5	1.4
Unknown	0	17	17	1.6	0	25	25	3.9	0	11	11	3.1
TOTAL	29	1,009	1,038	100	8	630	638	100	19	338	357	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	148	148	6.8	0	148	148	2.7	0	4	4	0.7
6-9	0	0	0	0.0	0	106	106	4.9	0	106	106	1.9	0	2	2	0.3
10-14	0	0	0	0.0	0	131	131	6.0	0	131	131	2.4	0	9	9	1.6
15-17	2	42	44	1.3	4	193	197	9.1	6	235	241	4.4	0	18	18	3.1
18-20	6	254	260	7.8	2	272	274	12.6	8	526	534	9.7	2	51	53	9.1
21-24	13	339	352	10.6	8	270	278	12.8	21	609	630	11.5	2	57	59	10.2
25-34	16	773	789	23.7	3	393	396	18.3	19	1,166	1,185	21.6	3	130	133	22.9
35-44	6	696	702	21.1	0	211	211	9.7	6	907	913	16.6	4	103	107	18.4
45-54	6	456	462	13.9	1	124	125	5.8	7	580	587	10.7	2	91	93	16.0
55-64	3	306	309	9.3	0	93	93	4.3	3	399	402	7.3	2	52	54	9.3
65 and Over	12	298	310	9.3	7	119	126	5.8	19	417	436	7.9	2	32	34	5.9
Unknown	0	96	96	2.9	0	82	82	3.8	0	178	178	3.2	0	14	14	2.4
TOTAL	64	3,260	3,324	100	25	2,142	2,167	100	89	5,402	5,491	100	17	563	580	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	0	40	40	6.8	0	1	1	0.2	0	0	0	0.0
6-9	1	41	42	7.1	0	12	12	2.6	0	0	0	0.0
10-14	0	54	54	9.1	0	31	31	6.8	0	1	1	0.3
15-17	1	37	38	6.4	0	26	26	5.7	0	8	8	2.5
18-20	0	40	40	6.8	0	22	22	4.8	2	9	11	3.5
21-24	0	56	56	9.5	0	31	31	6.8	0	29	29	9.2
25-34	3	79	82	13.9	0	101	101	22.0	8	77	85	26.9
35-44	0	69	69	11.7	2	105	107	23.3	3	79	82	25.9
45-54	3	46	49	8.3	1	72	73	15.9	2	63	65	20.6
55-64	3	50	53	9.0	1	32	33	7.2	1	23	24	7.6
65 and Over	9	54	63	10.6	0	12	12	2.6	0	5	5	1.6
Unknown	0	6	6	1.0	0	10	10	2.2	0	6	6	1.9
TOTAL	20	572	592	100.0	4	455	459	100.0	16	300	316	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	83	83	8.1	0	83	83	3.1	0	2	2	0.4
6-9	0	0	0	0.0	0	54	54	5.2	0	54	54	2.0	0	2	2	0.4
10-14	0	0	0	0.0	0	62	62	6.0	0	62	62	2.3	0	8	8	1.7
15-17	2	26	28	1.7	4	94	98	9.5	6	120	126	4.7	0	13	13	2.8
18-20	4	157	161	9.6	2	155	157	15.2	6	312	318	11.7	2	35	37	8.1
21-24	10	189	199	11.9	7	172	179	17.4	17	361	378	14.0	1	48	49	10.7
25-34	8	377	385	23.0	1	199	200	19.4	9	576	585	21.6	3	105	108	23.5
35-44	3	351	354	21.1	0	89	89	8.6	3	440	443	16.4	4	86	90	19.6
45-54	2	213	215	12.8	1	41	42	4.1	3	254	257	9.5	2	79	81	17.6
55-64	2	135	137	8.2	0	28	28	2.7	2	163	165	6.1	2	43	45	9.8
65 and Over	5	177	182	10.9	2	30	32	3.1	7	207	214	7.9	1	21	22	4.8
Unknown	0	15	15	0.9	0	7	7	0.7	0	22	22	0.8	0	2	2	0.4
TOTAL	36	1,640	1,676	100	17	1,014	1,031	100	53	2,654	2,707	100	15	444	459	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	2	29	31	7.2	0	1	1	0.6	0	0	0	0.0
6-9	0	20	20	4.6	0	2	2	1.2	0	0	0	0.0
10-14	0	52	52	12.0	0	6	6	3.7	0	0	0	0.0
15-17	0	24	24	5.5	0	4	4	2.5	0	0	0	0.0
18-20	0	29	29	6.7	0	9	9	5.6	0	1	1	3.1
21-24	0	22	22	5.1	0	9	9	5.6	0	3	3	9.4
25-34	0	49	49	11.3	0	56	56	34.6	2	9	11	34.4
35-44	0	41	41	9.5	1	34	35	21.6	0	6	6	18.8
45-54	1	44	45	10.4	2	23	25	15.4	1	7	8	25.0
55-64	1	39	40	9.2	0	10	10	6.2	0	3	3	9.4
65 and Over	5	69	74	17.1	1	4	5	3.1	0	0	0	0.0
Unknown	0	6	6	1.4	0	0	0	0.0	0	0	0	0.0
TOTAL	9	424	433	100.0	4	158	162	100.0	3	29	32	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	56	56	5.4	0	56	56	2.2	0	2	2	2.0
6-9	0	0	0	0.0	0	48	48	4.6	0	48	48	1.9	0	0	0	0.0
10-14	0	0	0	0.0	0	67	67	6.4	0	67	67	2.6	0	1	1	1.0
15-17	0	16	16	1.0	0	96	96	9.2	0	112	112	4.3	0	5	5	5.0
18-20	2	97	99	6.4	0	117	117	11.3	2	214	216	8.4	0	16	16	15.8
21-24	3	148	151	9.8	1	95	96	9.2	4	243	247	9.6	1	9	10	9.9
25-34	8	384	392	25.5	2	192	194	18.7	10	576	586	22.7	0	24	24	23.8
35-44	3	335	338	22.0	0	120	120	11.5	3	455	458	17.8	0	14	14	13.9
45-54	4	240	244	15.9	0	80	80	7.7	4	320	324	12.6	0	12	12	11.9
55-64	1	165	166	10.8	0	62	62	6.0	1	227	228	8.9	0	6	6	5.9
65 and Over	7	117	124	8.1	5	88	93	8.9	12	205	217	8.4	1	10	11	10.9
Unknown	0	6	6	0.4	0	11	11	1.1	0	17	17	0.7	0	0	0	0.0
TOTAL	28	1,508	1,536	100	8	1,032	1,040	100	36	2,540	2,576	100	2	99	101	100

