



RSA



Road Collision Facts 2009

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



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SPEEDSHAME





Working To Save Lives

ROAD COLLISION FACTS

I R E L A N D

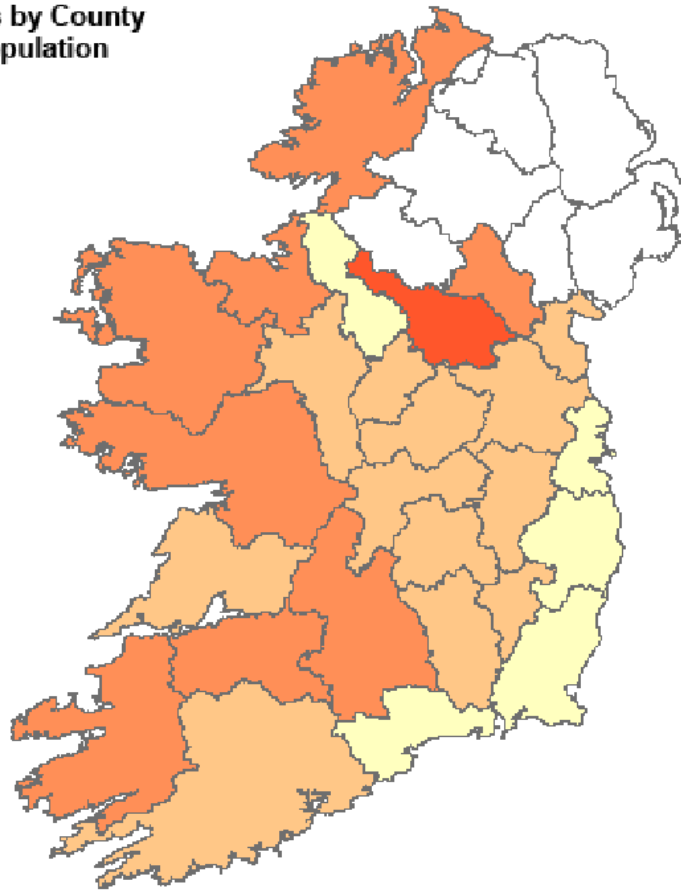
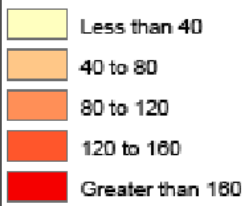
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*THIS REPORT IS BASED ON
ROAD COLLISION INFORMATION
PROVIDED BY
AN GARDA SÍOCHÁNA*

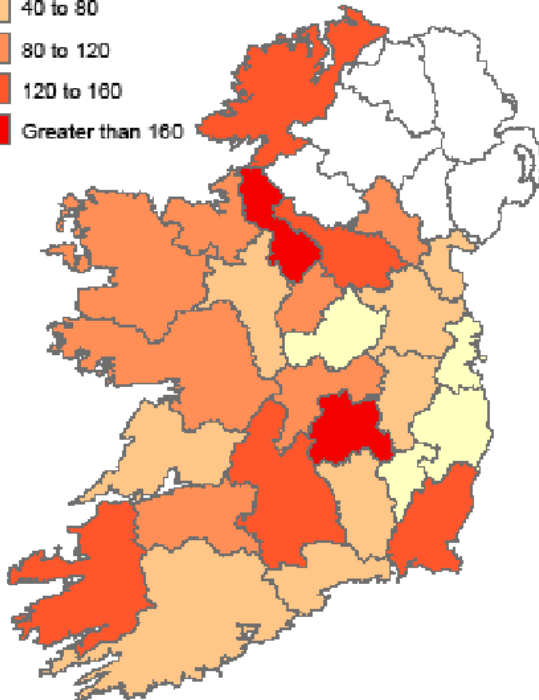
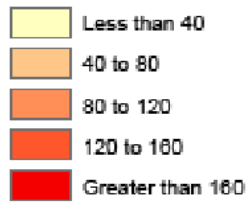
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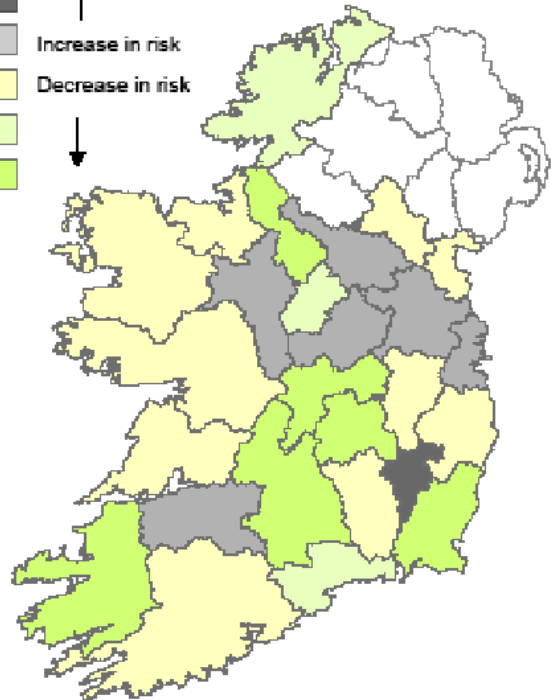
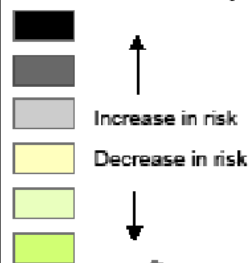
**2009 Road Fatalities by County
Killed per million population**



**2008 Road Fatalities by County
Killed per million population**



**Relative Change 2008 to 2009
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 officially taken in 1959. In terms of fatalities per million population, the rate is now 53, less than half of the rate in 1999 (110) when the first Government Road Safety Strategy commenced.

There was an increase in reported minor injury collisions in 2009, which was contrary to the decreasing trends of recent years.

In recent years, road deaths levelled out at between 340-390, but from 2008 they have been the lowest since 1959. In 1999, the fatality rate per million registered vehicles was 257. By 2009, the rate had fallen to 97 per million registered vehicles.

In 2009, of the 26,495 Garda-recorded motor vehicle traffic collisions, 238 people were killed, 9,742 people were injured of which 640 were seriously injured, and 19,880 collisions involved property or material damage only.

The fatality rate per million population was 53 in 2009, a decrease of 16 per cent from the 2008 rate of 63.

The estimated cost of all road collisions reported to, and recorded by, an Garda Síochána in 2009 was €974 million. This is a reduction of 29 per cent since 2007.

This report covers all road traffic collisions reported to the Garda Síochána, where details have been recorded and forwarded to the Road Safety Authority, involving fatalities, personal injury or material damage which occurred on public roads in Ireland in 2009. 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. It 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 2009, the fatality rate per million population was 53. The 1999 rate was 110 per million population.”

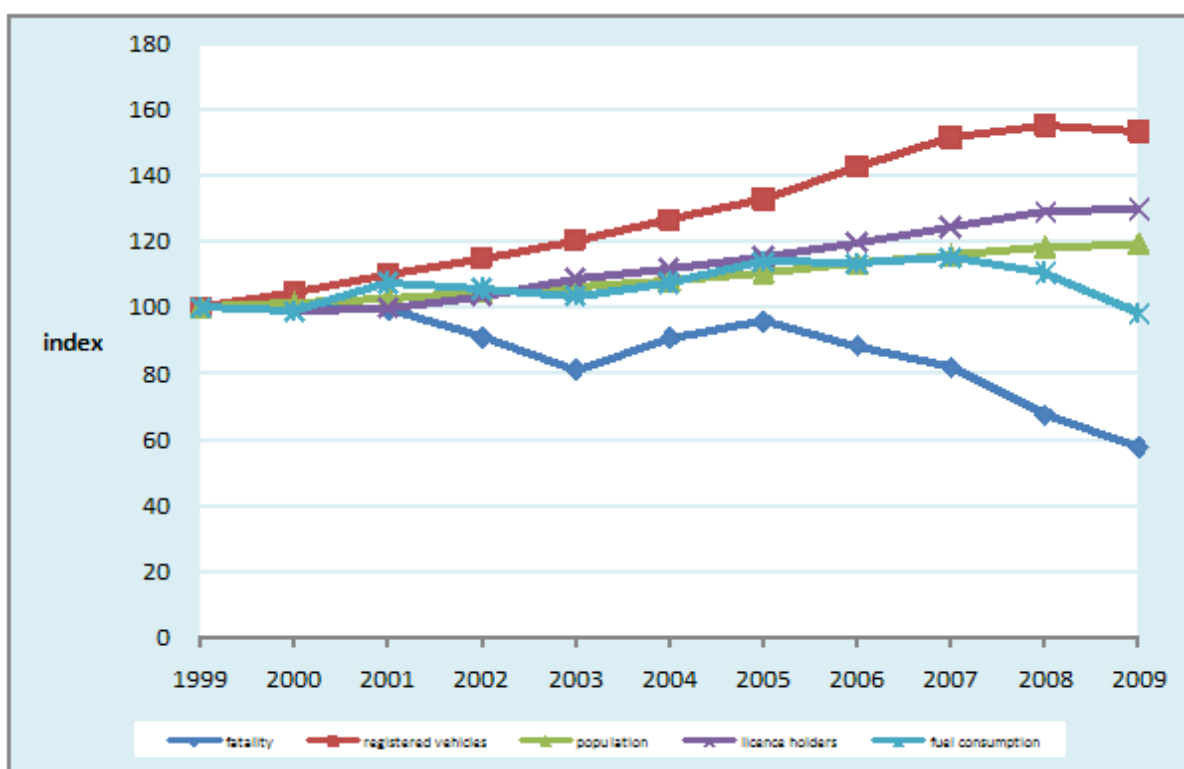
“52% of all motor vehicles involved in fatal collisions 2009 were registered in the year 2001 or earlier .”

IRELAND'S ROAD SAFETY PERFORMANCE

Despite an increase in population, as well as growing numbers of driver licence holders and registered vehicles, the annual number of fatalities has been declining since 1999. Data trends in the Republic of Ireland between 1999 and 2009 for registered vehicles, driver licence holders, population and fatalities are shown in Figure A1. As illustrated in the graph below there is a decrease in the number of fatalities.

Since 1999, the population has increased by 19 per cent, registered motor vehicles has increased by 53 per cent, number of driver licence holders (both full and provisional) has increased by 30 per cent whereas fuel consumption for road transport has decreased by 2 per cent and the number of fatalities has decreased by 42 per cent.

Figure A1- Data trends in Ireland 1999-2009
Increasing motorisation versus a decreasing road toll



IRELAND'S ROAD SAFETY PERFORMANCE

In 2009 there were 238 road collision fatalities, an average of 20 deaths per month, which is the lowest recorded number of fatalities since 1959 when the safety records began.

In 2009 there were 9,742 injuries as a result of road collisions. The number of recorded injuries resulting from road collisions had been gradually decreasing 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 1999 and 2009 the Republic of Ireland population grew approximately 19 per cent.

Increased number of driver licence holders

The number of driver licence holders overall (full and provisional) has increased from 2,039,509 in 1999 to 2,648,407 in 2009. Contributing to the increase is an increase in the proportion of individual licence holders to adult population (17 years and over). This was 67 per cent in 1996 but by 2009 this proportion had increased to 76 per cent.

Increased number of registered vehicles

The number of registered motor vehicles and motor cycles increased by 53 per cent from 1,608,156 in 1999 to 2,467,660 in 2009.

Table A1: Annual fatalities and injuries as per million vehicles registered and per million population in Ireland, 1999 - 2009

Year	Fatalities per million vehicles registered	Fatalities per million population	Injuries per million vehicles registered	Injuries per million population
1999	257	110	7,673	3,300
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

IRELAND'S ROAD SAFETY PERFORMANCE

Figure A2 - Fatalities per 100,000 population in a given age group in Ireland

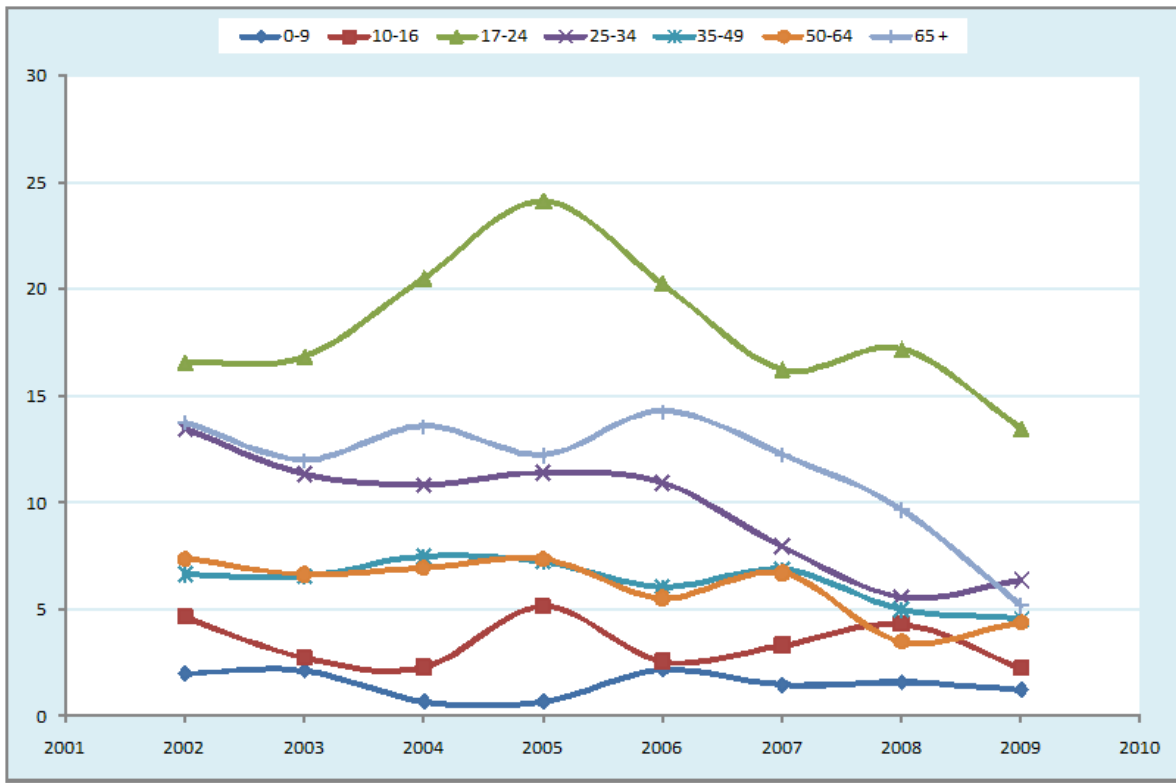
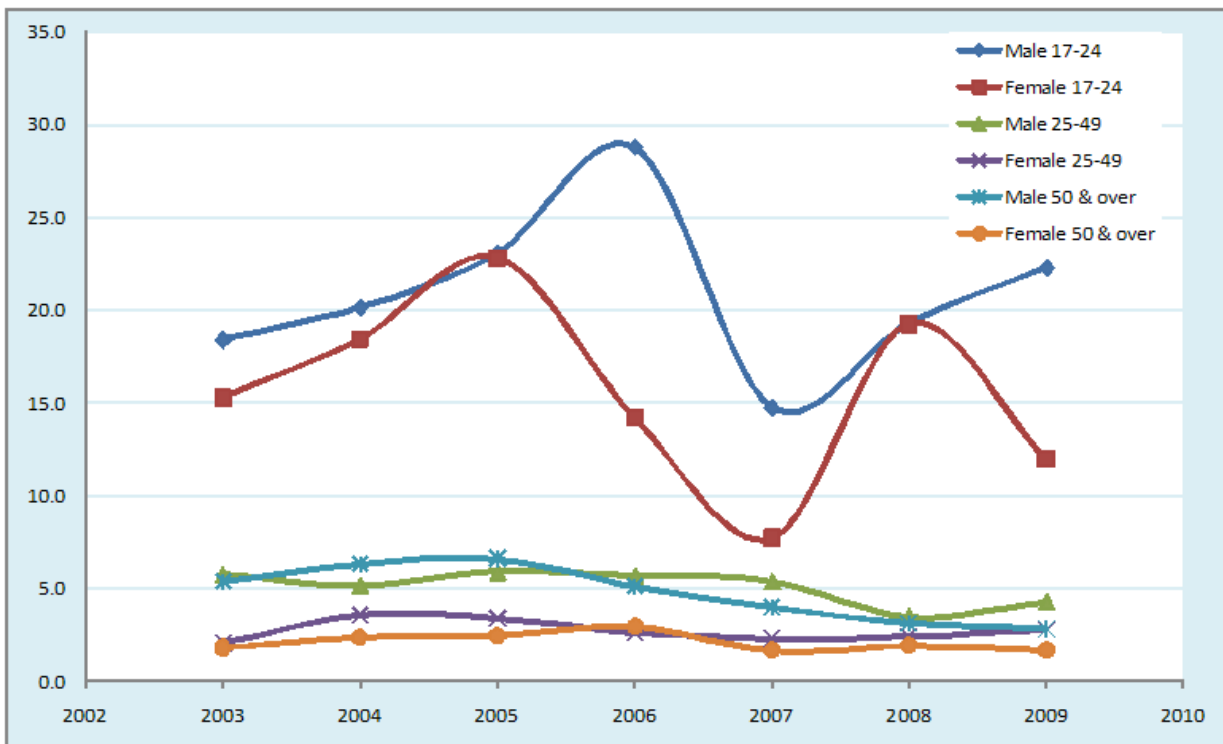


Figure A3 - Car drivers fatality risk (death per 100,000 drivers population)



Casualties

Cars

In 2009, 146 car occupants were killed in collisions accounting for 61 per cent of all fatalities, and an additional 7,114 were injured. Seventy-three per cent of car occupants killed were drivers and 14 percent were front seat passengers. Most of the car drivers killed were male (71%).

