

RSA



ROAD COLLISION FACTS 2011

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



THE FASTER THE SPEED



THE BIGGER THE MESS



SPEEDSHAME



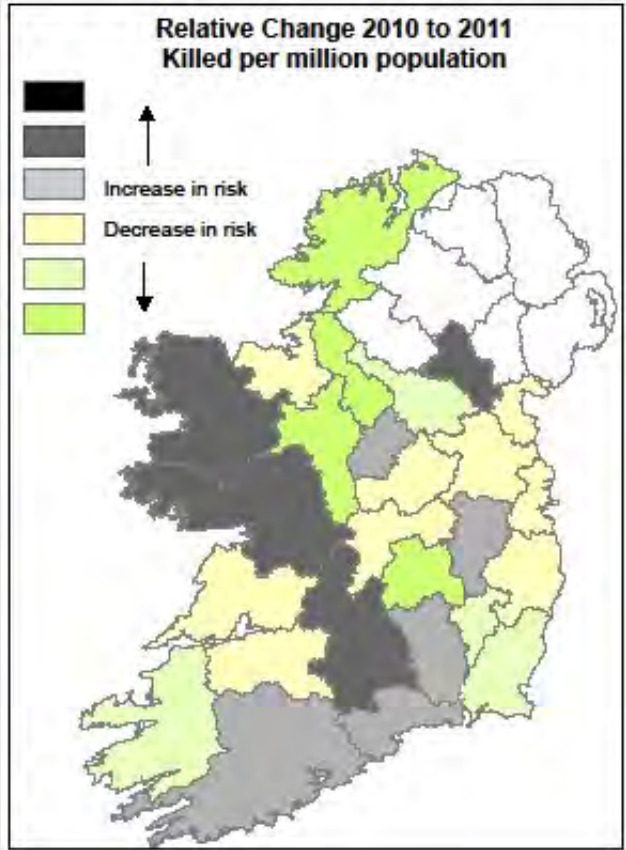
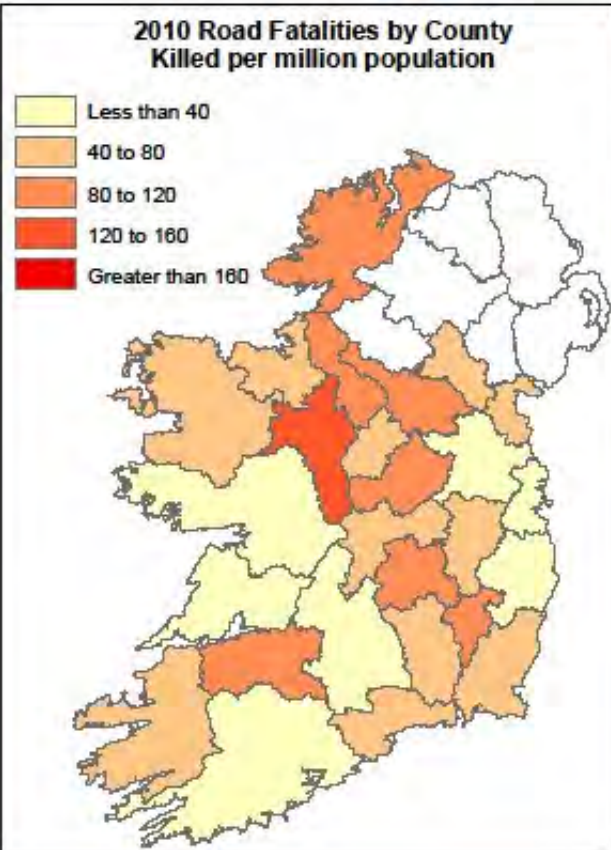
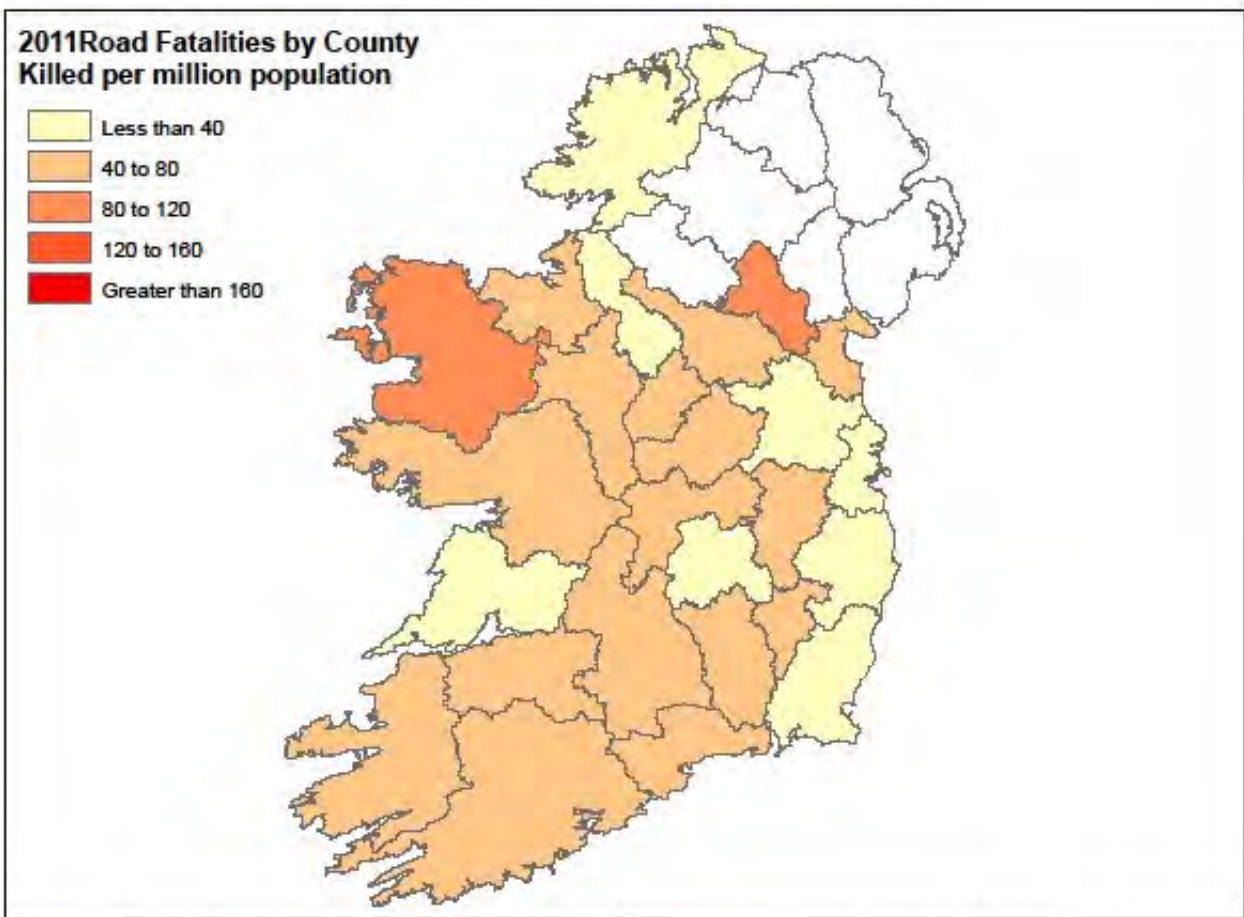