Table 22 All Casualties Classified by Age and Sex

Age Groups	Male			Female			Overall Total	%
	Killed	Injured	Total	Killed	Injured	Total		
0-5	0	126	126	2	88	90	216	2.8
6-9	1	109	110	0	70	70	180	2.3
10-14	0	156	156	0	126	126	282	3.6
15-17	7	204	211	0	145	145	356	4.5
18-20	10	418	428	2	269	271	699	8.9
21-24	18	525	543	5	286	291	834	10.6
25-34	23	938	961	12	714	726	1,687	21.5
35-44	12	779	791	4	550	554	1,345	17.2
45-54	11	514	525	8	406	414	939	12.0
55-64	9	311	320	2	285	287	607	7.7
65 and Over	17	299	316	19	288	307	623	7.9
Unknown	0	46	46	0	23	23	69	0.9
TOTAL	108	4,425	4,533	54	3,250	3,304	7,837	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) (2011 Census)	Cas. per 1000 pop
	Killed	Injured	Total	%	Killed	Injured	Total					
0-5	2	129	131	3.0	0	94	94	225	2.8	421	0.5	
6-9	1	108	109	2.5	0	76	76	185	2.3	256	0.8	
10-14	0	184	184	4.2	0	102	102	286	3.5	302	0.8	
15-17	0	178	178	4.1	7	174	181	359	4.4	169	1.8	
18-20	2	344	346	7.9	10	344	354	700	8.6	174	4.1	
21-24	5	449	454	10.4	18	368	386	840	10.4	237	3.5	
25-34	9	943	952	21.9	26	725	751	1,703	21.0	755	2.2	
35-44	3	727	730	16.8	13	618	631	1,361	16.8	695	1.6	
45-54	2	486	488	11.2	17	442	459	947	11.7	580	1.3	
55-64	3	320	323	7.4	8	293	301	624	7.7	463	1.1	
65 and Over	19	319	338	7.8	17	274	291	629	7.8	535	1.1	
Unknown	0	121	121	2.8	0	124	124	245	3.0			
TOTAL	46	4,308	4,354	100	116	3,634	3,750	8,104	100	4,588	1.8	

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	20	899	919	21.1	9	110	119	3.2
Pedal Cycle Users	2	524	526	12.1	6	106	112	3.0
Motorcycle Users	5	214	219	5.0	14	124	138	3.7
Car Users	14	2,472	2,486	57.1	75	2,930	3,005	80.1
PSV Users	0	32	32	0.7	1	13	14	0.4
Goods Vehicle Users	4	127	131	3.0	8	291	299	8.0
Other	1	40	41	0.9	3	60	63	1.7
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	46	4,308	4,354	100.0	116	3,634	3,750	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	520	529	57.6	1	51	52	43.7
Daylight poor visibility	1	34	35	3.8	0	2	2	1.7
Dark road well-lit	8	239	247	26.9	0	8	8	6.7
Dark road poorly-lit	2	68	70	7.6	1	13	14	11.8
Dark unlit lighting	0	0	0	0.0	0	0	0	0.0
Dark no lighting	0	16	16	1.7	7	34	41	34.5
Unknown	0	22	22	2.4	0	2	2	1.7
Not Stated	0	0	0	0.0	0	0	0	0.0
TOTAL	20	899	919	100.0	9	110	119	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	22	0	19	0	7	0	48	48
Otherwise crossing	0	46	0	130	3	33	3	209	212
Walking with traffic	2	2	0	11	0	0	2	13	15
Walking against traffic	0	1	0	15	0	3	0	19	19
Standing in roadway	0	4	0	13	0	3	0	20	20
Playing in roadway	0	15	0	0	0	0	0	15	15
Lying on roadway	0	2	0	1	0	0	0	3	3
Other	0	56	2	80	0	23	2	159	161
Unknown	1	43	1	55	2	13	4	111	115
TOTAL	3	191	3	324	5	82	11	597	608
DARKNESS									
Crossing masked by parked car	0	3	0	16	1	6	1	25	26
Otherwise crossing	0	14	1	100	4	19	5	133	138
Walking with traffic	0	0	1	12	0	4	1	16	17
Walking against traffic	0	1	0	20	1	1	1	22	23
Standing in roadway	0	1	1	27	0	2	1	30	31
Playing in roadway	0	7	0	0	0	0	0	7	7
Lying on roadway	0	0	1	3	0	1	1	4	5
Other	0	8	1	72	1	2	2	82	84
Unknown	0	14	4	56	2	6	6	76	82
TOTAL	0	48	9	306	9	41	18	395	413
OVERALL TOTAL	3	239	12	630	14	123	29	992	1,021