Twenty per cent of car drivers and 10 per cent of front seat car passengers killed in fatal collisions were not using a seat belt.

Motorcycles

The 25 motorcyclist fatalities that occurred in 2009 accounted for 11 per cent of all fatalities. An additional 442 motorcyclists were injured.

For a motorcyclist, the risk of dying in a traffic crash per vehicle kilometres travelled is about 21 times higher than that for a car occupant.

Pedalcycles

In 2009, 7 pedalcyclists were killed and 363 were injured in collisions. Pedalcyclists made up approximately 3 per cent of all fatalities. All the pedalcyclists killed were male. In 2009, 43 per cent of all the pedal cycle traffic fatalities reported involved goods vehicle.

Pedestrians

In 2009, 40 pedestrians were killed and 1,075 were injured. Twenty-five per cent of the pedestrian killed were aged 65 and over. The number of pedestrians killed in hours of darkness has been reduced by 53 per cent between 2007 and 2009.

“ The risk of dying in a traffic crash per vehicle kilometres travelled is about 21 times higher for motorcyclist than that for a car occupant.”

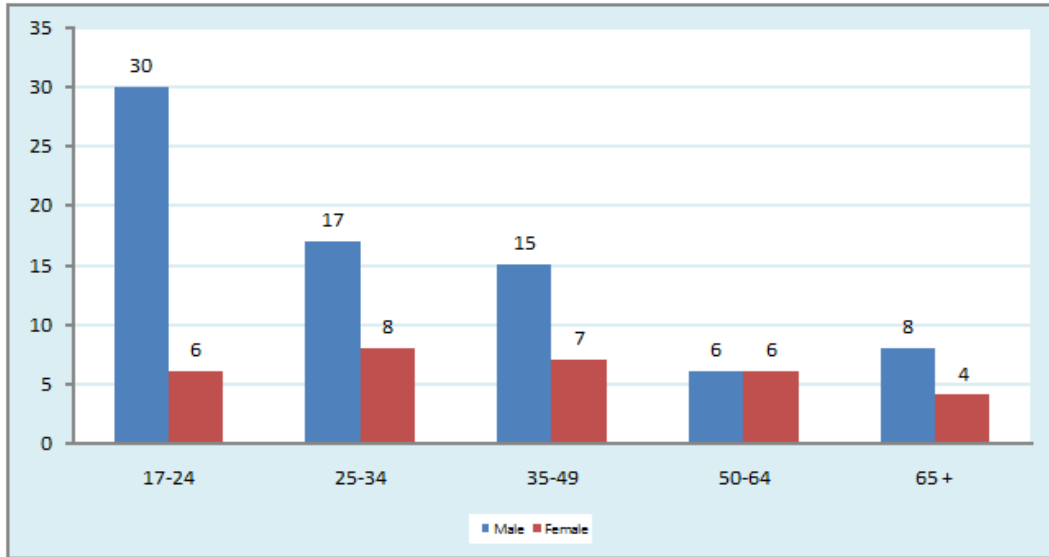
Figure A4: Road Deaths by Road User Type, 2005-2009



Gender

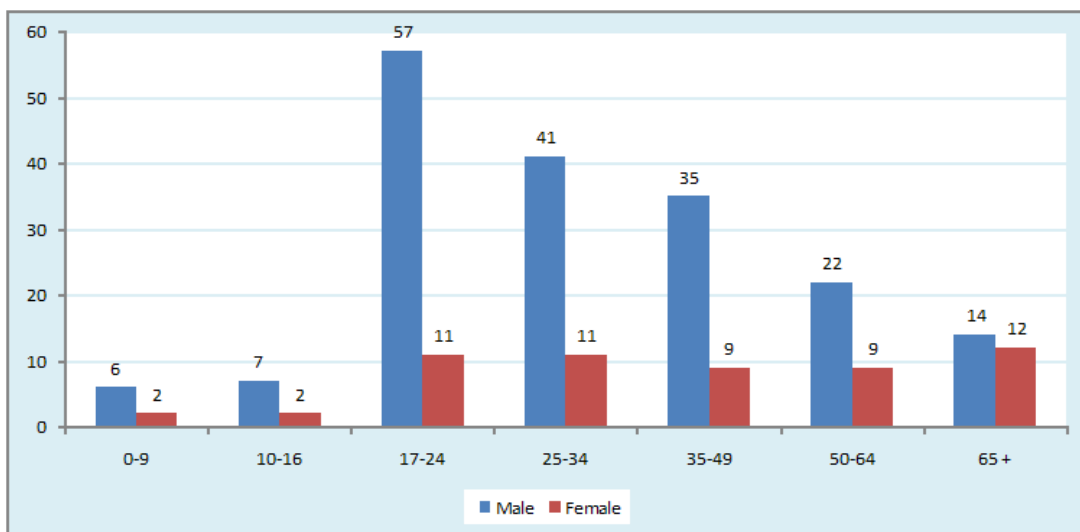
Overall, more males were killed in 2009. However, among all casualties including minor injuries, female car passengers were 1.5 times more likely to be injured compared with male car passengers.

Figure A5. Car Drivers Fatalities by Age and Sex, 2009



“The number of pedestrian fatalities aged 65 & over has reduced by 43 per cent between 2009 and 2008 .”

Figure A6: Overall Fatalities by Age and Sex, 2009



“In 2009, Among all car drivers, 17-24 year old male drivers were seven times more likely to be killed on the road”

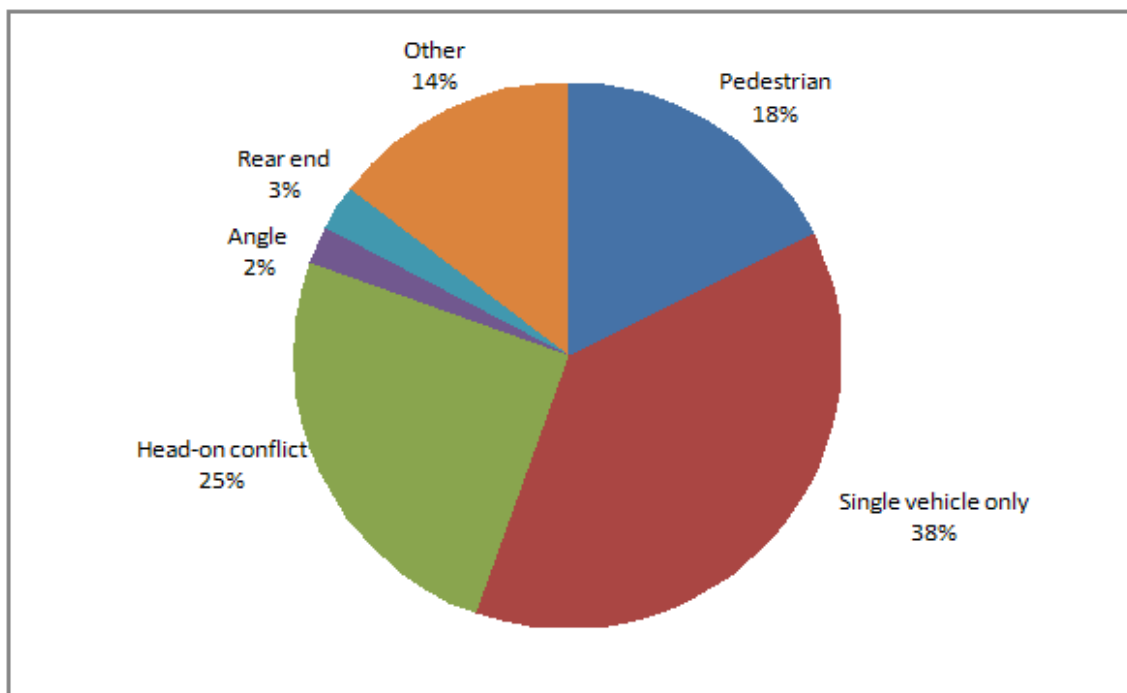
Primary Collision Type

Thirty-eight per cent of all fatal collisions in 2009 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 27 per cent of injury collisions.

Head-on collisions accounted for 25 per cent of fatal collisions and 12 per cent of injury collisions. Collisions involving pedestrians accounted for 18 per cent of all fatal collisions and 16 per cent of all injury collisions.

Four out of 5 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 46 per cent of injury collisions but only 20 per cent of fatal collisions.

Figure A7: Primary Fatal Collision Type in 2009



Date and Time

The worst month for fatalities in 2009 was May when 28 people died in 25 collisions. The month of February recorded the fewest number of collisions, in which 15 persons died.

The number of fatal collisions between the hours of 9.00 pm and 3.00 am, the hours most strongly associated with drinking and driving, was 58 in 2009, with 64 people being killed in these collisions. This period accounted for 26 per cent of fatal collisions and 27 per cent of fatalities in 2009.

The number of persons killed between 3.00 am and 6.00 am, was 17. Fatalities that occurred during these hours accounted for approximately 7 per cent of all road collision fatalities in 2009.

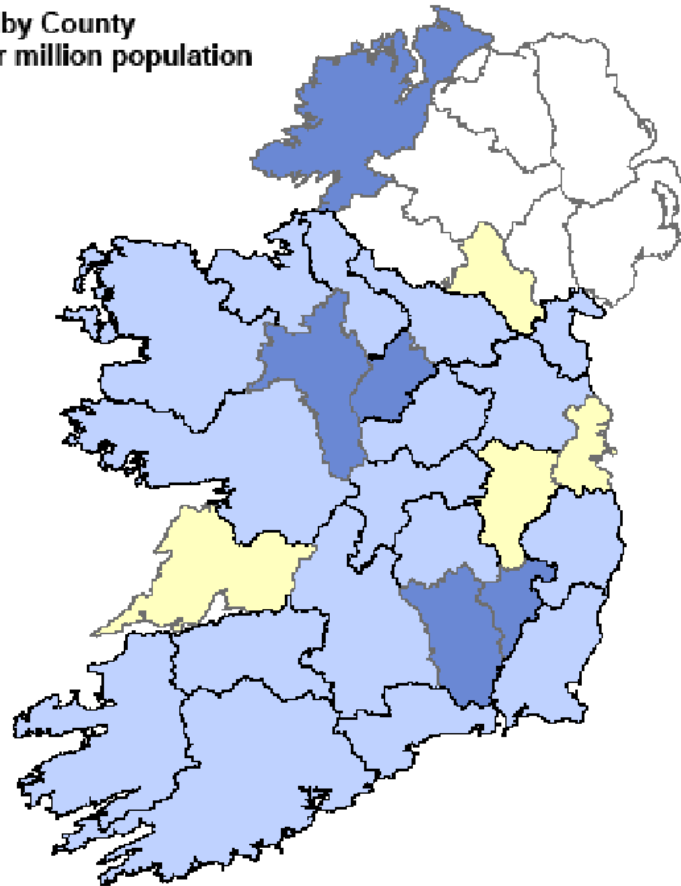
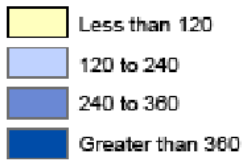
The worst days of the week for fatalities during 2009 were Sunday and Monday. These two days together accounted for 95 fatalities, or 40 per cent of the total. The day of the week with the fewest associated fatalities was Thursday, when 18 people, or 8 per cent of the total, died.

Location

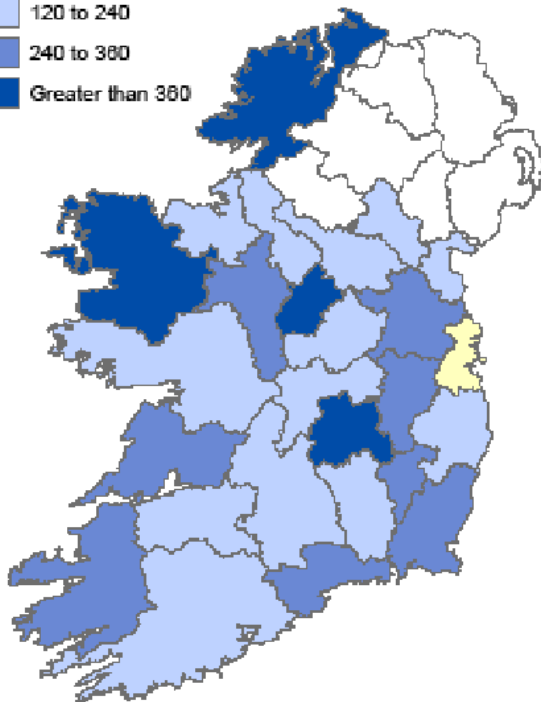
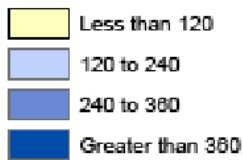
Thirty-four per cent of all fatal collisions in 2009 occurred on urban roads. Forty-one per cent of serious injury collisions occurred on urban roads.

On a county-by-county basis, Louth experienced the highest number of collisions per population (2.5 per 1,000 persons) and had the highest number of collisions per 1,000 registered vehicles (4.8 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per Vehicle Kilometers of Travel (approximately 2.3 per 10 million Vehicle Kilometers of Travel).

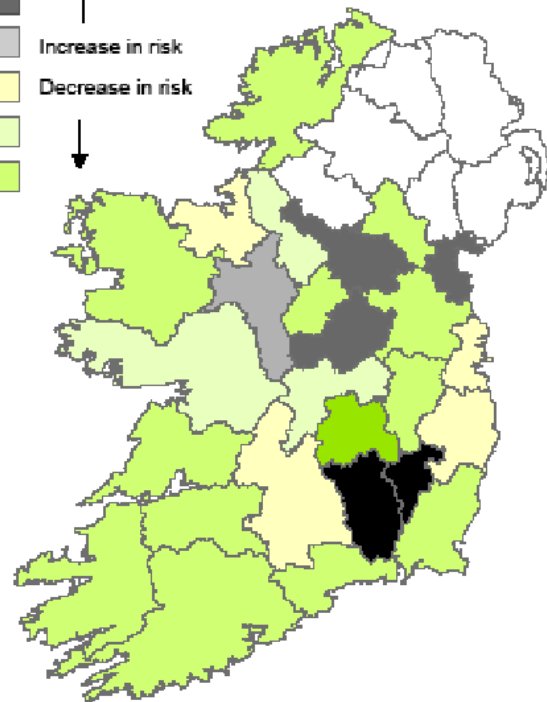
2009 Road Injuries by County
Serious injuries per million population



2008 Road Injuries by County
Serious injuries per million population



Relative change 2008 to 2009
Serious Injuries per million population



1. Trends in Road Traffic Collisions

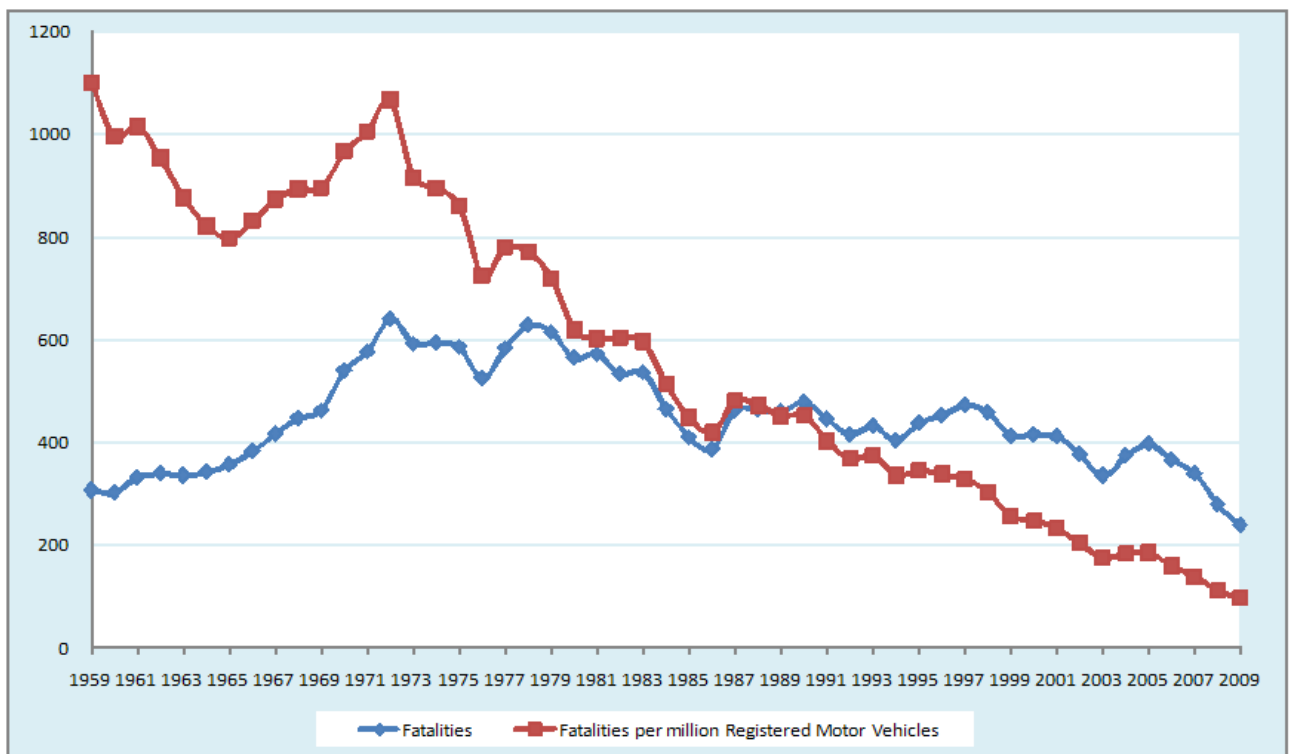
This report examines trends in collisions, fatalities and injuries over time, in the last decade as well as the most recent trends in various cross sections of road traffic and transport systems.

“In 2009, there were 26,495 Garda-reported traffic collisions, in which 238 people were killed and 9,742 people were injured; 19,880 collisions involved property or material damage only.”