ROAD COLLISION FACTS IRELAND 2011

*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

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OVERVIEW

Introduction

Road deaths in the Republic of Ireland have fallen to the lowest level they have been since records were first officially taken in 1959. The rate of fatalities per million population is now 41, less than half of the rate in 2001 (107).

“In 2001, the fatality rate per million population was 107. In 2011, it was 41.”

Road deaths in Ireland have decreased year on year since 2005 with 2011 being the lowest since 1959. In 2001, the fatality rate per million registered vehicles was 232. By 2011, the rate had fallen to 77 per million registered vehicles.

In 2011, of the 27,093 Garda-recorded motor vehicle traffic collisions, 186 people were killed and 7,235 people were injured of which 472 were seriously injured. 21,863 collisions involved property or material damage only.

The fatality rate per million population was 41 in 2011, a decrease of 13 per cent from the 2010 rate of 47.

The estimated cost of all road collisions reported to, and recorded by, An Garda Síochána in 2011 was €792 million. This is a reduction of 42 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 2011 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.

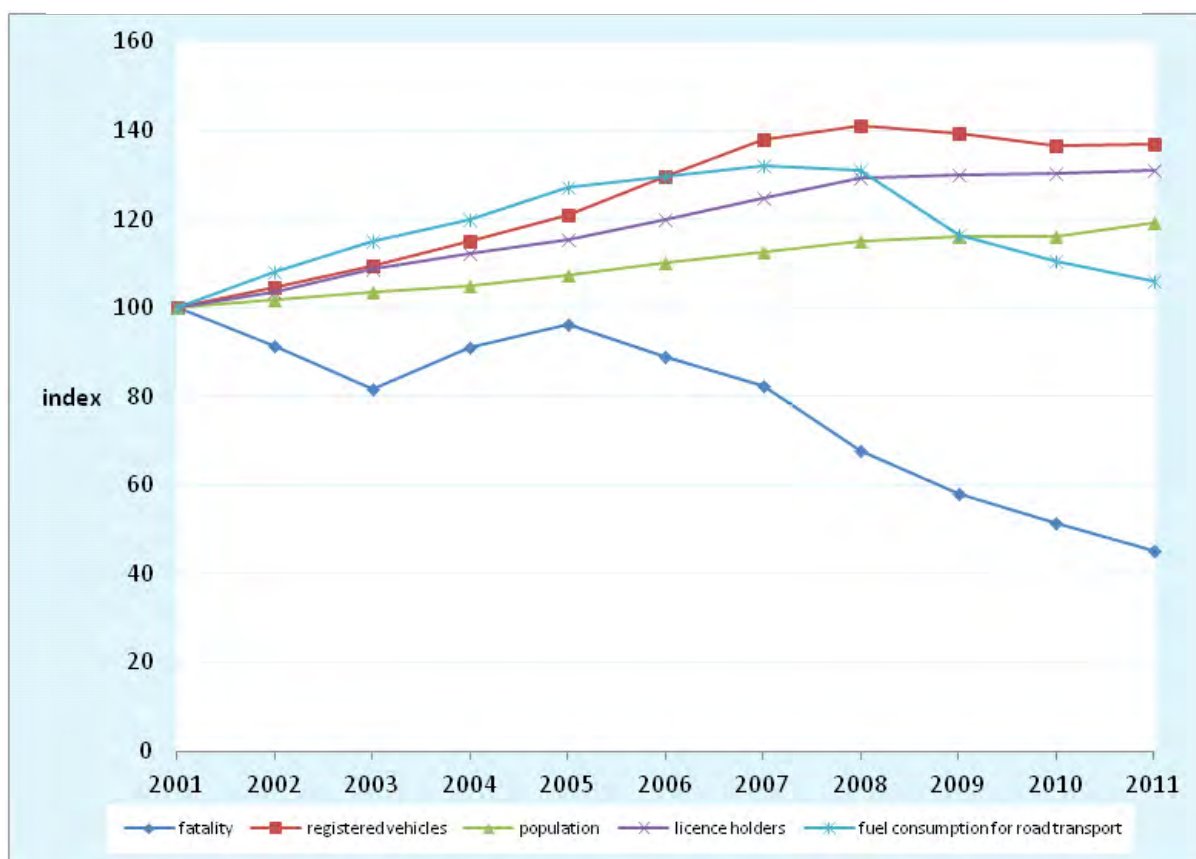
“In 2011, the fatality rate per billion vehicle kilometre travelled was 3.9. The 2001 rate was 11.9.”

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 2001. Data trends for registered vehicles, driver licence holders, population and fatalities in the Republic of Ireland between 2001 and 2011 are shown in Figure A1. As illustrated in the graph below, there is a decrease in the number of fatalities.

Since 2001, the population has increased by 19 per cent, registered motor vehicles have increased by 37 per cent, the number of driving licence holders (both full and provisional) has increased by 31 per cent and fuel consumption for all road transport (i.e. road freight, private car and public passenger services) has increased by 6 per cent. On the other hand, the number of fatalities has decreased by 55 per cent.

Figure A1: Data Trends in Ireland 2001-2011
Increasing Motorisation Versus a Decreasing Road Toll



IRELAND'S ROAD SAFETY PERFORMANCE

In 2011, there were 186 road collision fatalities, an average of 16 deaths per month, which is the lowest recorded number of fatalities since 1959.

In 2011, there were 7,235 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 2001 and 2011, the population of the Republic of Ireland grew by approximately 19 per cent.