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	8	626	9	643	7.5
Motorcycle	17	326	34	377	4.4
Car	64	3,260	3,171	6,495	75.6
PSV	1	15	90	106	1.2
Goods Vehicle	8	313	485	806	9.4
Other or Unknown	3	53	109	165	1.9
TOTAL	101	4,593	3,898	8,592	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	455	6	465	8.3
Motorcycle	16	296	28	340	6.1
Car	36	1,640	2,092	3,768	67.6
PSV	1	14	83	98	1.8
Goods Vehicle	8	285	466	759	13.6
Other or Unknown	2	45	98	145	2.6
TOTAL	67	2,735	2,773	5,575	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	4	158	2	164	5.8
Motorcycle	1	22	6	29	1.0
Car	28	1,508	1,022	2,558	90.8
PSV	0	1	7	8	0.3
Goods Vehicle	0	22	15	37	1.3
Other or Unknown	1	11	8	20	0.7
TOTAL	34	1,722	1,060	2,816	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	0	0	0	0	0	0	0	0	0.0
15-17	2	26	20	48	0	16	6	22	70	1.1
18-20	4	157	157	318	2	97	65	164	482	7.6
21-24	10	189	197	396	3	148	78	229	625	9.9
25-34	8	377	509	894	8	384	277	669	1,563	24.7
35-44	3	351	453	807	3	335	263	601	1,408	22.3
45-54	2	213	310	525	4	240	160	404	929	14.7
55-64	2	135	223	360	1	165	85	251	611	9.7
65 and Over	5	177	215	397	7	117	83	207	604	9.5
Unknown	0	15	8	23	0	6	5	11	34	0.5
TOTAL	36	1,640	2,092	3,768	28	1,508	1,022	2,558	6,326	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	6	0	6	0	0	0	0	6	1.6
18-20	2	9	1	12	0	1	0	1	13	3.5
21-24	0	29	1	30	0	3	1	4	34	9.2
25-34	8	75	9	92	1	7	1	9	101	27.4
35-44	3	79	9	91	0	3	2	5	96	26.0
45-54	2	63	7	72	0	5	1	6	78	21.1
55-64	1	23	1	25	0	3	0	3	28	7.6
65 and Over	0	5	0	5	0	0	1	1	6	1.6
Unknown	0	6	0	6	0	0	0	0	6	1.6
TOTAL	16	296	28	340	1	22	6	29	369	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	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	2	0	2	0	0	0	0	2	0.2
15-17	0	3	10	13	0	0	0	0	13	1.2
18-20	1	24	23	48	0	0	1	1	49	4.7
21-24	1	26	32	59	1	3	1	5	64	6.1
25-34	2	88	162	252	0	9	12	21	273	25.9
35-44	3	68	163	234	0	8	6	14	248	23.6
45-54	1	72	145	218	0	6	6	12	230	21.8
55-64	2	37	77	116	0	3	1	4	120	11.4
65 and Over	1	19	26	46	0	3	1	4	50	4.7
Unknown	0	1	3	4	0	0	0	0	4	0.4
TOTAL	11	340	641	992	1	32	28	61	1,053	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	22	1,699	1,568	3,289	50.6
Seat Belt Not in Use	14	88	29	131	2.0
Unknown	24	1,193	1,323	2,540	39.1
Not Stated	4	280	251	535	8.2
TOTAL	64	3,260	3,171	6,495	100.0
Passengers (front seat)					
Seat Belt in Use	4	653	*	657	57.1
Seat Belt Not in Use	0	30	*	30	2.6
Unknown	9	401	*	410	35.6
Not Stated	2	52	*	54	4.7
TOTAL	15	1,136	*	1,151	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	1	32	5	38	10.1
Crash Helmet Not in Use	10	163	17	190	50.4
Unknown	1	35	4	40	10.6
Not Stated	5	96	8	109	28.9
TOTAL	17	326	34	377	100.0
Pillion					
Crash Helmet in Use	0	2	*	2	22.2
Crash Helmet Not in Use	1	4	*	5	55.6
Unknown	1	0	*	1	11.1
Not Stated	0	1	*	1	11.1
TOTAL	2	7	*	9	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	83	5,027	5,110	96.7
Northern Ireland	2	58	60	1.1
Britain	3	40	43	0.8
Other	0	70	70	1.3
TOTAL	88	5,195	5,283	100.0
GOODS				
Ireland	29	625	654	96.7
Northern Ireland	0	13	13	1.9
Britain	0	2	2	0.3
Other	0	7	7	1.0
TOTAL	29	647	676	100.0