1.1 Road Fatalities

A total of 238 people were killed in 220 collisions on Irish roads in 2009, which is the lowest figure since 1959 when the safety record began. This represents a decrease of 100 fatalities (30%) on 2007. The number of road fatalities in the period 1959-2009 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 1st November, 2002. Between 2005 and 2009 the number of fatalities has decreased by 40 per cent.

Figure 1: Fatalities and Fatalities per Million Registered Motor Vehicles, 1959-2009

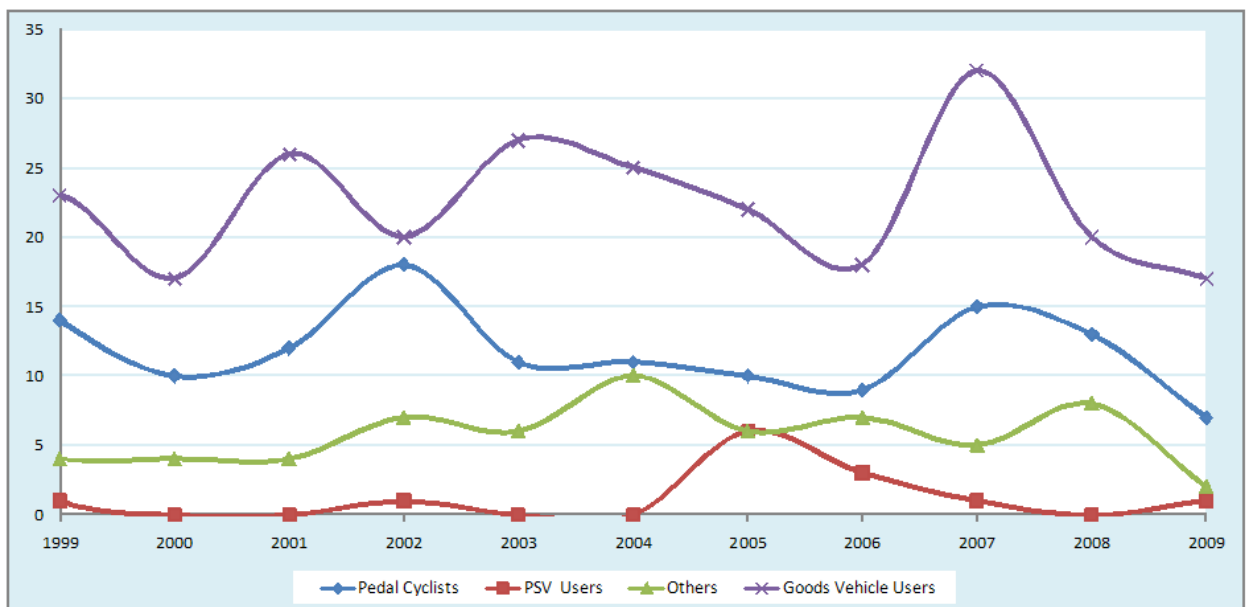
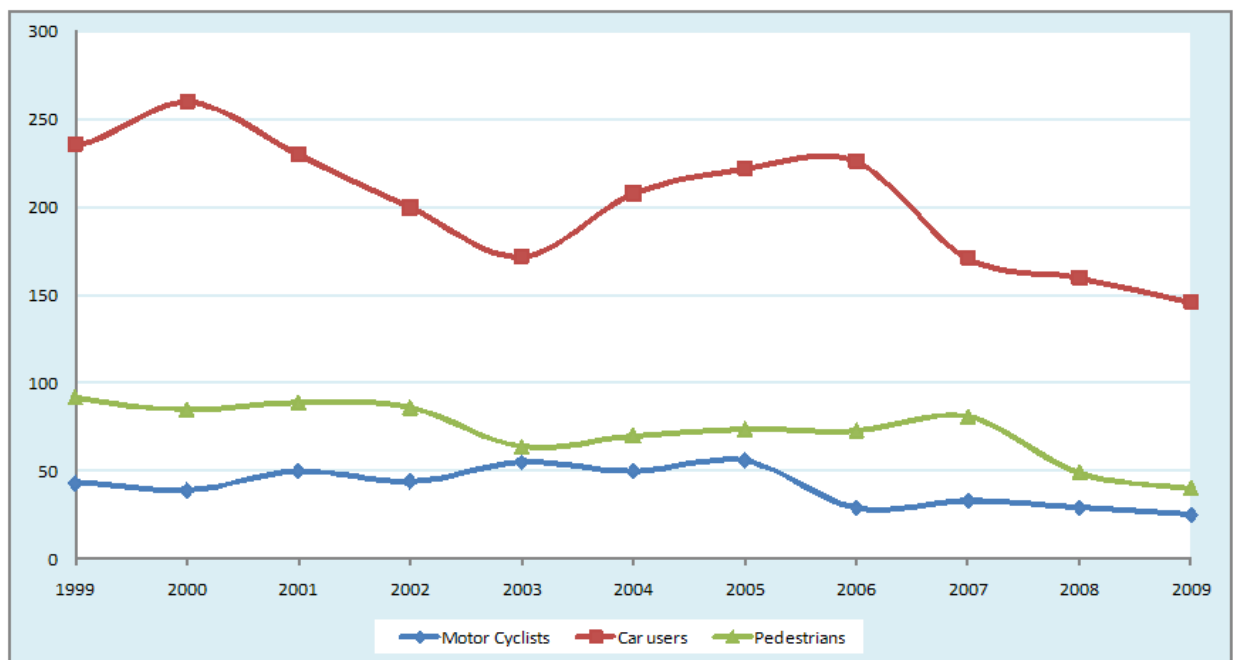


1.2 Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 1999-2009 is given in Figure 2. The number of car user fatalities increased between 1999-2000. After that, the car user fatalities decreased sharply until 2003. During the period 2003-2006, the number of car user fatalities has however increased gradually. Between the period 2006-2009, 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. This number has been reduced by 53 per cent in 2009. The number of motorcyclist fatalities generally showed an upward trend in the period 1999-2005, then fell by 48 per cent in 2006, marginally increased in 2007 and returned to the 2006 figure in 2008. The trend for PSV user, goods vehicle user and other road user fatalities (miscellaneous types of motor vehicles) was sporadic.

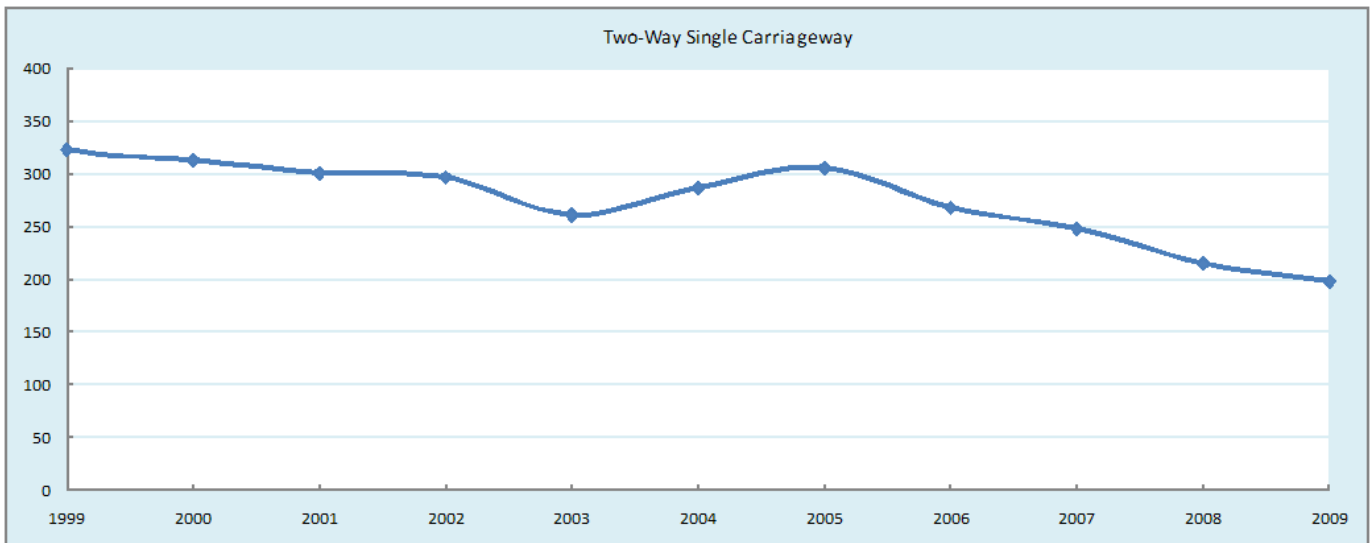
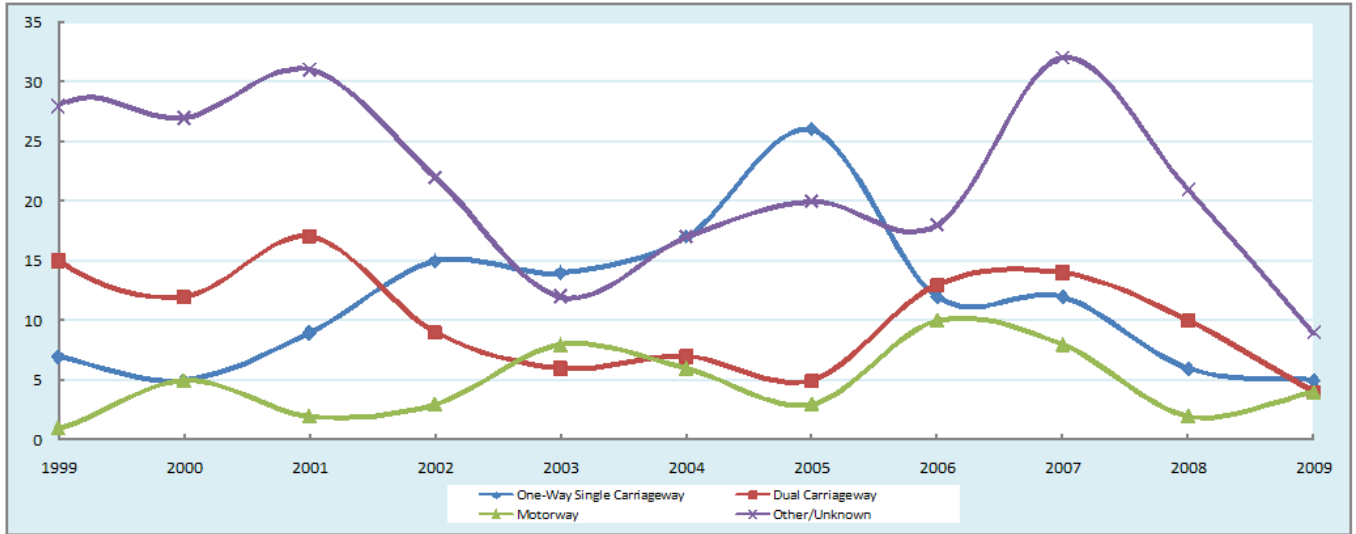
Figure 2: Number of Fatalities by Transport Mode, 1999-2009



1.3 Trends in Fatalities by Road Types

In 2009, 198 fatal collisions occurred on two-way single carriageways. Over the period 1999-2009 there has been a general downward trend in the number of fatal collisions on two-way single carriageways. There has also been 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 1999-2009, there has been an up-and-down fluctuation trend in the number of fatal collisions on motorway and other/unknown road types.

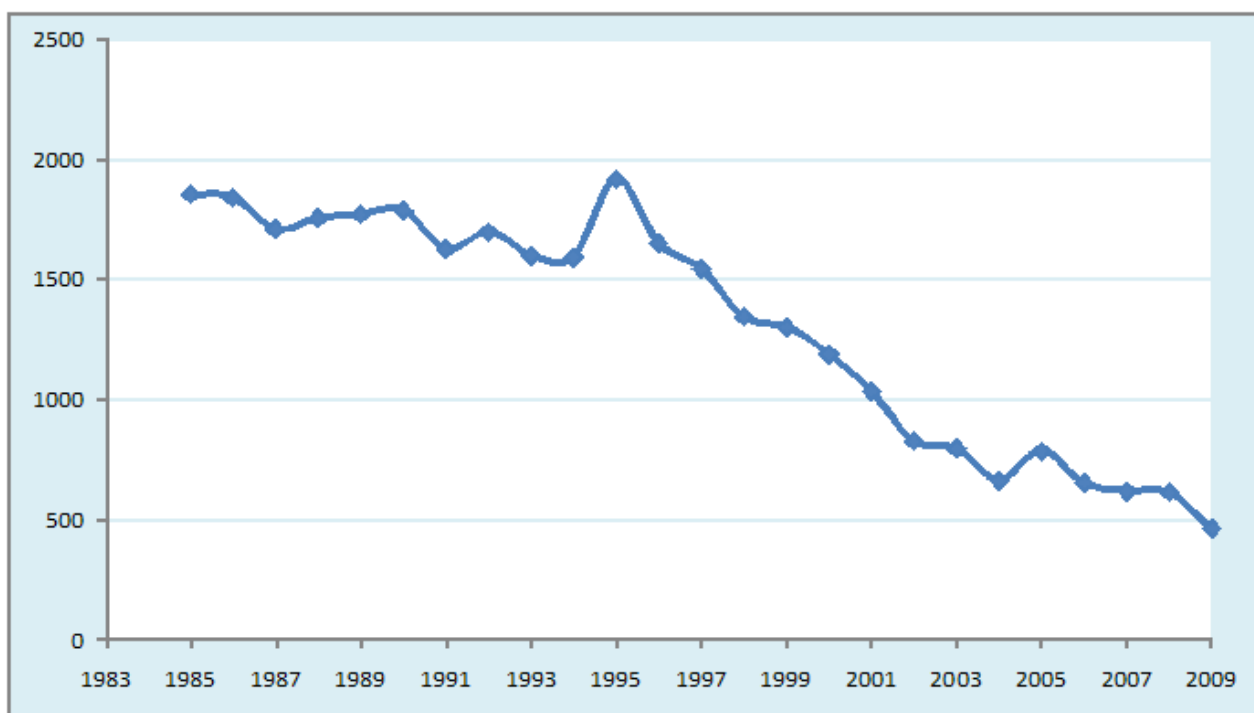
Figure 3: Number of Fatal Collisions By Road Type, 1999- 2009



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 (exception 2005).

Figure 4: Number of Serious Injury Collisions, 1985-2009



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 decreased from 21,738 in 2008 to 19,880 in 2009.

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 highest reduction in pedalcyclists and pedestrian fatalities (respectively -53% and -51%). The number of pedestrians killed in hours of darkness has been reduced by 53 per cent between 2007 and 2009.

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);

1 in 3 of those who died on our roads in 2009 were vulnerable road users,
1 in 6 were pedestrians,
1 in 10 were motorcyclists, and
1 in 35 were pedalcyclists.

Sixty-eight per cent of pedestrians were killed inside a built up area. Fifty-six per cent of motorcyclists were killed on roads with speed limits of more than 60km/h. Twenty-five per cent of pedestrians killed were aged 65 and over (Figure 5a).

1.8 Young Children Casualties (under 14 years)

Twelve children (14 years of age or younger) were killed on our roads in 2009. Out of these, 7 were pedestrians, 3 were car passengers and 2 were pedalcyclists .

Figure 5a: Fatalities Classified by Road User and Age in 2009

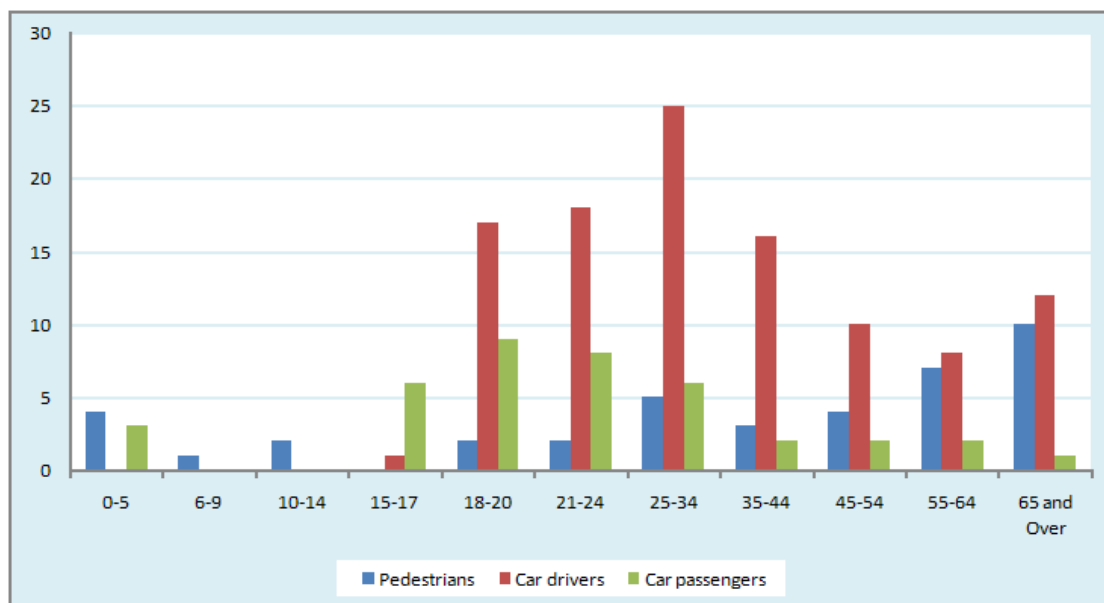


Figure 5b: Motor Cyclist and Pedal Cyclist Killed, Percentage of Total, 1973-2009