* where specified

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	0	37	37	13.3
Exceeded Safe Speed	0	12	12	4.3
Went to Wrong Side of Road	7	94	101	36.2
Improper Overtaking	0	6	6	2.2
Drove Through Traffic Signal	0	30	30	10.8
Failed to Signal	0	0	0	0.0
Other Action	0	93	93	33.3
TOTAL	7	272	279	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	2	533	535	10.3	7	101	108	3.0
Motorcycles	6	233	239	4.6	13	127	140	3.9
Cars	34	3,840	3,874	74.5	100	2,674	2,774	76.9
PSVs	2	75	77	1.5	5	30	35	1.0
Goods Vehicles	13	372	385	7.4	24	418	442	12.3
Other or Unknown	3	89	92	1.8	8	100	108	3.0
TOTAL	60	5,142	5,202	100	157	3,450	3,607	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	10	10	1.0	1	38	39	2.7
Motorcycles	0	21	21	2.1	4	96	100	7.0
Cars	17	816	833	82.9	43	1,094	1,137	79.7
PSVs	2	28	30	3.0	1	4	5	0.4
Goods Vehicles	6	81	87	8.7	9	114	123	8.6
Other or Unknown	3	21	24	2.4	3	19	22	1.5
TOTAL	28	977	1,005	100.0	61	1,365	1,426	100.0

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
Pedal Cycle-Pedal Cycle	1	2	3	1	2	3
Pedal Cycle-Motorcycle	0	7	7	0	7	7
Pedal Cycle-Car	2	474	476	2	486	488
Pedal Cycle-PSV	1	12	13	1	12	13
Pedal Cycle-Goods	1	61	62	1	61	62
Pedal Cycle-Other/Unknown	1	18	19	1	18	19
TOTAL	6	574	580	6	586	592

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motorcycle-Pedal Cycle	0	7	7	0	7	7
Motorcycle-Motorcycle	1	3	4	1	6	7
Motorcycle-Car	7	185	192	8	213	221
Motorcycle-PSV	1	3	4	1	3	4
Motorcycle-Goods	1	27	28	1	30	31
Motorcycle-Other/Unknown	1	2	3	1	2	3
TOTAL	11	227	238	12	261	273

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	2	474	476	2	486	488
Car-Motorcycle	7	185	192	8	213	221
Car-Car	22	1,454	1,476	24	2,601	2,625
Car-PSV	2	42	44	5	70	75
Car-Goods	10	339	349	10	559	569
Car-Other/Unknown	2	103	105	2	183	185
TOTAL	45	2,597	2,642	51	4,112	4,163

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
PSV-Pedal Cycle	1	12	13	1	12	13
PSV-Motorcycle	1	3	4	1	3	4
PSV-Car	2	42	44	5	70	75
PSV-PSV	0	1	1	0	1	1
PSV-Goods	0	8	8	0	21	21
PSV-Other/Unknown	0	1	1	0	1	1
TOTAL	4	67	71	7	108	115

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	1	61	62	1	61	62
Goods-Motorcycle	1	27	28	1	30	31
Goods-Car	10	339	349	10	559	569
Goods-PSV	0	8	8	0	21	21
Goods-Goods	3	50	53	3	71	74
Goods-Other/Unknown	1	15	16	1	21	22
TOTAL	16	500	516	16	763	779

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	1	18	19	1	18	19
Other-Motorcycle	1	2	3	1	2	3
Other-Car	2	103	105	2	183	185
Other-PSV	0	1	1	0	1	1
Other-Goods	1	15	16	1	21	22
Other-Other/Unknown	0	2	2	0	3	3
TOTAL	5	141	146	5	228	233