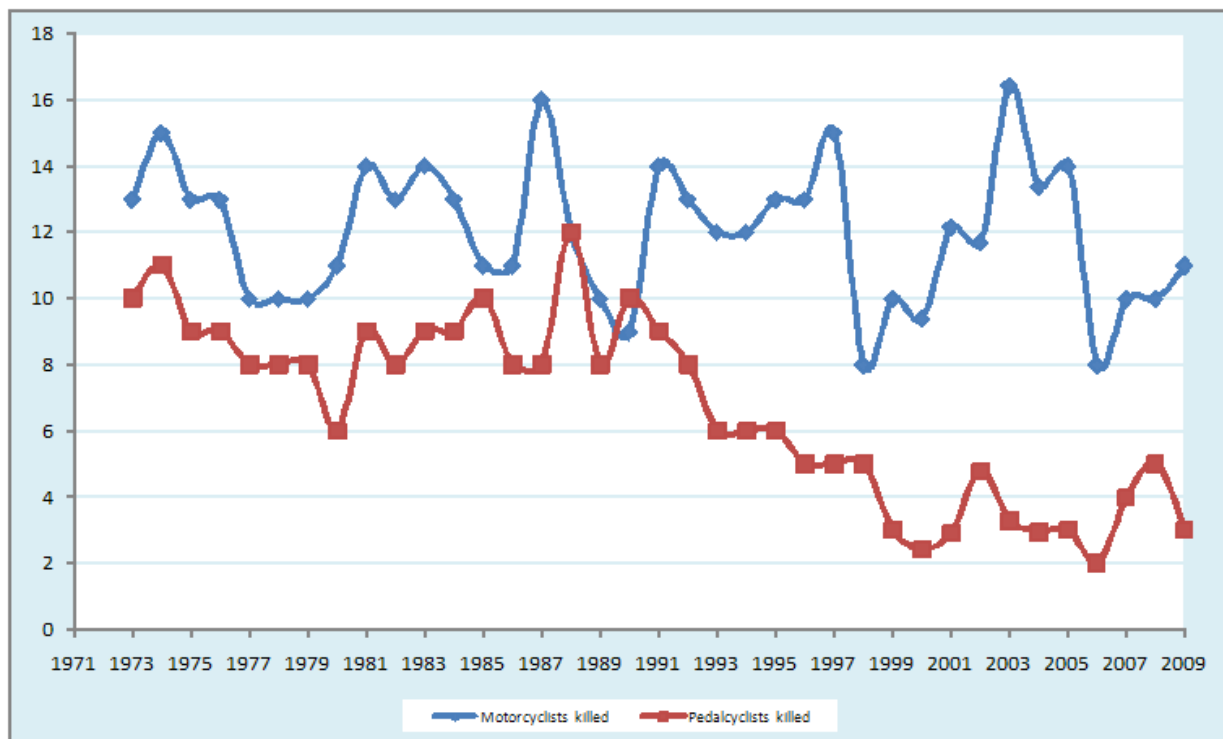
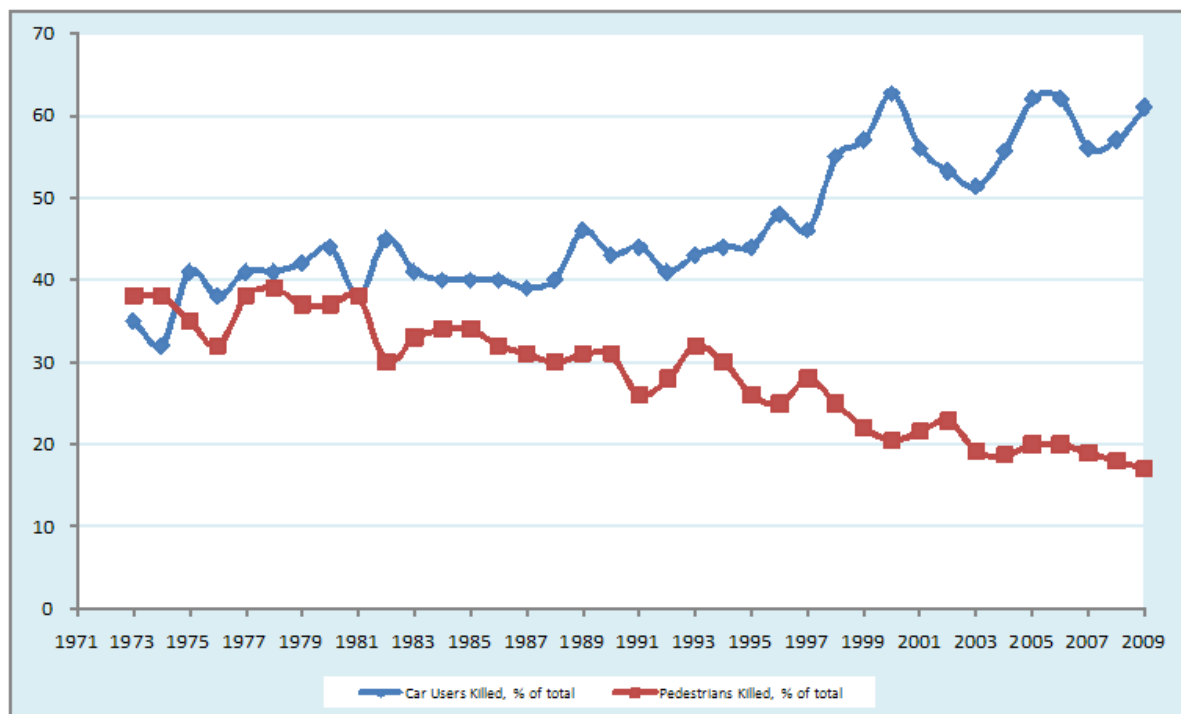


Figure 6: Pedestrians and Car Users Killed, Percentage of Total, 1973-2009



1.9 Primary Collision Type

Thirty-eight per cent of all fatal collisions in 2009 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 27 per cent of injury collisions.

Head-on collisions accounted for 25 per cent of fatal collisions and 12 per cent of injury collisions. Collisions involving pedestrians accounted for 18 per cent of all fatal collisions and 16 per cent of all injury collisions.

Four out of 5 fatal collisions were either single vehicle only, head-on collision or pedestrian collisions. This indicates that single vehicle only, 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 46 per cent of injury collisions but only 20 per cent of fatal collisions.

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

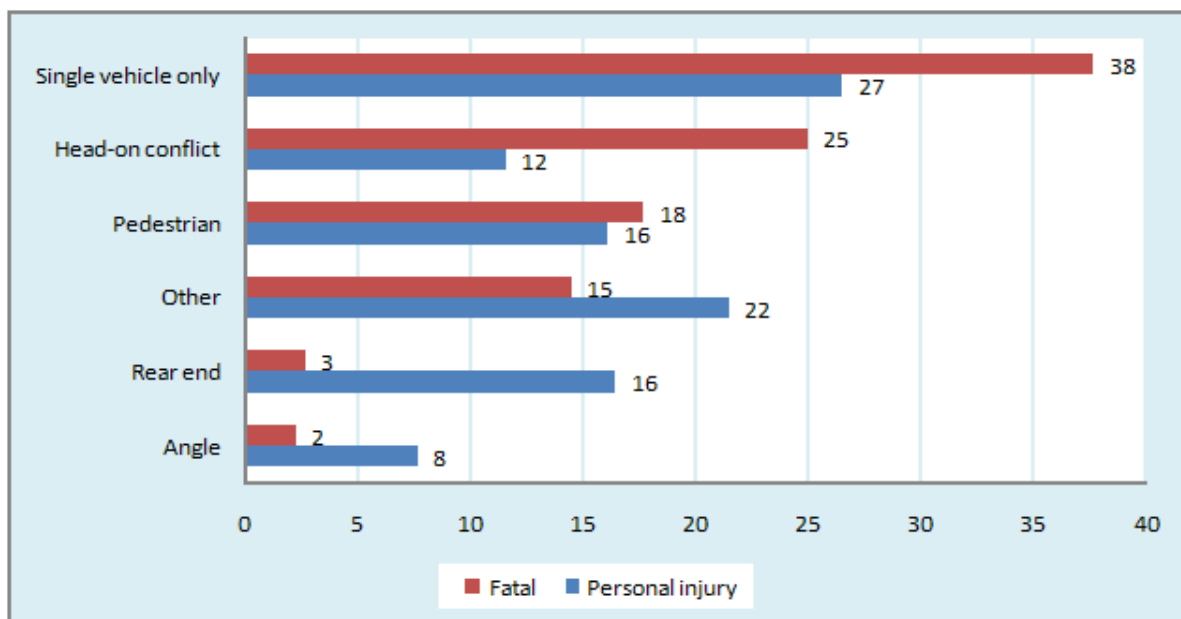
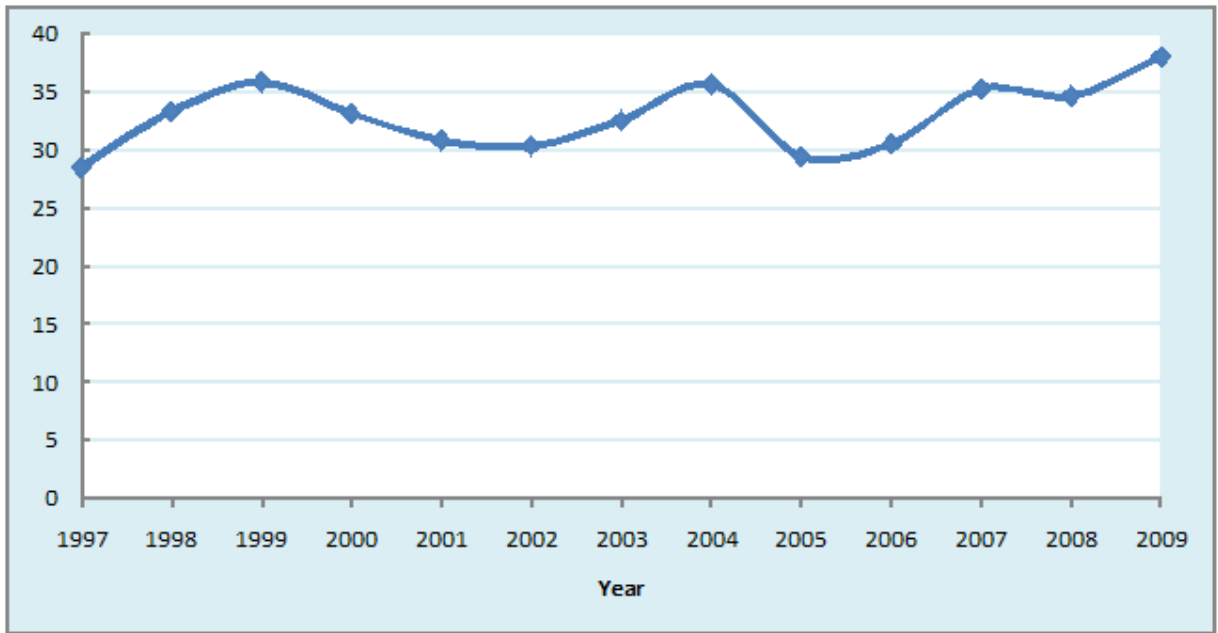


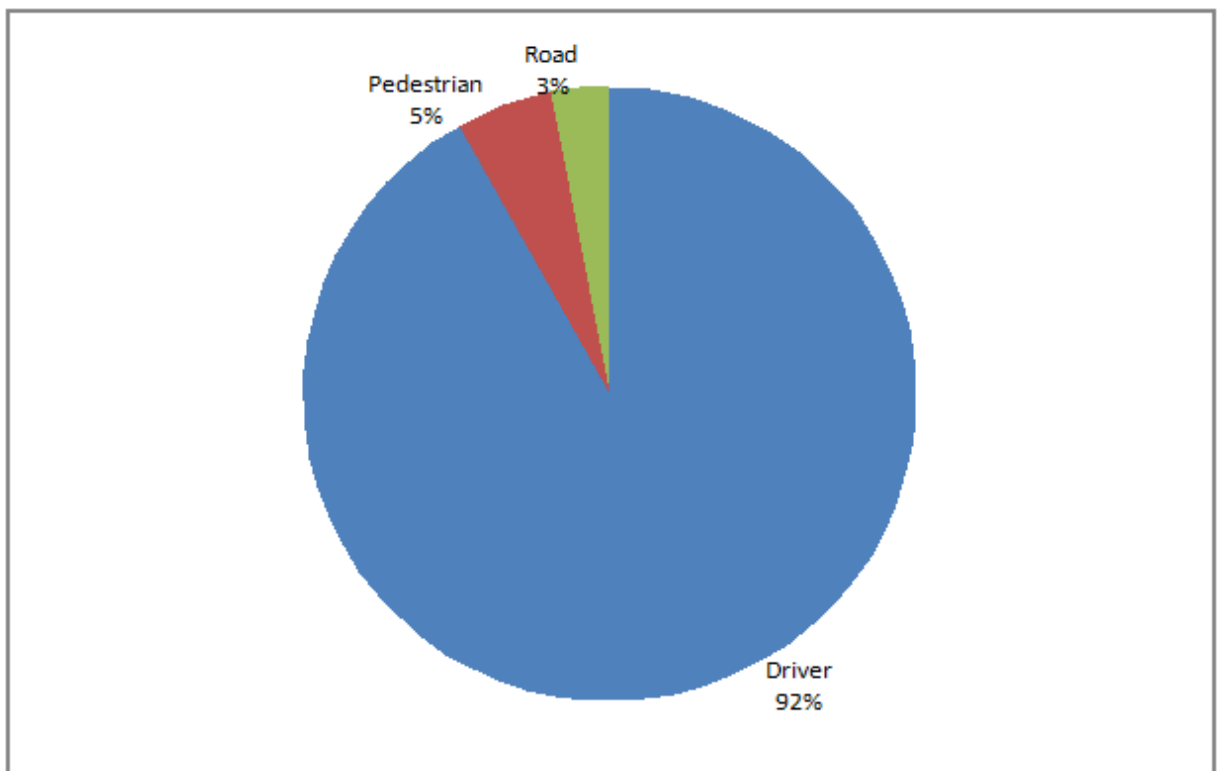
Figure 7b: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1997-2009



1.10 Contributory Factors to Fatal Road Collisions

The contributory factors listed by members of An Garda Síochána on collision report forms changed little from 2003 (see Table 17 on page 23). Driver error accounted for 92 per cent of all contributory factors identified in fatal collisions, while the next most-listed factor, pedestrian error, accounted for 5 per cent. Road factors accounted for 3 per cent of all listed contributory factors. The breakdown of contributory factors to fatal collisions are shown in Figure 8 below.

Figure 8: Contributory Factors to Fatal Road Collisions



1.11 Contributory Actions to Road Collisions

In two vehicle only fatal collisions - see Figure 9 - the most frequently cited contributory action is 'went to the wrong side of the road' (50 per cent) followed in turn by 'exceeded safe speed limit' (25 per cent), 'other action' (16 per cent), 'drove through stop / yield sign' (6 per cent) and 'improper overtaking' (3 per cent).

“In single vehicle fatal collisions, 25 per cent exceeded safe speed limit.”

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 Consultant's report which is to inflate the year 2002 cost values to 2009 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 2009 was €974 million. This is a decrease in cost of collisions of €229 million when compared to 2008 figure.

Table A2: Total Cost of Road Collisions in 2009

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	220	2,556,231	562,370,820
Serious	463	341,503	158,115,899
Minor	5,932	33,635	199,522,820
Material Damage	19,880	2,691	53,497,080
Total	26,495	N/A	973,506,609

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

1.13 International Comparisons

On the basis of road deaths per million population, in 2009, the latest year for which international comparative information is available, Ireland is ranked seventh out of the EU-25 (Figure 10).

(Sources: IRTAD and ETSC)

Figure 9: Two Vehicle Fatal Collisions in 2009 Classified by Contributory Action

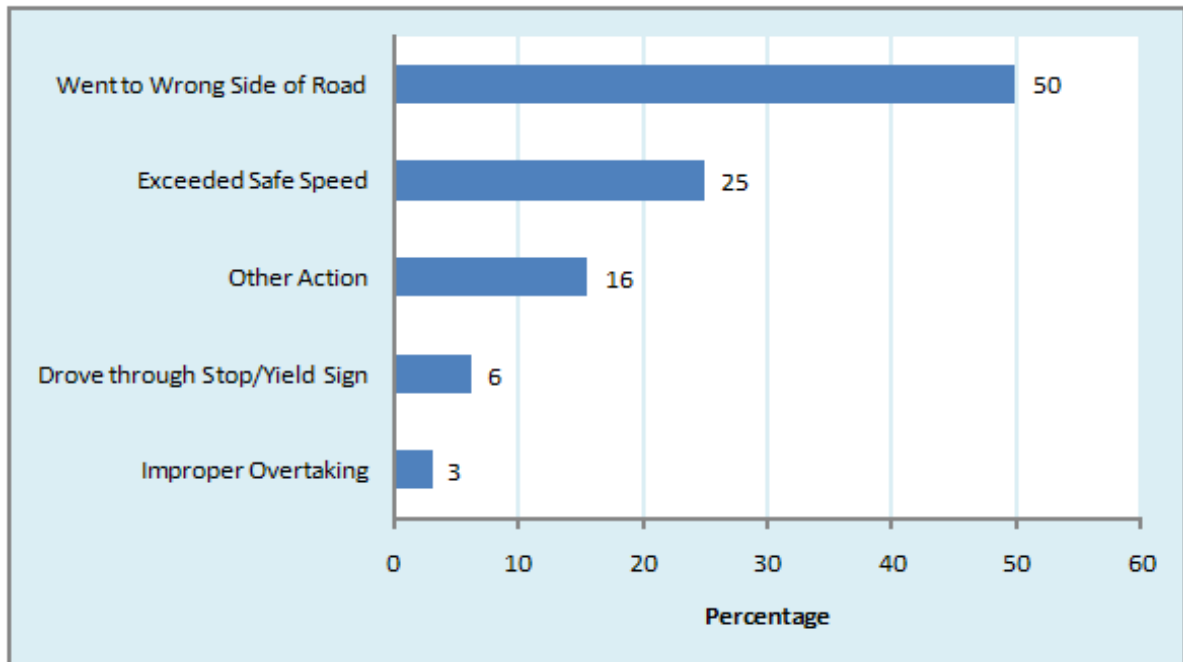
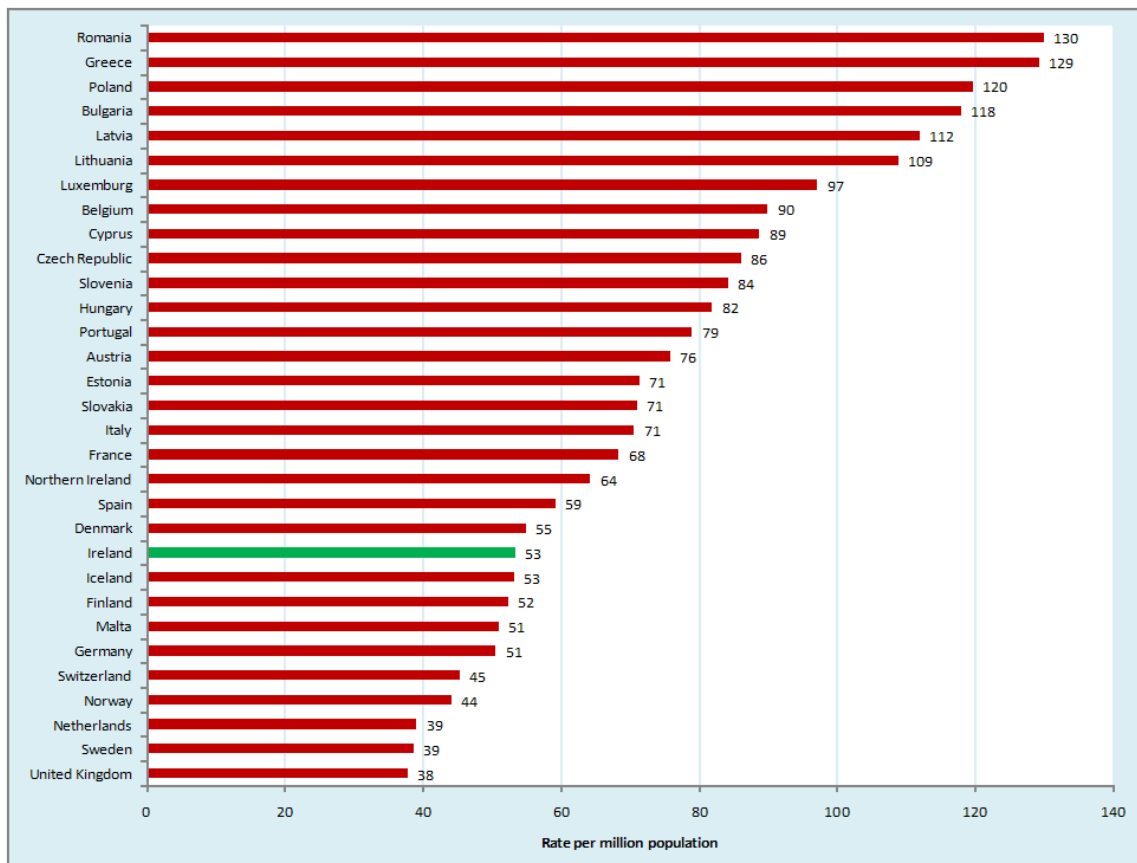


Figure 10: Road Fatalities per Million Population in 2009

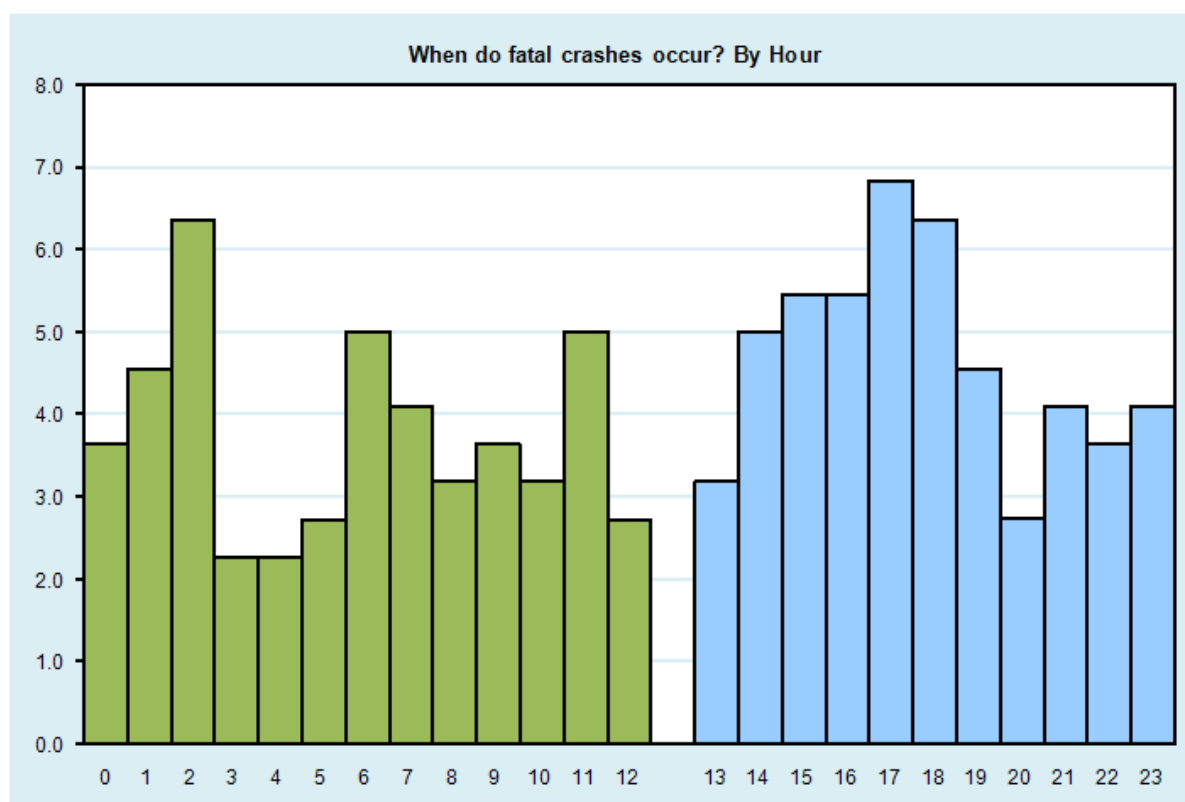


2. Date and Time

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 2009



The highest number of fatalities occurred in the morning and afternoon rush hours (i.e. 7:00-9:00 and 16:00-18:00).

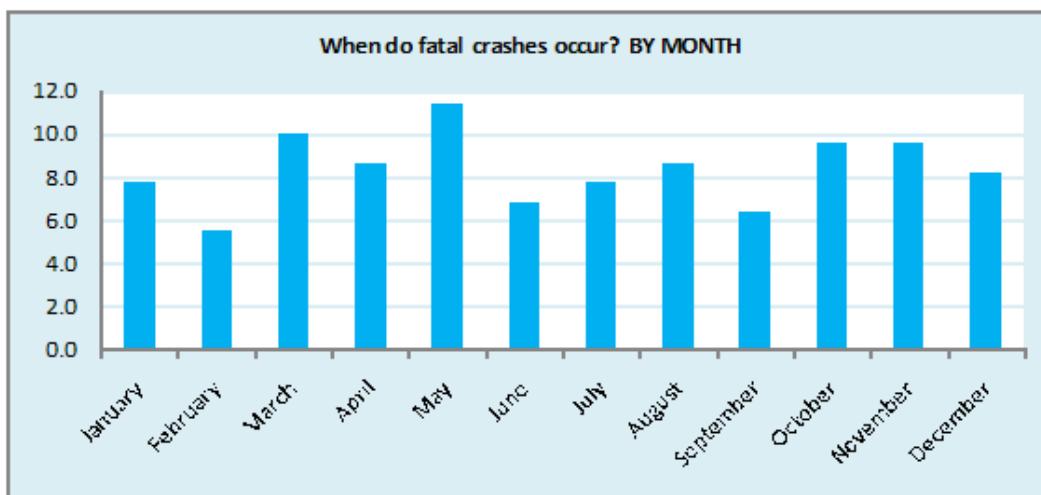
The number of fatal collisions between the hours of 9.00 pm and 3.00 am, the hours most strongly associated with drinking and driving, was 58 in 2009, with 64 people being killed in these collisions. This period accounted for 26 per cent of fatal collisions and 27 per cent of fatalities in 2009.

The number of persons killed between 3.00 am and 6.00 am, was 17. Fatalities that occurred during these hours accounted for approximately 7 per cent of all road collision fatalities in 2009.

2.2 The Month of the Year

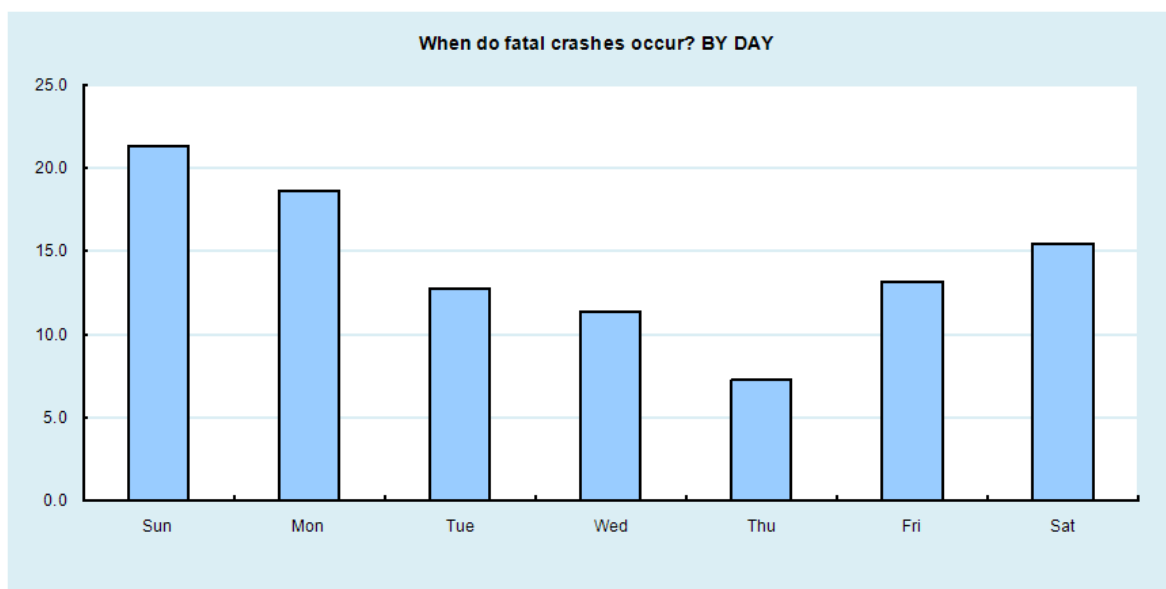
The worst month for fatalities in 2009 was May when 28 people died in 25 collisions. The month of February recorded the fewest number of collisions, in which 15 persons died.

Figure 12a: Percentage of Fatal Collisions by Month of the Year in 2009



2.3 Fatalities by Days of the Week

Figure 12b: Percentage of Fatal Collisions by Days of the Week in 2009



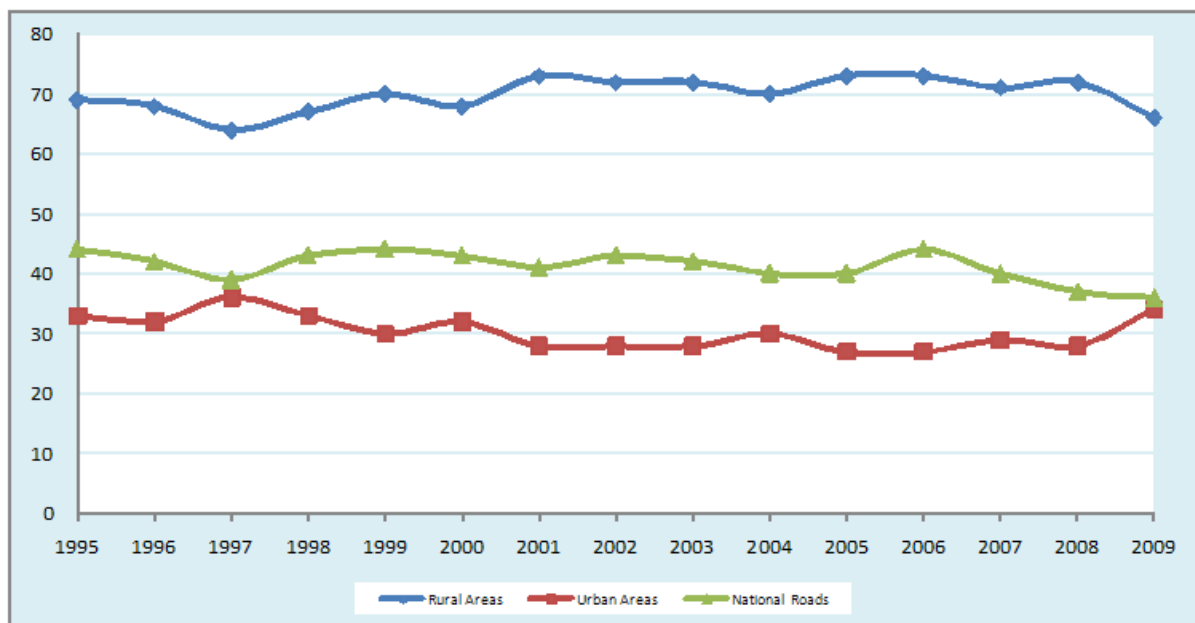
The worst days of the week for fatalities during 2009 were Sunday and Monday. These two days together accounted for 95 fatalities, or 40 per cent of the total. The day of the week with the fewest associated fatalities was Thursday, when 18 people, or 8 per cent of the total, died.

3. Location

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

Thirty-four per cent of all fatal collisions in 2009 occurred on urban roads. Thirty-six per cent of all fatal collisions occurred on national roads. It should be noted that there has been reclassifications of some national roads to regional status within 2009. Some of the fatal collisions registered on national roads in 2009 might have occurred before or after the reclassification.

Figure 13: Percentage of Fatal Collisions in Rural, Urban Areas and on the National Routes, 1995-2009



3.2 On a County-by-County Basis

The collision rates per thousand population, per thousand registered vehicles and per 10 million Vehicle-Kilometres of Travel in 2009, for each county are given in Table A.

On a county-by-county basis, Louth experienced the highest number of collisions per population (2.5 per 1,000 persons) and had the highest number of collisions per 1,000 registered vehicles (4.8 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per 10 million Vehicle Kilometers of Travel (approximately 2.3 per 10 million Vehicle Kilometers of Travel).

Table A: Collision Rates per Thousand Population (2006), per Thousand Registered Vehicles (2009), 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	1.4	2.0	0.9
Dublin	1.3	2.5	1.5
Kildare	1.3	2.2	0.9
Kilkenny	1.5	2.4	1.0
Laois	1.7	2.8	1.1
Longford	1.7	2.8	1.0
Louth	2.5	4.8	2.3
Meath	1.8	3.1	1.0
Offaly	1.7	3.0	1.4
Westmeath	1.7	2.7	0.9
Wexford	1.5	2.3	1.1
Wicklow	1.7	2.7	1.5
Munster			
Clare	1.7	2.8	0.6
Cork	1.3	2.1	1.6
Kerry	1.6	2.6	1.0
Limerick	1.8	3.1	1.4
Tipperary NR	1.7	2.4	0.9
Tipperary SR	1.5	2.4	1.1
Waterford	1.6	2.6	1.6
Connaught			
Galway	1.7	3.0	1.3
Leitrim	1.9	3.1	0.9
Mayo	1.5	2.5	1.1
Roscommon	2.3	3.5	1.4
Sligo	1.9	3.2	1.4
Ulster			
Cavan	2.2	3.7	1.0
Donegal	1.9	3.4	1.3
Monaghan	1.5	2.5	0.9
TOTAL	1.6	2.7	1.2

¹ Based on 2006 Census of Population

² Based on 2009 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, 2000-2009

Collision Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal	362	360	346	301	334	360	321	309	254	220
Injury	7,395	6,549	6,279	5,684	5,447	6,173	5,697	5,158	6,482	6,395
Material Damage	25,066	21,191	17,915	17,930	16,525	21,274	22,399	23,770	21,728	19,880
TOTAL	32,823	28,100	24,540	23,915	22,306	27,807	28,417	29,237	28,464	26,495
Vehicles current licence (thousands)	1,682	1,770	1,850	1,937	2,036	2,138	2,296	2,442	2,498	2,468

Table 2 Persons Killed and Injured, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Killed	415	411	376	335	374	396	365	338	279	238
Injured	12,043	10,222	9,206	8,262	7,867	9,318	8,575	7,806	9,758	9,742
TOTAL	12,458	10,633	9,582	8,597	8,241	9,714	8,940	8,144	10,037	9,980

Table 3 Persons Killed Classified by Road User Type, 2000-2009.

Road User Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians	85	89	86	64	70	74	73	81	49	40
Pedal Cyclists	10	12	18	11	11	10	9	15	13	7
Motor Cyclists	39	50	44	55	50	56	29	33	29	25
Car Users	260	230	200	172	208	222	226	171	160	146
PSV Users	0	0	1	0	0	6	3	1	0	1
Goods Vehicle	17	26	20	27	25	22	18	32	20	17
Other or Unknown	4	4	7	6	10	6	7	5	8	2
TOTAL	415	411	376	335	374	396	365	338	279	238

Table 4 All Casualties Classified by Road User Type, 2000-2009.