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000s) (2011)	Reg. Motor Vehicle (000s) (2012)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	55	35	2	52	54	1.0	2	67	69	0.9
Dublin	1,273	593	11	1,516	1,527	27.2	12	1,974	1,986	24.5
Kildare	210	109	1	195	196	3.5	1	260	261	3.2
Kilkenny	95	54	3	116	119	2.1	3	176	179	2.2
Laois	81	39	0	85	85	1.5	0	118	118	1.5
Longford	39	20	4	56	60	1.1	5	100	105	1.3
Louth	123	55	7	210	217	3.9	7	343	350	4.3
Meath	184	94	14	192	206	3.7	14	296	310	3.8
Offaly	77	40	4	76	80	1.4	7	128	135	1.7
Westmeath	86	47	4	100	104	1.9	5	138	143	1.8
Wexford	145	85	9	175	184	3.3	9	283	292	3.6
Wicklow	137	74	3	175	178	3.2	3	264	267	3.3
Munster										
Clare	117	67	2	136	138	2.5	2	194	196	2.4
Cork	519	301	20	531	551	9.8	21	742	763	9.4
Kerry	146	85	7	156	163	2.9	7	239	246	3.0
Limerick	192	104	5	258	263	4.7	5	385	390	4.8
Tipperary NR	70	44	1	69	70	1.2	1	96	97	1.2
Tipperary SR	88	49	2	106	108	1.9	3	141	144	1.8
Waterford	114	63	3	130	133	2.4	3	201	204	2.5
Connacht										
Galway	251	131	18	318	336	6.0	19	505	524	6.5
Leitrim	32	17	0	46	46	0.8	0	71	71	0.9
Mayo	131	73	6	160	166	3.0	7	269	276	3.4
Roscommon	64	37	3	86	89	1.6	3	146	149	1.8
Sligo	65	36	4	86	90	1.6	4	133	137	1.7
Ulster (Part of)										
Cavan	73	37	10	106	116	2.1	10	161	171	2.1
Donegal	161	82	7	244	251	4.5	7	390	397	4.9
Monaghan	60	32	2	78	80	1.4	2	122	124	1.5
TOTAL	4,588	2,403	152	5,458	5,610	100	162	7,942	8,104	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	5	166	171	3.0	5	241	246	3.0
Cavan/Monaghan	12	183	195	3.5	12	282	294	3.6
Clare	2	129	131	2.3	2	185	187	2.3
Cork City	7	260	267	4.8	7	355	362	4.5
Cork North	6	121	127	2.3	6	168	174	2.1
Cork West	9	152	161	2.9	10	223	233	2.9
DMR EAST	1	169	170	3.0	1	216	217	2.7
DMR North	4	282	286	5.1	4	363	367	4.5
DMR North Central	3	226	229	4.1	3	274	277	3.4
DMR South	0	247	247	4.4	0	332	332	4.1
DMR South Central	0	223	223	4.0	0	247	247	3.0
DMR West	3	372	375	6.7	4	545	549	6.8
Donegal	7	244	251	4.5	7	390	397	4.9
Galway	18	320	338	6.0	19	510	529	6.5
Kerry	5	155	160	2.9	5	236	241	3.0
Kildare	1	195	196	3.5	1	260	261	3.2
Laois/Offaly	4	157	161	2.9	7	242	249	3.1
Limerick	5	265	270	4.8	5	394	399	4.9
Louth	7	212	219	3.9	7	346	353	4.4
Mayo	6	161	167	3.0	7	270	277	3.4
Meath	14	190	204	3.6	14	290	304	3.8
Roscommon/Longford	7	139	146	2.6	8	239	247	3.0
Sligo/Leitrim	4	130	134	2.4	4	201	205	2.5
Tipperary	3	180	183	3.3	4	244	248	3.1
Waterford	3	130	133	2.4	3	199	202	2.5
Westmeath	4	103	107	1.9	5	146	151	1.9
Wexford	9	175	184	3.3	9	283	292	3.6
Wicklow	3	172	175	3.1	3	261	264	3.3
TOTAL	152	5,458	5,610	100	162	7,942	8,104	100.0

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	0	53	53

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
2	22	24	0	13	13

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	9	650	659	51.4	3	203	206	47.7
Crossroads	4	321	325	25.4	4	161	165	38.2
Y-Junction	1	28	29	2.3	1	15	16	3.7
Roundabout	0	199	199	15.5	1	29	30	6.9
Complex Junction	0	70	70	5.5	0	15	15	3.5
TOTAL	14	1,268	1,282	100	9	423	432	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	5	413	418	24.4
Stop Sign	5	418	423	24.7
Yield Sign	1	145	146	8.5
Road Markings Only	1	50	51	3.0
Roundabout	0	83	83	4.8
Pedestrian Crossing	0	52	52	3.0
Within 50ft of Pedestrian X	0	1	1	0.1
No Control	8	288	296	17.3
Other / Not Stated	3	241	244	14.2
TOTAL	23	1,691	1,714	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	136	4,802	4,938	88.0
One-Way Single Carriageway	7	287	294	5.2
Dual Carriageway	4	192	196	3.5
Motorway	5	177	182	3.2
Other/Unknown	0	0	0	0.0
TOTAL	152	5,458	5,610	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	5	817	822	42.0	5	1,005	39.0
Dun Laoghaire-Rathdown	309	1	195	196	10.0	1	255	9.9
Fingal County	177	3	214	217	11.1	4	290	11.4
South Dublin County	153	2	271	273	13.9	2	398	15.5
Cork Co.Borough	104	5	188	193	9.9	5	266	10.5
Waterford Co.Borough	-	1	50	51	2.6	1	70	2.7
Limerick Co.Borough	-	0	105	105	5.4	0	148	5.7
Galway Co.Borough	-	0	102	102	5.2	0	138	5.3
TOTAL		17	1,942	1,959	100.0	18	2,570	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	3	225	1	40	0	50	1	65
Pedal Cycle Users	0	226	0	54	1	31	0	23
Motorcycle Users	1	82	0	10	0	19	1	11
Car Users	1	427	0	144	3	181	0	276
PSV Users	0	14	0	1	0	0	0	3
Goods Vehicle Users	0	19	0	1	0	7	0	15
Other or Unknown	0	12	0	5	0	2	0	5
TOTAL	5	1,005	1	255	4	290	2	398

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	3	51	1	18	0	33	0	31
Pedal Cycle Users	0	22	0	5	0	17	0	22
Motorcycle Users	1	16	0	1	0	1	0	4
Car Users	1	170	0	46	0	93	0	74
PSV Users	0	1	0	0	0	1	0	3
Goods Vehicle Users	0	6	0	0	0	3	0	4
Other or Unknown	0	0	0	0	0	0	0	0
TOTAL	5	266	1	70	0	148	0	138

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	0	233	0	54	1	32	0	23
Motorcycle	1	95	0	13	0	21	1	11
Car	6	888	1	225	3	261	2	372
PSV	0	35	0	5	0	2	0	6
Goods	0	81	0	21	1	27	0	38
Other or Unknown	0	26	0	4	0	7	0	5
TOTAL	7	1,358	1	322	5	350	3	455

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	0	23	0	5	0	16	0	22
Motorcycle	1	16	0	2	0	1	0	4
Car	5	251	0	67	0	138	0	118
PSV	1	1	0	0	0	4	0	3
Goods	0	21	1	3	0	8	0	11
Other or Unknown	0	1	0	1	0	3	0	3
TOTAL	7	313	1	78	0	170	0	161

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 (2011) with Legally Defined Boundaries	Population (2011)	Collisions 2012			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Arklow	12,770	0	5	5	0.4
Athlone	15,558	0	18	18	1.2
Balbriggan	19,932	0	14	14	0.7
Ballina	10,361	0	12	12	1.2
Bray	26,852	0	29	29	1.1
Carlow	13,698	0	15	15	1.1
Castlebar	10,826	0	12	12	1.1
Clonmel	15,793	0	22	22	1.4
Drogheda	30,393	1	36	37	1.2
Dundalk	31,149	0	56	56	1.8
Ennis	20,180	0	22	22	1.1
Killarney	12,740	0	5	5	0.4
Letterkenny	15,387	0	23	23	1.5
Naas	20,713	0	11	11	0.5
Navan	28,158	0	17	17	0.6
Newbridge	17,127	0	9	9	0.5
Sligo	17,568	0	15	15	0.9
Tralee	20,814	1	31	32	1.5
Tullamore	11,346	0	10	10	0.9
Wexford	19,913	0	12	12	0.6
Towns 5,000-10,000 population					
Athy	9,587	0	6	6	0.6
Ballinasloe	6,449	0	11	11	1.7
Carrick-On-Suir	5,886	0	6	6	1.0
Cobh	6,500	0	10	10	1.5
Dungarvan	7,911	0	8	8	1.0
Edenderry	6,490	0	1	1	0.2
Kilkenny	8,711	0	20	20	2.3
Longford	8,002	0	7	7	0.9
Loughrea	5,062	0	4	4	0.8
Mallow	8,578	0	7	7	0.8
Monaghan	6,637	0	7	7	1.1
Mullingar	9,414	0	7	7	0.7
Nenagh	8,023	1	9	10	1.2
Newcastle	6,327	0	0	0	0.0
Passage West	5,790	0	3	3	0.5
Roscommon	5,693	0	5	5	0.9
Thurles	6,929	1	4	5	0.7
Tramore	9,722	0	5	5	0.5
Westport	5,543	0	6	6	1.1
Wicklow	6,761	0	14	14	2.1
Youghal	6,990	0	3	3	0.4

Table 50 Fatal and Injury Collisions in Towns (continued)