Road User Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedestrians	1,332	1,202	1,196	1,115	982	1,063	1,017	965	1,173	1,115
Pedal Cyclists	451	363	296	307	298	233	220	272	349	370
Motor Cyclists	1,179	1,084	1,031	840	681	591	534	410	523	467
Car Users	8,395	7,033	6,225	5,521	5,395	6,628	6,024	5,638	7,105	7,260
Other Road User*	1,101	951	834	814	885	1,199	1,145	859	887	768
TOTAL	12,458	10,633	9,582	8,597	8,241	9,714	8,940	8,144	10,037	9,980

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

Table 5 Persons Killed and Injured in Each County, 2005-2009

County	Persons Killed					Persons Injured				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
Leinster										
Carlow	9	7	3	1	3	127	83	76	106	128
Dublin	41	34	35	22	31	1,716	1,713	1,217	1,992	2,028
Kildare	14	23	13	13	10	356	266	279	388	363
Kilkenny	6	4	12	5	5	240	199	227	222	208
Laois	14	8	5	12	5	187	181	170	198	185
Longford	9	6	6	3	2	104	90	105	117	85
Louth	14	14	16	7	5	367	308	368	405	467
Meath	30	22	14	9	12	420	397	388	442	429
Offaly	8	9	5	8	4	167	180	188	174	190
Westmeath	12	18	14	3	4	194	168	240	176	191
Wexford	21	20	17	16	4	377	395	311	329	294
Wicklow	8	11	9	4	4	318	234	188	291	343
Munster										
Clare	12	9	12	7	7	237	236	209	288	267
Cork	39	33	31	24	21	1,025	898	840	976	933
Kerry	11	21	14	19	12	344	348	394	387	345
Limerick	17	16	16	18	22	487	466	470	539	487
Tipperary NR	10	15	6	12	5	179	181	102	171	164
Tipperary SR	5	11	12	9	7	163	176	255	177	172
Waterford	9	8	6	7	3	298	234	240	225	243
Connacht										
Galway	21	19	24	24	23	404	421	264	567	640
Leitrim	8	3	7	5	0	78	72	63	61	84
Mayo	14	11	9	10	10	250	232	217	328	275
Roscommon	5	5	7	3	4	167	163	140	219	206
Sligo	11	4	7	7	7	205	143	115	172	189
Ulster (part of)										
Cavan	10	7	10	8	9	291	187	182	171	221
Donegal	27	19	22	18	14	448	444	409	503	490
Monaghan	11	8	6	5	5	169	160	149	134	115
TOTAL	396	365	338	279	238	9,318	8,575	7,806	9,758	9,742

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	17	548	565	8.5	18	812	830	8.3
February	12	421	433	6.5	15	588	603	6.0
March	22	471	493	7.5	24	755	779	7.8
April	19	517	536	8.1	20	809	829	8.3
May	25	558	583	8.8	28	827	855	8.6
June	15	519	534	8.1	15	763	778	7.8
July	17	611	628	9.5	19	976	995	10.0
August	19	572	591	8.9	20	879	899	9.0
September	14	520	534	8.1	14	812	826	8.3
October	21	561	582	8.8	22	856	878	8.8
November	21	561	582	8.8	25	878	903	9.0
December	18	536	554	8.4	18	787	805	8.1
TOTAL	220	6,395	6,615	100.0	238	9,742	9,980	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	8	149	157	2.4	9	254	263	2.6
1	10	120	130	2.0	12	183	195	2.0
2	14	119	133	2.0	15	196	211	2.1
3	5	126	131	2.0	5	220	225	2.3
4	5	70	75	1.1	5	115	120	1.2
5	6	60	66	1.0	7	89	96	1.0
6	11	85	96	1.5	13	114	127	1.3
7	9	171	180	2.7	9	230	239	2.4
8	7	313	320	4.8	7	393	400	4.0
9	8	345	353	5.3	9	465	474	4.7
10	7	284	291	4.4	7	415	422	4.2
11	11	302	313	4.7	12	393	405	4.1
12	6	349	355	5.4	6	518	524	5.3
13	7	410	417	6.3	7	602	609	6.1
14	11	389	400	6.0	11	593	604	6.1
15	12	414	426	6.4	14	623	637	6.4
16	12	455	467	7.1	12	719	731	7.3
17	15	492	507	7.7	16	722	738	7.4
18	14	448	462	7.0	15	722	737	7.4
19	10	396	406	6.1	13	658	671	6.7
20	6	321	327	4.9	6	541	547	5.5
21	9	227	236	3.6	10	410	420	4.2
22	8	186	194	2.9	8	296	304	3.0
23	9	164	173	2.6	10	271	281	2.8
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	220	6,395	6,615	100.0	238	9,742	9,980	100.0

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

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	47	922	969	14.6	50	1,507	1,557	15.6
Monday	41	977	1,018	15.4	45	1,480	1,525	15.3
Tuesday	28	807	835	12.6	32	1,199	1,231	12.3
Wednesday	25	874	899	13.6	27	1,331	1,358	13.6
Thursday	16	907	923	14.0	18	1,318	1,336	13.4
Friday	29	1,018	1,047	15.8	30	1,501	1,531	15.3
Saturday	34	890	924	14.0	36	1,406	1,442	14.4
TOTAL	220	6,395	6,615	100.0	238	9,742	9,980	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	29	2,051	2,080	60.6	68	1,828	1,896	59.5
Daylight poor visibility	7	173	180	5.2	7	236	243	7.6
Dark road well-lighted	19	715	734	21.4	7	117	124	3.9
Dark road poorly-lighted	10	216	226	6.6	8	164	172	5.4
Dark unlit lighting	1	17	18	0.5	3	33	36	1.1
Dark no Lighting	6	91	97	2.8	47	600	647	20.3
Unknown	1	21	22	0.6	4	8	12	0.4
Not Stated	1	72	73	2.1	2	53	55	1.7
TOTAL	74	3,356	3,430	100.0	146	3,039	3,185	100.0

CASUALTIES

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	30	2,764	2,794	58.8	75	2,963	3,038	58.1
Daylight poor visibility	7	221	228	4.8	7	403	410	7.8
Dark road well-lighted	20	1,095	1,115	23.5	7	176	183	3.5
Dark road poorly-lighted	10	300	310	6.5	8	293	301	5.8
Dark unlit lighting	1	22	23	0.5	6	56	62	1.2
Dark no Lighting	7	167	174	3.7	52	1,075	1,127	21.5
Unknown	1	21	22	0.5	4	21	25	0.5
Not Stated`	1	83	84	1.8	2	82	84	1.6
TOTAL	77	4,673	4,750	100.0	161	5,069	5,230	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	149	308	3,907	4,364	66.0
Wet	46	122	1,483	1,651	25.0
Frost/Ice	9	12	233	254	3.8
Snow	1	1	32	34	0.5
Fog/Mist	2	5	44	51	0.8
High Winds	1	0	4	5	0.1
Other	1	1	1	3	0.0
Unknown	4	1	22	27	0.4
Not Specified	7	13	206	226	3.4
TOTAL	220	463	5,932	6,615	100.0

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	111	247	3,211	3,569	54.0
Wet	87	183	2,176	2,446	37.0
Frost/Ice	10	17	293	320	4.8
Snow	1	1	32	34	0.5
Other	4	2	32	38	0.6
Unknown/ Not Specified	7	13	188	208	3.1
TOTAL	220	463	5,932	6,615	100.0

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	124	266	3,737	4,127	62.4
Bend	59	109	1,050	1,218	18.4
Hillcrest	7	20	123	150	2.3
Some Gradient	9	15	154	178	2.7
Other	6	13	176	195	2.9
Not Specified	15	40	692	747	11.3
TOTAL	220	463	5,932	6,615	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	608	2,012	949	3,569	23.2
Wet	546	1,053	847	2,446	34.1
Frost/Ice	174	55	91	320	76.0
Snow	17	6	11	34	73.9
Other	5	5	28	38	50.0
Not Specified	5	13	190	208	27.8
TOTAL	1,355	3,144	2,116	6,615	30.1

* 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	290	688	482	1,460	29.7
Bend	191	199	215	605	49.0
Hillcrest	12	24	20	56	33.3
Some Gradient	10	22	26	58	31.3
Other	11	31	23	65	26.2
Not Specified	32	89	81	202	26.4
TOTAL	546	1,053	847	2,446	34.1

* Excludes not stated category

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

Collision Type	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
Single Vehicle and Pedestrian	27	935	962	28.0	12	97	109	3.4
Single Vehicle Only	25	460	485	14.1	58	1,237	1,295	40.7
Two or more Vehicle Accidents	22	1,961	1,983	57.8	76	1,705	1,781	55.9
TOTAL	74	3,356	3,430	100	146	3,039	3,185	100.0
Breakdown of two or more vehicle collisions								
Rear End	2	638	640	32.3	4	417	421	23.6
Angle	1	284	285	14.4	4	210	214	12.0
Head-On	10	267	277	14.0	45	475	520	29.2
Other/Not Known	9	772	781	39.4	23	603	626	35.1

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	38	39	2.2
Parked Car	0	60	60	3.4
Parked Truck	0	11	11	0.6
Parked Trailer/Skip	0	0	0	0.0
Pole	5	114	119	6.7
Tree	10	98	108	6.1
Animal	1	30	31	1.7
Wall/Gate	23	309	332	18.7
Ditch	22	700	722	40.6
Other/Unknown	21	336	357	20.1
Not Stated	0	1	1	0.1
TOTAL	83	1,697	1,780	100.0

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

Contributory Factor	Fatal	Injury	Total	%
Driver	90	4,321	4,411	83.4
Pedestrian	5	410	415	7.9
Road	1	303	304	5.8
Vehicle	0	8	8	0.2
Environment	2	146	148	2.8
TOTAL	98	5,188	5,286	100.0

Note: More than one factor is specified in certain collisions

SECTION 3: CASUALTIES

Figure 14: Percentage of Persons Killed or Injured by Road User Type, 2009

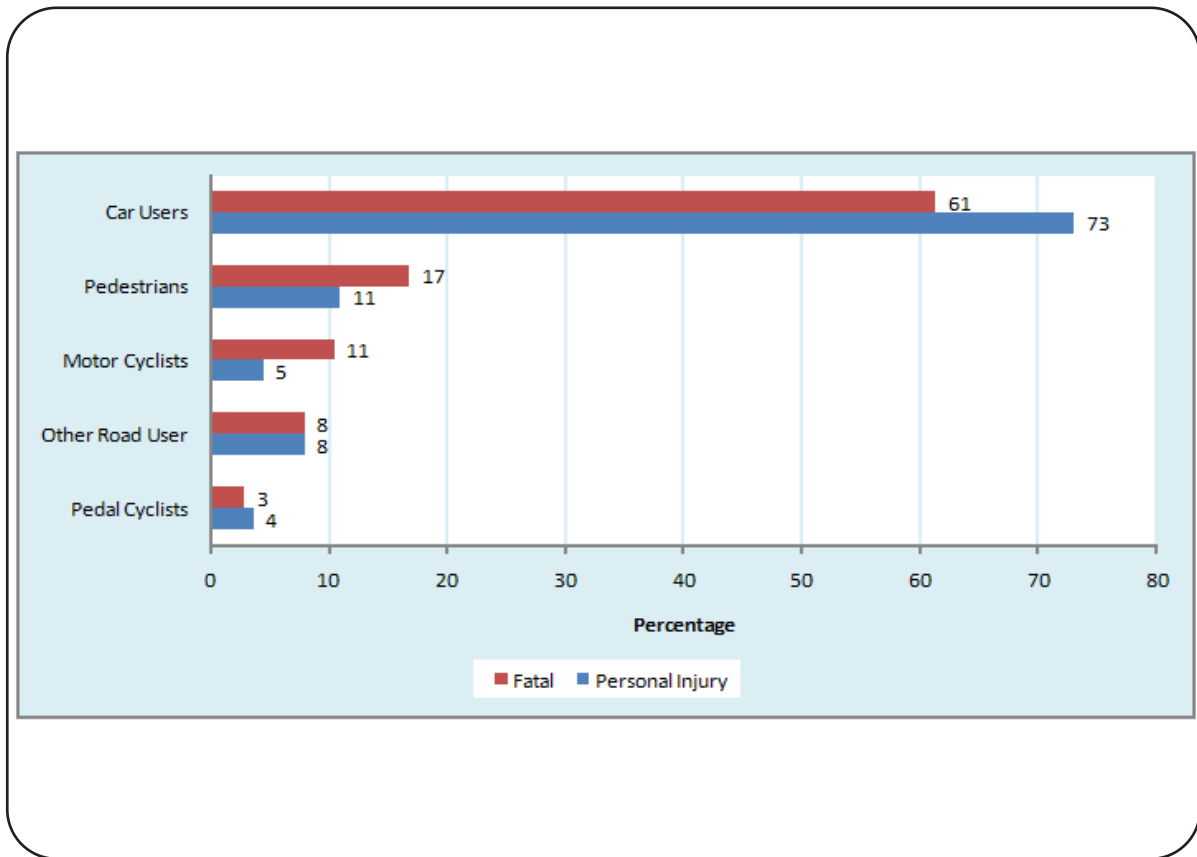


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	40	103	963	1,106	11.3
Pedal Cycle Users	7	21	341	369	3.8
Motor Cycle Users	25	54	383	462	4.7
Car Users	146	414	6,541	7,101	72.7
PSV Users	1	7	90	98	1.0
Goods Vehicle Users	17	36	483	536	5.5
Other	2	5	83	90	0.9
TOTAL	238	640	8,884	9,762	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				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	4	58	62	5.6	0	3	3	0.8	0	0	0	0.0
6-10	1	76	77	6.9	0	9	9	2.4	0	1	1	0.2
10-14	2	102	104	9.3	2	36	38	10.3	0	2	2	0.4
15-17	0	69	69	6.2	2	26	28	7.6	0	22	22	4.7
18-20	2	74	76	6.8	0	12	12	3.2	1	21	22	4.7
21-24	2	84	86	7.7	0	28	28	7.6	4	51	55	11.8
25-34	5	154	159	14.3	1	91	92	24.9	9	137	146	31.3
35-44	3	90	93	8.3	0	69	69	18.6	8	99	107	22.9
45-54	4	100	104	9.3	1	38	39	10.5	0	56	56	12.0
55-64	7	81	88	7.9	0	30	30	8.1	2	15	17	3.6
65 and Over	10	139	149	13.4	1	10	11	3.0	1	6	7	1.5
Unknown	0	48	48	4.3	0	11	11	3.0	0	32	32	6.9
TOTAL	40	1,075	1,115	100.0	7	363	370	100.0	25	442	467	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	1	1	0.0	3	206	209	7.1	3	207	210	2.9	0	3	3	0.4
6-10	0	0	0	0.0	0	143	143	4.8	0	143	143	2.0	0	8	8	1.0
10-14	0	4	4	0.1	0	177	177	6.0	0	181	181	2.5	0	15	15	2.0
15-17	1	69	70	1.6	6	224	230	7.8	7	293	300	4.1	0	19	19	2.5
18-20	17	423	440	10.2	9	410	419	14.2	26	833	859	11.8	2	55	57	7.4
21-24	18	490	508	11.8	8	372	380	12.8	26	862	888	12.2	1	78	79	10.3
25-34	25	1,129	1,154	26.8	6	468	474	16.0	31	1,597	1,628	22.4	6	148	154	20.1
35-44	16	773	789	18.4	2	246	248	8.4	18	1,019	1,037	14.3	5	161	166	21.6
45-54	10	501	511	11.9	2	181	183	6.2	12	682	694	9.6	2	92	94	12.2
55-64	8	318	326	7.6	2	129	131	4.4	10	447	457	6.3	3	57	60	7.8
65 and Over	12	305	317	7.4	1	137	138	4.7	13	442	455	6.3	1	36	37	4.8
Unknown	0	179	179	4.2	0	229	229	7.7	0	408	408	5.6	0	76	76	9.9
TOTAL	107	4,192	4,299	100.0	39	2,922	2,961	100.0	146	7,114	7,260	100.0	20	748	768	100

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	3	35	38	6.1	0	2	2	0.7	0	0	0	0.0
6-9	1	48	49	7.9	0	4	4	1.4	0	1	1	0.2
10-14	0	58	58	9.4	2	29	31	10.9	0	2	2	0.5
15-17	0	26	26	4.2	2	24	26	9.2	0	18	18	4.3
18-20	2	40	42	6.8	0	11	11	3.9	1	19	20	4.8
21-24	2	57	59	9.5	0	20	20	7.0	4	48	52	12.5
25-34	3	82	85	13.8	1	61	62	21.8	9	127	136	32.7
35-44	2	55	57	9.2	0	53	53	18.7	8	92	100	24.0
45-54	3	66	69	11.2	1	35	36	12.7	0	49	49	11.8
55-64	7	48	55	8.9	0	23	23	8.1	2	13	15	3.6
65 and Over	3	64	67	10.8	1	9	10	3.5	1	5	6	1.4
Unknown	0	13	13	2.1	0	6	6	2.1	0	17	17	4.1
TOTAL	26	592	618	100.0	7	277	284	100.0	25	391	416	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	2	85	87	6.7	2	85	87	2.5	0	2	2	0.3
6-9	0	0	0	0.0	0	71	71	5.5	0	71	71	2.0	0	3	3	0.5
10-14	0	3	3	0.1	0	75	75	5.8	0	78	78	2.2	0	11	11	1.9
15-17	1	51	52	2.3	6	116	122	9.4	7	167	174	4.9	0	18	18	3.1
18-20	14	258	272	12.2	4	234	238	18.4	18	492	510	14.5	2	44	46	7.9
21-24	15	255	270	12.1	8	196	204	15.8	23	451	474	13.4	1	61	62	10.7
25-34	17	562	579	26.0	5	252	257	19.8	22	814	836	23.7	6	123	129	22.2
35-44	14	381	395	17.7	2	91	93	7.2	16	472	488	13.8	4	140	144	24.8
45-54	2	227	229	10.3	2	61	63	4.9	4	288	292	8.3	2	70	72	12.4
55-64	5	161	166	7.4	1	35	36	2.8	6	196	202	5.7	2	41	43	7.4
65 and Over	8	168	176	7.9	0	31	31	2.4	8	199	207	5.9	1	27	28	4.8
Unknown	0	89	89	4.0	0	18	18	1.4	0	107	107	3.0	0	22	22	3.8
TOTAL	76	2,155	2,231	100.0	30	1,265	1,295	100.0	106	3,420	3,526	100.0	18	562	580	100.0

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	1	23	24	5.1	0	1	1	1.3	0	0	0	0.0
6-9	0	28	28	5.9	0	5	5	6.5	0	0	0	0.0
10-14	2	43	45	9.5	0	5	5	6.5	0	0	0	0.0
15-17	0	43	43	9.1	0	2	2	2.6	0	4	4	13.8
18-20	0	34	34	7.2	0	1	1	1.3	0	2	2	6.9
21-24	0	27	27	5.7	0	8	8	10.4	0	3	3	10.3
25-34	2	72	74	15.6	0	30	30	39.0	0	6	6	20.7
35-44	1	35	36	7.6	0	14	14	18.2	0	6	6	20.7
45-54	1	34	35	7.4	0	3	3	3.9	0	6	6	20.7
55-64	0	33	33	6.9	0	7	7	9.1	0	2	2	6.9
65 and Over	7	73	80	16.8	0	1	1	1.3	0	0	0	0.0
Unknown	0	16	16	3.4	0	0	0	0.0	0	0	0	0.0
TOTAL	14	461	475	100.0	0	77	77	100.0	0	29	29	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	1	99	100	7.2	1	99	100	3.0	0	1	1	0.9
6-9	0	0	0	0.0	0	65	65	4.7	0	65	65	2.0	0	5	5	4.3
10-14	0	1	1	0.1	0	93	93	6.7	0	94	94	2.8	0	4	4	3.4
15-17	0	18	18	0.9	0	103	103	7.5	0	121	121	3.6	0	1	1	0.9
18-20	3	161	164	8.5	5	168	173	12.5	8	329	337	10.2	0	10	10	8.5
21-24	3	228	231	11.9	0	171	171	12.4	3	399	402	12.1	0	16	16	13.7
25-34	8	538	546	28.1	1	206	207	15.0	9	744	753	22.7	0	20	20	17.1
35-44	2	374	376	19.4	0	149	149	10.8	2	523	525	15.8	1	16	17	14.5
45-54	8	259	267	13.8	0	115	115	8.3	8	374	382	11.5	0	20	20	17.1
55-64	3	145	148	7.6	1	89	90	6.5	4	234	238	7.2	1	13	14	12.0
65 and Over	4	128	132	6.8	1	103	104	7.5	5	231	236	7.1	0	8	8	6.8
Unknown	0	57	57	2.9	0	10	10	0.7	0	67	67	2.0	0	1	1	0.9
TOTAL	31	1,909	1,940	100	9	1,371	1,380	100.0	40	3,280	3,320	100.0	2	115	117	100

Table 22 All Casualties Classified by Age and Sex

Age Groups	Male			Female			Overall Total	%
	Killed	Injured	Total	Killed	Injured	Total		
0-5	5	124	129	2	124	126	255	2.7
6-9	1	127	128	0	103	103	231	2.4
10-14	2	178	180	2	146	148	328	3.5
15-17	9	253	262	0	171	171	433	4.6
18-20	23	606	629	8	376	384	1,013	10.7
21-24	30	637	667	3	453	456	1,123	11.9
25-34	41	1207	1248	11	872	883	2,131	22.6
35-44	30	812	842	4	594	598	1,440	15.3
45-54	10	508	518	9	437	446	964	10.2
55-64	17	321	338	5	289	294	632	6.7
65 and Over	14	304	318	12	313	325	643	6.8
Unknown	0	165	165	0	84	84	249	2.6
TOTAL	182	5,242	5,424	56	3,962	4,018	9,442	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) (2009 Est.)	Cas. per 1000 pop
	Killed	Injured	Total	%	Killed	Injured	Total					
0-5	4	122	126	2.7	3	148	151	277	2.8	387	0.7	
6-9	1	140	141	3.0	0	97	97	238	2.4	243	1.0	
10-14	1	201	202	4.3	3	135	138	340	3.4	286	1.2	
15-17	2	199	201	4.2	7	230	237	438	4.4	168	2.6	
18-20	8	412	420	8.8	23	583	606	1,026	10.3	170	6.0	
21-24	12	527	539	11.3	21	576	597	1,136	11.4	270	4.2	
25-34	20	1049	1069	22.5	32	1078	1,110	2,179	21.8	804	2.7	
35-44	8	675	683	14.4	26	763	789	1,472	14.7	671	2.2	
45-54	2	457	459	9.7	17	511	528	987	9.9	558	1.8	
55-64	5	278	283	6.0	17	352	369	652	6.5	444	1.5	
65 and Over	14	306	320	6.7	12	327	339	659	6.6	500	1.3	
Unknown	0	307	307	6.5	0	269	269	576	5.8			
TOTAL	77	4,673	4,750	100.0	161	5,069	5,230	9,980	100.0	4,500	2.2	

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	27	969	996	21.0	13	106	119	2.3
Pedal Cycle Users	2	303	305	6.4	5	60	65	1.2
Motor Cycle Users	11	297	308	6.5	14	145	159	3.0
Car Users	33	2,815	2,848	60.0	113	4,299	4,412	84.4
PSV Users	0	65	65	1.4	1	66	67	1.3
Goods Vehicle Users	4	166	170	3.6	13	359	372	7.1
Other	0	58	58	1.2	2	34	36	0.7
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	77	4,673	4,750	100.0	161	5,069	5,230	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	12	565	577	57.9	1	56	57	47.9
Daylight poor visibility	2	40	42	4.2	0	1	1	0.8
Dark road well-lighted	5	218	223	22.4	0	7	7	5.9
Dark road poorly-lighted	6	88	94	9.4	2	11	13	10.9
Dark unlit lighting	0	3	3	0.3	0	1	1	0.8
Dark no Lighting	1	16	17	1.7	9	29	38	31.9
Unknown	0	10	10	1.0	1	0	1	0.8
Not Stated	1	29	30	3.0	0	1	1	0.8
TOTAL	27	969	996	100.0	13	106	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	29	0	21	0	3	0	53	53
Otherwise crossing	1	44	4	134	3	38	8	216	224
Walking with traffic	0	1	0	14	1	5	1	20	21
Walking against traffic	0	3	1	12	0	4	1	19	20
Standing in roadway	0	5	1	19	0	3	1	27	28
Playing in roadway	0	25	0	0	0	0	0	25	25
Lying on roadway	0	0	0	0	0	0	0	0	0
Other	2	49	0	69	1	21	3	139	142
Unknown	1	36	0	73	0	21	1	130	131
TOTAL	4	192	6	342	5	95	15	629	644
DARKNESS									
Crossing masked by Parked Car	0	2	1	10	0	0	1	12	13
Otherwise crossing	2	11	4	98	3	19	9	128	137
Walking with traffic	0	0	1	14	0	4	1	18	19
Walking against traffic	0	2	1	13	0	1	1	16	17
Standing in roadway	1	0	2	22	0	0	3	22	25
Playing in roadway	0	5	1	4	0	0	1	9	10
Lying on roadway	0	0	3	6	0	0	3	6	9
Other	0	11	1	80	0	8	1	99	100
Unknown	0	13	3	63	2	12	5	88	93
TOTAL	3	44	17	310	5	44	25	398	423
OVERALL TOTAL	7	236	23	652	10	139	40	1,027	1,067

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	7	360	8	375	3.7
Motor Cycle	25	416	26	467	4.6
Car	107	4,276	3,538	7,921	77.9
PSV	0	32	129	161	1.6
Goods Vehicle	15	401	655	1,071	10.5
Other or Unknown	2	67	110	179	1.8
TOTAL	156	5,552	4,466	10,174	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	7	277	6	290	4.5
Motor Cycle	25	379	23	427	6.6
Car	76	2,155	2,289	4,520	69.4
PSV	0	23	111	134	2.1
Goods Vehicle	15	355	616	986	15.1
Other or Unknown	2	56	100	158	2.4
TOTAL	125	3,245	3,145	6,515	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	0	77	2	79	2.5
Motor Cycle	0	18	1	19	0.6
Car	31	1,909	1,096	3,036	94.9
PSV	0	6	10	16	0.5
Goods Vehicle	0	24	17	41	1.3
Other or Unknown	0	5	4	9	0.3
TOTAL	31	2,039	1,130	3,200	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	1	1	1	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	3	1	4	0	1	0	1	5	0.1
15-17	1	51	40	92	0	18	10	28	120	1.6
18-20	14	258	218	490	3	161	83	247	737	9.8
21-24	15	255	256	526	3	228	123	354	880	11.6
25-34	17	562	586	1,165	8	538	292	838	2,003	26.5
35-44	14	381	458	853	2	374	222	598	1,451	19.2
45-54	2	227	298	527	8	259	169	436	963	12.7
55-64	5	161	197	363	3	145	81	229	592	7.8
65 and Over	8	168	144	320	4	128	72	204	524	6.9
Unknown	0	89	91	180	0	57	43	100	280	3.7
TOTAL	76	2,155	2,289	4,520	31	1,909	1,096	3,036	7,556	100.0

Table 31 Motorcycle Drivers Involved in Fatal and Injury Accidents 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
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	1	1	2	0	0	0	0	2	0.4
15-17	0	16	0	16	0	3	0	3	19	4.3
18-20	1	19	2	22	0	0	1	1	23	5.2
21-24	4	47	6	57	0	1	0	1	58	13.0
25-34	9	123	4	136	0	5	0	5	141	31.6
35-44	8	92	6	106	0	4	0	4	110	24.7
45-54	0	49	3	52	0	4	0	4	56	12.6
55-64	2	13	0	15	0	1	0	1	16	3.6
65 and Over	1	5	0	6	0	0	0	0	6	1.3
Unknown	0	14	1	15	0	0	0	0	15	3.4
TOTAL	25	379	23	427	0	18	1	19	446	100.0

Table 32 Drivers of Other Vehicles Involved in Fatal and Injury Accidents 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	0.1
15-17	0	7	8	15	0	0	0	0	15	1.1
18-20	2	30	37	69	0	4	3	7	76	5.7
21-24	1	40	60	101	0	3	2	5	106	7.9
25-34	5	89	216	310	0	5	10	15	325	24.2
35-44	4	119	194	317	0	6	5	11	328	24.4
45-54	2	56	169	227	0	9	5	14	241	17.9
55-64	2	39	92	133	0	3	3	6	139	10.3
65 and Over	1	19	28	48	0	1	2	3	51	3.8
Unknown	0	33	23	56	0	4	1	5	61	4.5
TOTAL	17	434	827	1,278	0	35	31	66	1,344	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	41	2,404	1,947	4,392	56.0
Seat Belt Not in Use	21	103	39	163	2.1
Unknown	44	1,393	1,236	2,673	34.1
Not Stated	1	292	316	609	7.8
TOTAL	107	4,192	3,538	7,837	100.0
Passengers (front seat)					
Seat Belt in Use	8	898	*	906	58.6
Seat Belt Not in Use	2	58	*	60	3.9
Unknown	11	489	*	500	32.4
Not Stated	0	79	*	79	5.1
TOTAL	21	1,524	*	1,545	100.0

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

Crash Helmet Usage	Killed	Injured	Uninjured	Total	%
Crash Helmet in Use	6	24	3	33	7.1
Crash Helmet Not in Use	12	206	12	230	49.8
Unknown	6	73	1	80	17.3
Not Stated	1	108	10	119	25.8
TOTAL	25	411	26	462	100.0
Pillion					
Crash Helmet in Use	0	1	*	1	5.3
Crash Helmet Not in Use	0	10	*	10	52.6
Unknown	0	1	*	1	5.3
Not Stated	0	7	*	7	36.8
TOTAL	0	19	*	19	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	142	5,750	5,892	96.3
Northern Ireland	1	67	68	1.1
Britain	1	53	54	0.9
Other	3	99	102	1.7
TOTAL	147	5,969	6,116	100.0
GOODS				
Ireland	34	778	812	93.9
Northern Ireland	1	22	23	2.7
Britain	2	12	14	1.6
Other	2	14	16	1.8
TOTAL	39	826	865	100.0

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	2	120	122	20.5
Exceeded Safe Speed	8	43	51	8.6
Went to Wrong Side of Road	16	193	209	35.2
Improper Overtaking	1	15	16	2.7
Drove Through Traffic Signal	0	29	29	4.9
Failed to Signal	0	7	7	1.2
Other Action	5	155	160	26.9
TOTAL	32	562	594	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	309	311	5.7	5	59	64	1.3
Motor Cycles	11	302	313	5.8	15	141	156	3.1
Cars	62	4,070	4,132	76.0	161	3,800	3,961	79.9
PSVs	4	102	106	2.0	2	58	60	1.2
Goods Vehicles	18	468	486	9.0	31	585	616	12.4
Other or Unknown	1	60	61	1.1	9	92	101	2.0
TOTAL	98	5,311	5,409	100.0	223	4,735	4,958	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	8	8	0.7	0	13	13	0.7
Motor Cycles	0	27	27	2.5	6	111	117	6.6
Cars	27	846	873	81.5	67	1,418	1,485	83.4
PSVs	2	35	37	3.5	1	7	8	0.4
Goods Vehicles	10	100	110	10.3	9	136	145	8.1
Other or Unknown	0	16	16	1.5	0	12	12	0.7
TOTAL	39	1,032	1,071	100.0	83	1,697	1,780	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-Motor Cycle	0	2	2	0	3	3
Pedal Cycle-Car	4	289	293	4	292	296
Pedal Cycle-PSV	0	11	11	0	11	11
Pedal Cycle-Goods	3	32	35	3	32	35
Pedal Cycle-Other/Unknown	0	4	4	0	4	4
TOTAL	7	339	346	7	343	350

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motor Cycle-Pedal Cycle	0	2	2	0	3	3
Motor Cycle-Motor Cycle	1	2	3	1	3	4
Motor Cycle-Car	10	239	249	10	274	284
Motor Cycle-PSV	0	3	3	0	3	3
Motor Cycle-Goods	1	34	35	1	35	36
Motor Cycle-Other/Unknown	0	10	10	0	11	11
TOTAL	12	290	302	12	329	341

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	4	289	293	4	292	296
Car-Motor Cycle	10	239	249	10	274	284
Car-Car	37	1,804	1,841	42	3,354	3,396
Car-PSV	2	69	71	3	128	131
Car-Goods	18	542	560	22	888	910
Car-Other/Unknown	6	77	83	6	114	120
TOTAL	77	3,020	3,097	87	5,050	5,137

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-Motor Cycle	0	3	3	0	3	3
PSV-Car	2	69	71	3	128	131
PSV-PSV	0	1	1	0	1	1
PSV-Goods	1	18	19	1	40	41
PSV-Other/Unknown	0	5	5	0	25	25
TOTAL	3	107	110	4	208	212

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	3	32	35	3	32	35
Goods-Motor Cycle	1	34	35	1	35	36
Goods-Car	18	542	560	22	888	910
Goods-PSV	1	18	19	1	40	41
Goods-Goods	0	43	43	0	55	55
Goods-Other/Unknown	2	16	18	2	30	32
TOTAL	25	685	710	29	1,080	1,109

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	0	4	4	0	4	4
Other-Motor Cycle	0	10	10	0	11	11
Other-Car	6	77	83	6	114	120
Other-PSV	0	5	5	0	25	25
Other-Goods	2	16	18	2	30	32
Other-Other/Unknown	0	0	0	0	0	0
TOTAL	8	112	120	8	184	192

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000's) (2006)	Reg. Motor Vehicle (000's) (2009)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	50	36	3	69	72	1.1	3	128	131	1.3
Dublin	1,187	609	30	1,517	1,547	23.4	31	2,028	2,059	20.6
Kildare	186	110	9	236	245	3.7	10	363	373	3.7
Kilkenny	88	55	5	128	133	2.0	5	208	213	2.1
Laois	67	41	5	110	115	1.7	5	185	190	1.9
Longford	34	21	2	57	59	0.9	2	85	87	0.9
Louth	111	57	5	271	276	4.2	5	467	472	4.7
Meath	163	98	12	289	301	4.6	12	429	441	4.4
Offaly	71	41	4	119	123	1.9	4	190	194	1.9
Westmeath	79	48	4	127	131	2.0	4	191	195	2.0
Wexford	132	87	4	197	201	3.0	4	294	298	3.0
Wicklow	126	78	4	208	212	3.2	4	343	347	3.5
Munster										
Clare	111	69	6	184	190	2.9	7	267	274	2.7
Cork	481	302	19	622	641	9.7	21	933	954	9.6
Kerry	140	87	11	217	228	3.4	12	345	357	3.6
Limerick	184	109	19	314	333	5.0	22	487	509	5.1
Tipperary NR	66	46	4	105	109	1.6	5	164	169	1.7
Tipperary SR	83	52	6	118	124	1.9	7	172	179	1.8
Waterford	108	66	3	167	170	2.6	3	243	246	2.5
Connacht										
Galway	232	133	19	377	396	6.0	23	640	663	6.6
Leitrim	29	18	0	55	55	0.8	4	84	88	0.9
Mayo	124	75	9	180	189	2.9	10	275	285	2.9
Roscommon	59	38	4	129	133	2.0	0	206	206	2.1
Sligo	61	37	7	111	118	1.8	7	189	196	2.0
Ulster (Part of)										
Cavan	64	39	9	134	143	2.2	9	221	230	2.3
Donegal	147	83	12	275	287	4.3	14	490	504	5.1
Monaghan	56	33	5	79	84	1.3	5	115	120	1.2
TOTAL	4,240	2,468	220	6,395	6,615	100.0	238	9,742	9,980	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	7	196	203	3.1	7	330	337	3.4
Cavan/Monaghan	14	210	224	3.4	14	333	347	3.5
Clare	6	173	179	2.7	7	251	258	2.6
Cork City	2	292	294	4.4	2	428	430	4.3
Cork North	9	140	149	2.3	11	212	223	2.2
Cork West	8	198	206	3.1	8	303	311	3.1
DMR EAST	1	191	192	2.9	1	253	254	2.5
DMR North	7	324	331	5.0	7	479	486	4.9
DMR North Central	2	229	231	3.5	2	296	298	3.0
DMR South	4	280	284	4.3	4	339	343	3.4
DMR South Central	2	232	234	3.5	2	278	280	2.8
DMR West	14	261	275	4.2	15	383	398	4.0
Donegal	12	275	287	4.3	14	490	504	5.1
Galway	19	380	399	6.0	23	647	670	6.7
Kerry	10	210	220	3.3	11	336	347	3.5
Kildare	9	235	244	3.7	10	361	371	3.7
Laois/Offaly	8	221	229	3.5	8	362	370	3.7
Limerick	20	327	347	5.2	23	507	530	5.3
Louth	5	274	279	4.2	5	471	476	4.8
Mayo	9	180	189	2.9	10	275	285	2.9
Meath	12	285	297	4.5	12	424	436	4.4
Roscommon/Longford	6	175	181	2.7	6	274	280	2.8
Sligo/Leitrim	7	167	174	2.6	7	274	281	2.8
Tipperary	11	225	236	3.6	13	340	353	3.5
Waterford	4	169	173	2.6	4	248	252	2.5
Westmeath	4	138	142	2.1	4	205	209	2.1
Wexford / Wicklow	8	408	416	6.3	8	643	651	6.5
TOTAL	220	6,395	6,615	100.0	238	9,742	9,980	100.0