Towns under 50,000 population (2011) with Legally Defined Boundaries	Population (2011)	Collisions 2012			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	4,554	0	5	5	1.1
Ballybay	298	0	0	0	0.0
Ballyshannon	1,855	0	0	0	0.0
Bandon	1,917	0	2	2	1.0
Bantry	3,348	0	3	3	0.9
Belturbet	1,378	0	3	3	2.2
Birr	4,428	0	3	3	0.7
Boyle	1,459	0	3	3	2.1
Buncrana	3,452	0	4	4	1.2
Bundoran	1,781	0	2	2	1.1
Callan	2,330	0	0	0	0.0
Carrickmacross	1,978	0	2	2	1.0
Cashel	2,275	0	1	1	0.4
Castleblaney	1,752	0	1	1	0.6
Cavan	3,649	1	14	15	4.1
Ceannannus Mor	2,208	0	2	2	0.9
Clonakilty	4,000	0	7	7	1.8
Clones	1,491	0	0	0	0.0
Cootehill	1,592	0	2	2	1.3
Enniscorthy	2,842	1	12	13	4.6
Fermoy	2,223	0	3	3	1.3
Fethard Town	1,541	0	2	2	1.3
Gorey	3,463	0	4	4	1.2
Granard	1,021	0	0	0	0.0
Kilkee	1,037	0	3	3	2.9
Kilrush	2,539	0	2	2	0.8
Kinsale	2,198	0	5	5	2.3
Lismore	732	0	0	0	0.0
Listowel	4,205	1	5	6	1.4
Macroom	3,738	0	2	2	0.5
Midleton	3,733	0	6	6	1.6
Mountmellick	2,998	0	2	2	0.7
Muine Bheag	2,775	0	0	0	0.0
NewRoss	4,533	0	6	6	1.3
Portlaoise	3,639	0	15	15	4.1
Rathkeale	1,550	0	1	1	0.6
Skibbereen	2,568	0	3	3	1.2

Table 50 Fatal and Injury Collisions in Towns (continued)

Towns under 50,000 population (2011) with Legally Defined Boundaries Towns under 5,000 pop.	Population (2011)	Collisions 2012			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	1,941	0	1	1	0.5
Tipperary	4,322	0	5	5	1.2
Trim	1,441	0	6	6	4.2
Tuam	3,348	0	5	5	1.5
Tullow	3,972	0	0	0	0.0

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	0	33	33	0	2	19	21	54	0.10
N2	0	0	30	30	3	1	16	20	50	0.10
N3	1	2	29	32	1	2	16	19	51	0.07
N4	1	0	36	37	3	3	37	43	80	0.07
N5	0	0	6	6	1	5	27	33	39	0.13
N6	0	3	11	14	0	1	26	27	41	0.06
N7	0	0	7	7	0	1	36	37	44	0.03
N8	0	0	10	10	1	1	23	25	35	0.05
N9	0	0	0	0	1	1	20	22	22	0.05
N10	0	0	1	1	0	0	5	5	6	0.05
N11	0	2	38	40	2	5	46	53	93	0.10
N12	0	0	2	2	0	0	0	0	2	0.09
N13	0	0	1	1	1	0	9	10	11	0.08
N14	0	0	2	2	1	0	13	14	16	0.28
N15	0	1	1	2	3	7	24	34	36	0.14
N16	0	0	1	1	0	0	5	5	6	0.12
N17	1	1	13	15	2	2	20	24	39	0.11
N18	1	0	4	5	1	1	19	21	26	0.06
N19	0	0	2	2	0	0	2	2	4	0.09
N20	0	0	10	10	1	1	15	17	27	0.06
N21	1	2	13	16	0	3	15	18	34	0.11
N22	1	1	24	26	1	3	11	15	41	0.11
N23	0	0	1	1	0	0	2	2	3	0.14
N24	0	1	12	13	2	1	23	26	39	0.10
N25	0	1	19	20	3	5	30	38	58	0.06
N26	0	0	4	4	1	1	2	4	8	0.13
N27	0	0	0	0	0	0	1	1	1	0.02
N28	0	0	1	1	0	0	3	3	4	0.06
N29	0	0	0	0	0	0	0	0	0	0.00
N30	0	0	2	2	0	0	5	5	7	0.12
N31	0	0	7	7	0	0	1	1	8	0.16
N32	0	0	1	1	0	0	0	0	1	0.02
N33	0	0	0	0	0	0	1	1	1	0.09
M50	0	1	13	14	0	1	41	42	56	0.08
TOTAL	6	15	334	355	28	47	513	588	943	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	1	0	5	6	0	1	5	6	12	0.15
N52	0	0	13	13	1	0	25	26	39	0.11
N53	0	0	0	0	1	1	5	7	7	0.16
N54	0	1	1	2	1	1	8	10	12	0.20
N55	0	0	6	6	0	1	11	12	18	0.15
N56	0	0	3	3	0	2	22	24	27	0.10
N58	0	0	0	0	0	0	1	1	1	0.07
N59	0	0	9	9	1	1	23	25	34	0.09
N60	0	0	12	12	0	0	10	10	22	0.14
N61	0	0	4	4	0	1	6	7	11	0.09
N62	0	1	4	5	1	2	12	15	20	0.13
N63	0	0	3	3	0	2	9	11	14	0.10
N65	0	0	2	2	0	0	2	2	4	0.09
N66	0	0	0	0	0	0	1	1	1	0.04
N67	0	0	2	2	0	0	7	7	9	0.07
N68	0	1	1	2	0	2	3	5	7	0.09
N69	1	0	11	12	0	2	9	11	23	0.11
N70	0	0	3	3	1	1	7	9	12	0.06
N71	1	0	15	16	2	1	19	22	38	0.09
N72	1	0	9	10	1	5	22	28	38	0.15
N73	0	0	2	2	0	0	2	2	4	0.10
N74	0	0	0	0	0	0	1	1	1	0.04
N75	1	0	6	7	0	0	1	1	8	0.55
N76	0	0	2	2	0	0	4	4	6	0.06
N77	0	0	1	1	0	0	5	5	6	0.09
N78	0	0	5	5	0	0	3	3	8	0.08
N80	0	1	9	10	1	3	16	20	30	0.11
N81	0	0	44	44	0	0	20	20	64	0.22
N82	0	0	0	0	0	0	0	0	0	0.00
N83	0	0	0	0	1	0	0	1	1	0.03
N84	0	1	7	8	1	0	12	13	21	0.15
N85	0	0	2	2	0	0	6	6	8	0.17
N86	0	0	2	2	0	1	5	6	8	0.07
N87	0	0	2	2	0	0	2	2	4	0.14
TOTAL	5	5	185	195	12	27	284	323	518	0.11
OVERALL TOTAL	11	20	519	550	40	74	797	911	1,461	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

2012													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Carlow	30	21	23	19	39	31	36	34	28	28	25	30	344
Cavan	42	37	29	42	34	60	48	49	33	44	32	39	489
Clare	56	34	46	58	52	76	60	65	58	64	46	61	676
Cork	43	26	251	234	46	254	251	291	240	286	269	326	2,517
Donegal	77	67	72	72	69	61	94	94	75	90	96	77	944
Dublin	303	248	286	261	242	223	209	253	263	267	269	219	3,043
Galway	94	91	83	101	109	81	106	119	111	100	119	118	1,232
Kerry	48	38	48	53	43	65	75	68	48	66	39	48	639
Kildare	71	50	67	95	66	58	50	53	102	67	81	91	851
Kilkenny	22	38	22	25	30	32	45	29	33	25	44	33	378
Laois	16	8	7	12	19	11	12	14	11	15	16	14	155
Leitrim	14	11	21	12	17	16	12	13	16	12	12	17	173
Limerick	173	129	114	141	164	147	140	136	123	120	104	98	1,589
Longford	10	9	5	9	7	8	5	14	13	15	19	7	121
Louth	84	75	91	68	66	79	91	71	92	95	88	96	996
Mayo	60	76	69	64	59	93	70	79	46	64	51	66	797
Meath	37	24	24	29	26	19	32	50	73	54	50	83	501
Monaghan	35	34	33	29	31	28	31	27	32	46	33	34	393
Offaly	34	18	23	22	28	29	29	39	34	38	36	43	373
Roscommon	26	19	15	18	29	31	16	34	26	17	30	31	292
Sligo	34	37	34	41	38	42	41	49	39	39	27	39	460
Tipperary	56	62	43	55	68	55	61	58	68	77	79	68	750
Waterford	74	87	89	73	79	71	74	43	50	68	82	72	862
Westmeath	56	41	31	33	44	20	23	15	29	23	28	30	373
Wexford	79	53	77	45	67	70	59	65	65	80	70	62	792
Wicklow	61	57	64	69	112	61	68	52	74	61	58	84	821
TOTAL	1,635	1,390	1,667	1,680	1,584	1,721	1,738	1,814	1,782	1,861	1,803	1,886	20,561

Table 53: International Comparisons

	Number of Road Deaths¹ 2012	Rate per billion Vehicle kilometres 2012	Road Deaths per 100,000 Population 2012
E.U. Countries			
Austria	531	7.32b	6.3
Belgium	767	8.51b	6.95
Czech Republic	742	15.7	7.1
Denmark	167	4.86a	2.99
Finland	255	4.7	4.7
France	3,386	6.01	5.3
Germany	3,601	5.59a	4.4
Great Britain	1,754	3.89a	2.83
Greece	1,027	-	9.1
Hungary	606	-	6.1
Iceland	9	3.82a	2.82
Ireland	162	3.4	3.54
Italy	3,650	-	6.0
Luxemburg	34	-	6.48
Netherlands	562	4.3	3.4
Northern Ireland	48	-	2.6
Poland	3,571	-	9.27
Portugal	743	-	7.05
Slovakia	295	-	5.46
Slovenia	130	7.77a	6.3
Spain	1,903	-	4.1
Sweden	285	3.6	3.0
United Kingdom	1,802	-	2.83
Other Countries			
Australia	1,310	5.62a	5.95
Canada	2,227b	6.58b	6.53b
Israel	263	5.2	3.3
Japan	5,237	-	4.1
New Zealand	308	7.14a	7.1
Norway	148	3.92a	2.68
South Korea	5,392	17.64a	11
Switzerland	339	5.6	4.3
U.S.A.	33,780	-	10.76

(a) 2011 data ; (b) 2010 data ; (c) 2009 data ; (d) 2008 data ; (e) 2007 data ; (f) 2006; (g) 2005

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: International Road Traffic and Accident Database (OECD), ETSC, EUROSTAT, CARE (EU road accidents database) and National publications)

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.



RSA



NEVER EVER DRINK & DRIVE

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo.
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo.

local: 1890 50 60 80 fax: (096) 25 252

email: info@rsa.ie website: www.rsa.ie