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	3	58	61

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
1	50	51	1	23	24

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	602	611	49.0	3	272	275	49.2
Crossroads	3	349	352	28.3	7	211	218	39.0
Y-Junction	3	39	42	3.4	0	24	24	4.3
Roundabout	2	171	173	13.9	0	20	20	3.6
Complex Junction	1	67	68	5.5	1	21	22	3.9
TOTAL	18	1,228	1,246	100.0	11	548	559	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	369	373	20.7
Stop Sign	8	376	384	21.3
Yield Sign	2	127	129	7.1
Road Markings Only	1	91	92	5.1
Roundabout	0	43	43	2.4
Pedestrian Crossing	3	56	59	3.3
Within 50ft of Pedestrian X	0	2	2	0.1
No Control	9	399	408	22.6
Other / Not Stated	2	313	315	17.5
TOTAL	29	1,776	1,805	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	198	5,227	5,425	82.0
One-Way Single Carriageway	5	270	275	4.2
Dual Carriageway	4	255	259	3.9
Motorway	4	131	135	2.0
Other/Unknown	9	512	521	7.9
TOTAL	220	6,395	6,615	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	14	889	903	44.9	14	1,165	43.2
Dun Laoghaire-Rathdown	309	1	238	239	11.9	1	308	11.3
Fingal County	177	4	125	129	6.4	4	188	7.0
South Dublin County	153	10	235	245	12.2	11	316	12.0
Cork Co.Borough	104	1	174	175	8.7	1	247	9.1
Waterford Co.Borough	-	0	58	58	2.9	0	74	2.7
Limerick Co.Borough	-	9	156	165	8.2	10	233	8.9
Galway Co.Borough	-	1	96	97	4.8	1	156	5.8
TOTAL		40	1,971	2,011	100.0	42	2,687	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	7	267	1	50	2	21	2	57
Pedal Cycle Users	2	151	0	31	0	17	0	9
Motor Cycle Users	1	108	0	35	0	8	3	17
Car Users	3	563	0	181	2	134	6	215
PSV Users	0	26	0	5	0	2	0	2
Goods Vehicle Users	1	22	0	4	0	5	0	14
Other or Unknown	0	28	0	2	0	1	0	2
TOTAL	14	1,165	1	308	4	188	11	316

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	1	53	0	16	3	39	0	36
Pedal Cycle Users	0	13	0	2	1	4	0	7
Motor Cycle Users	0	26	0	6	2	10	0	9
Car Users	0	147	0	47	4	170	1	98
PSV Users	0	3	0	0	0	0	0	1
Goods Vehicle Users	0	4	0	3	0	6	0	3
Other or Unknown	0	1	0	0	0	4	0	2
TOTAL	1	247	0	74	10	233	1	156

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	2	155	0	31	0	16	0	9
Motor Cycle	1	110	0	39	0	9	3	18
Car	12	1,022	1	296	4	156	6	296
PSV	1	51	0	8	0	3	0	4
Goods	4	99	0	21	1	14	2	44
Other or Unknown	1	22	0	1	0	3	0	7
TOTAL	21	1,459	1	396	5	201	11	378

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	0	14	0	2	1	4	0	7
Motor Cycle	0	27	0	6	2	9	0	9
Car	0	206	0	78	6	211	1	113
PSV	1	5	0	0	0	2	0	4
Goods	0	22	0	7	3	30	0	12
Other or Unknown	0	2	0	0	0	3	0	0
TOTAL	1	276	0	93	12	259	1	145

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

Table 50 Fatal and Injury Collisions in Towns

Towns under 50,000 population (2006) with Legally Defined Boundaries	Population (2006)	Collisions 2009			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Arklow	11,712	0	12	12	1.0
Athlone	14,347	0	15	15	1.0
Ballina	10,056	1	13	14	1.4
Bray	27,041	0	32	32	1.2
Carlow	13,623	0	12	12	0.9
Castlebar	10,655	0	9	9	0.8
Clonmel	15,482	0	23	23	1.5
Drogheda	28,973	0	33	33	1.1
Dundalk	29,037	1	75	76	2.6
Ennis	20,142	0	26	26	1.3
Killarney	13,497	0	16	16	1.2
Letterkenny	15,062	0	20	20	1.3
Naas	20,044	0	14	14	0.7
Newbridge	17,042	0	14	14	0.8
Sligo	17,892	1	35	36	2.0
Tralee	20,288	0	44	44	2.2
Tullamore	10,900	0	18	18	1.7
Towns 5,000-10,000 population					
Athy	7,943	0	9	9	1.1
Balbriggan	6,731	1	14	15	2.2
Ballinasloe	6,049	0	8	8	1.3
Carrick-On-Suir	5,856	0	2	2	0.3
Cobh	6,541	0	2	2	0.3
Dungarvan	7,813	1	4	5	0.6
Edenderry	5,617	1	2	3	0.5
Kilkenny	8,661	0	21	21	2.4
Longford	7,622	0	4	4	0.5
Mallow	7,864	0	5	5	0.6
Monaghan	6,221	1	9	10	1.6
Mullingar	8,940	0	13	13	1.5
Nenagh	7,415	0	9	9	1.2
Newcastle	5,098	0	0	0	0.0
Passage West	5,203	0	3	3	0.6
Roscommon	5,017	0	7	7	1.4
Thurles	6,831	1	7	8	1.2
Tramore	9,192	0	8	8	0.9
Westport	5,163	0	7	7	1.4
Wexford	8,854	0	9	9	1.0
Wicklow	6,930	0	9	9	1.3
Youghal	6,393	0	5	5	0.8

Table 50 Fatal and Injury Collisions in Towns (continued).

Towns under 50,000 population (2006) with Legally Defined Boundaries	Population (2006)	Collisions 2009			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	4,301	0	4	4	0.9
Ballybay	401	0	0	0	0.0
Ballyshannon	2,004	0	2	2	1.0
Bandon	1,721	0	1	1	0.6
Bantry	3,309	0	4	4	1.2
Belturbet	1,395	0	0	0	0.0
Birr	4,091	0	7	7	1.7
Boyle	1,599	0	2	2	1.3
Buncrana	3,411	0	8	8	2.3
Bundoran	1,706	1	3	4	2.3
Callan	1,771	0	0	0	0.0
Carrickmacross	1,973	0	4	4	2.0
Cashel	2,431	0	4	4	1.6
Castleblaney	1,822	0	2	2	1.1
Cavan	3,934	0	17	17	4.3
Ceannannus Mor	2,257	0	10	10	4.4
Clonakilty	3,745	0	5	5	1.3
Clones	1,517	0	2	2	1.3
Cootehill	1,243	0	3	3	2.4
Enniscorthy	3,241	0	20	20	6.2
Fermoy	2,275	0	6	6	2.6
Fethard Town	1,374	0	1	1	0.7
Granard	933	0	1	1	1.1
Gorey	3,479	0	5	5	1.4
Kilkee	1,325	0	4	4	3.0
Kilrush	2,657	0	3	3	1.1
Kinsale	2,298	0	5	5	2.2
Lismore	790	0	0	0	0.0
Listowel	3,901	0	4	4	1.0
Loughrea	4,532	0	4	4	0.9
Macroom	3,407	1	0	1	0.3
Midleton	3,934	1	3	4	1.0
Mountmellick	2,872	0	0	0	0.0
Muine Bheag	2,532	0	1	1	0.4
Navan	3,710	0	20	20	5.4
NewRoss	4,677	0	8	8	1.7
Portlaoise	3,281	0	15	15	4.6
Rathkeale	1,494	0	1	1	0.7
Skibbereen	2,338	0	4	4	1.7

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 2009			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	2,255	0	4	4	1.8
Tipperary	4,415	0	2	2	0.5
Trim	1,375	0	6	6	4.4
Tuam	2,997	0	8	8	2.7
Tullow	3,048	0	8	8	2.6

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	29	31	0	1	33	34	65	0.12
N2	0	0	30	30	1	1	36	38	68	0.14
N3	1	2	30	33	6	1	25	32	65	0.09
N4	2	0	20	22	2	4	40	46	68	0.06
N5	0	1	10	11	1	5	26	32	43	0.15
N6	1	1	10	12	0	1	16	17	29	0.04
N7	0	3	13	16	4	1	39	44	60	0.05
N8	0	1	9	10	1	3	21	25	35	0.05
N9	0	0	4	4	1	2	21	24	28	0.06
N10	0	1	1	2	0	0	10	10	12	0.11
N11	0	2	35	37	3	4	53	60	97	0.10
N12	0	0	0	0	0	0	0	0	0	0.00
N13	0	0	2	2	3	0	13	16	18	0.13
N14	0	0	2	2	0	1	6	7	9	0.16
N15	0	0	8	8	2	3	17	22	30	0.11
N16	0	1	0	1	1	1	6	8	9	0.18
N17	0	0	6	6	1	3	32	36	42	0.12
N18	1	0	10	11	3	2	20	25	36	0.08
N19	0	0	2	2	0	0	0	0	2	0.05
N20	1	1	13	15	3	1	30	34	49	0.10
N21	0	1	1	2	1	4	21	26	28	0.09
N22	1	0	13	14	3	2	27	32	46	0.13
N23	0	0	1	1	0	0	1	1	2	0.09
N24	0	1	17	18	4	5	21	30	48	0.12
N25	0	0	11	11	3	5	45	53	64	0.07
N26	0	0	0	0	1	1	2	4	4	0.07
N27	1	0	4	5	0	0	3	3	8	0.13
N28	0	0	0	0	0	1	1	2	2	0.03
N29	0	0	0	0	0	0	0	0	0	0.00
N30	0	0	5	5	0	1	3	4	9	0.15
N31	0	0	0	0	0	0	0	0	0	0.00
N32	0	1	1	2	0	0	0	0	2	0.04
N33	0	0	0	0	0	0	0	0	0	0.00
M50	0	0	27	27	1	0	25	26	53	0.07
TOTAL	8	18	314	340	45	53	593	691	1,031	0.08

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

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	0	1	0	0	11	11	12	0.15
N52	0	1	18	19	2	7	35	44	63	0.18
N53	0	0	1	1	0	2	8	10	11	0.25
N54	1	0	2	3	1	0	8	9	12	0.20
N55	0	0	2	2	0	4	16	20	22	0.18
N56	0	3	5	8	0	2	22	24	32	0.12
N58	0	0	0	0	0	0	3	3	3	0.21
N59	2	2	12	16	1	2	26	29	45	0.12
N60	0	0	4	4	1	1	12	14	18	0.12
N61	0	0	2	2	0	2	11	13	15	0.12
N62	0	0	5	5	1	0	14	15	20	0.13
N63	0	0	2	2	0	3	9	12	14	0.10
N65	0	0	0	0	0	0	3	3	3	0.07
N66	0	0	1	1	0	0	4	4	5	0.18
N67	0	0	3	3	0	1	14	15	18	0.14
N68	0	0	1	1	1	1	6	8	9	0.12
N69	0	0	10	10	1	0	10	11	21	0.10
N70	0	0	0	0	1	0	15	16	16	0.08
N71	0	1	9	10	1	2	20	23	33	0.08
N72	1	0	6	7	1	5	27	33	40	0.16
N73	0	0	1	1	1	0	2	3	4	0.10
N74	0	0	0	0	0	0	3	3	3	0.12
N75	0	1	0	1	0	0	0	0	1	0.07
N76	0	0	0	0	1	1	7	9	9	0.10
N77	0	0	0	0	0	0	4	4	4	0.06
N78	0	0	4	4	0	4	10	14	18	0.17
N80	1	2	14	17	3	2	10	15	32	0.12
N81	1	2	26	29	1	0	27	28	57	0.20
N82	0	0	1	1	0	0	0	0	1	0.12
N83	0	0	0	0	0	1	4	5	5	0.13
N84	0	1	1	2	0	1	11	12	14	0.10
N85	0	0	0	0	0	0	6	6	6	0.13
N86	0	0	1	1	0	1	6	7	8	0.07
N87	0	0	0	0	1	0	6	7	7	0.24
TOTAL	7	13	131	151	18	42	370	430	581	0.13
OVERALL TOTAL	15	31	445	491	63	95	963	1,121	1,612	0.10

*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

2009													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Carlow	19	13	14	21	11	12	33	15	28	21	12	24	223
Cavan	55	50	48	46	58	30	73	59	23	63	47	79	631
Clare	28	25	28	16	28	23	38	36	31	32	25	46	356
Cork	191	217	179	100	245	198	290	291	273	323	324	324	2,955
Donegal	54	43	47	35	35	53	33	58	45	40	37	30	510
Dublin	250	212	229	236	212	225	260	241	267	314	383	275	3,104
Galway	78	76	46	62	73	73	84	68	84	78	62	82	866
Kerry	70	70	64	64	89	68	104	89	69	73	70	75	905
Kildare	93	64	59	63	64	50	66	55	48	51	69	76	758
Kilkenny	66	49	39	41	51	39	45	35	44	47	59	48	563
Laois	45	23	36	30	23	28	43	36	31	36	22	20	373
Leitrim	14	11	9	7	5	8	16	17	12	10	14	3	126
Limerick	148	126	113	133	119	102	129	94	93	133	156	163	1,509
Longford	5	12	10	13	12	14	17	20	10	9	13	12	147
Louth	103	75	85	68	76	64	60	58	66	82	87	104	928
Mayo	53	43	45	49	56	37	66	57	29	60	32	30	557
Meath	33	27	46	35	31	33	53	25	25	28	21	28	385
Monaghan	19	16	11	13	10	16	20	23	17	23	16	23	207
Offaly	41	32	29	26	32	25	32	31	18	29	30	35	360
Roscommon	45	32	35	28	28	37	51	46	33	41	36	47	459
Sligo	13	10	8	7	18	10	110	27	34	16	17	11	281
Tipperary	91	70	66	83	77	54	98	63	70	75	73	71	891
Waterford	60	73	81	67	74	61	60	74	82	78	80	102	892
Westmeath	26	10	13	8	6	14	12	9	15	6	15	22	156
Wexford	68	64	85	68	99	79	91	78	86	83	101	102	1,004
Wicklow	45	43	47	40	42	47	48	79	78	98	72	95	734
TOTAL	1,713	1,486	1,472	1,359	1,574	1,400	1,932	1,684	1,611	1,849	1,873	1,927	19,880

Table 53: International Comparisons

	Number of Road Deaths¹ 2009	Rate per billion Vehicle kilometers 2009	Road Deaths per 100,000 Population 2009
E.U. Countries			
Austria	633	8.87c	7.58
Belgium	1,067b	10.8b	10.08b
Czech Republic	901	19.45a	8.61
Denmark	303	8.22a	5.50
Finland	279	7.14b	5.24
France	4,273	7.75	6.84
Germany	4,152	5.94	5.06
Great Britain	2,222	4.41	3.70
Greece	1,456	-	12.93
Hungary	822	-	8.19
Iceland	17	3.87a	5.33
Ireland	238	4.90	5.34
Italy	4,237	-	7.06
Luxemburg	48	-	9.72
Netherlands	644	7.7f	3.91
Northern Ireland	115	5.65b	6.43
Poland	4,572	-	11.98
Portugal	840	-	7.90
Slovakia	627b	-	11.62b
Slovenia	171	9.56	8.42
Spain	2,714	-	5.92
Sweden	358	4.40	3.87
United Kingdom	2,337	5.74b	3.78
Other Countries			
Australia	1,490	6.65	6.71
Canada	2,769b	8.22b	8.4b
Israel	314	6.44	4.19
Japan	5,772	7.74	4.53
New Zealand	384	9.13a	8.90
Norway	212	5.43	4.42
South Korea	5,838	20.02	12.7b
Switzerland	349	5.73	4.53
U.S.A.	33,808	8.46b	11.01

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

1) Most countries adopt the 30-day definition of death due to a road accident. 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

By 'all reported road collisions' is meant all collisions investigated by or brought to the notice of the 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. Motor Cycle

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

3. Car

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

4. Public Service Vehicle (P.S.V.)

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 60 k.p.h in 2007.

Urban Area

An urban area is defined as an area where the speed limit zone was less than or equal to 60 k.m/h in 2007.

Built-up Area

A built-up area means an area which was within a 50 to 60 km/h. speed limit zone in 2007.

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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