Increased number of driver licence holders

The number of driver licence holders overall (full and provisional) has increased from 2,036,604 in 2001 to 2,666,559 in 2011. Contributing to the increase is an increase in the proportion of individual licence holders to adult population (17 years and over). This was 68 per cent in 2001 but by 2011 this proportion had increased to 76 per cent.

Increased number of registered vehicles

The number of registered motor vehicles and motorcycles increased by 37 per cent from 1,769,684 in 2001 to 2,425,156 in 2011.

Table A1: Annual Fatalities and Injuries as Per Million Vehicles Registered and Per Million Population in Ireland, 2001 - 2011

Year	Fatalities per million vehicles registered	Fatalities per million population	Injuries per million vehicles registered	Injuries per million population
2001	232	107	5,776	2,660
2002	203	96	4,976	2,350
2003	173	84	4,264	2,080
2004	184	92	3,863	1,950
2005	185	96	4,357	2,260
2006	159	86	3,734	2,020
2007	138	78	3,197	1,803
2008	112	63	3,907	2,207
2009	97	53	3,948	2,185
2010	88	47	3,423	1,850
2011	77	41	2,983	1,577

IRELAND'S ROAD SAFETY PERFORMANCE

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

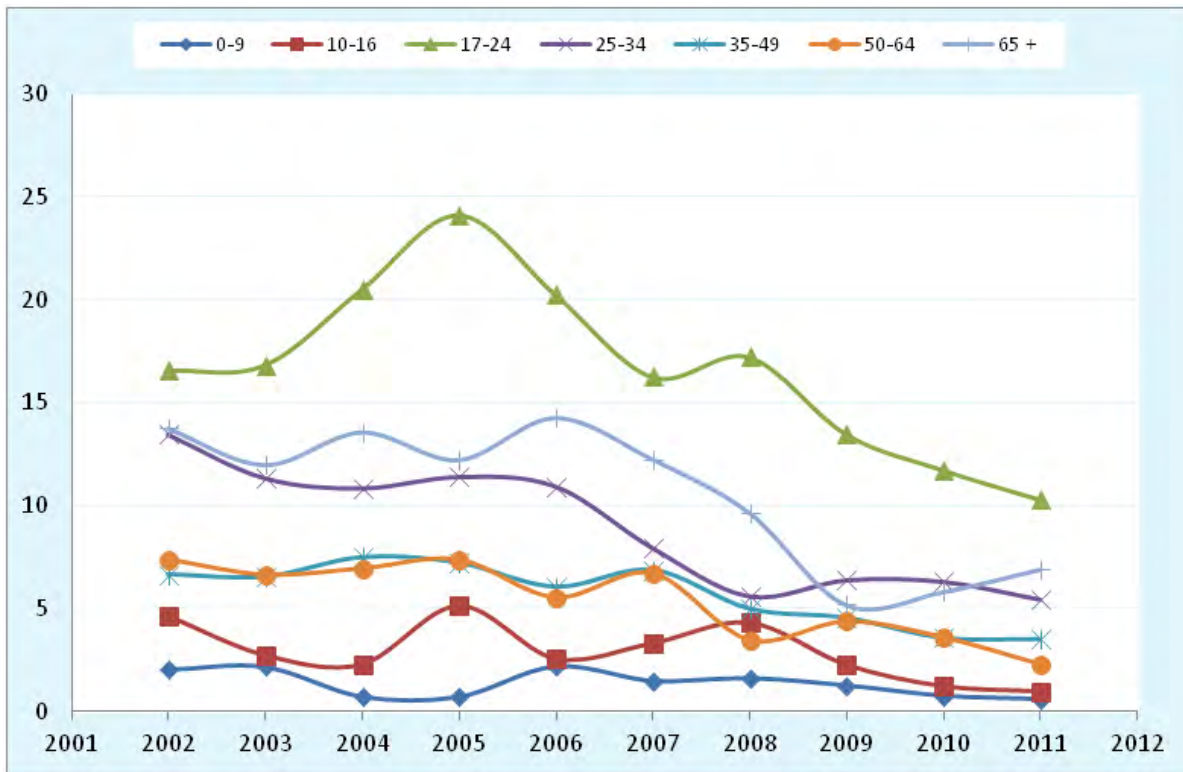
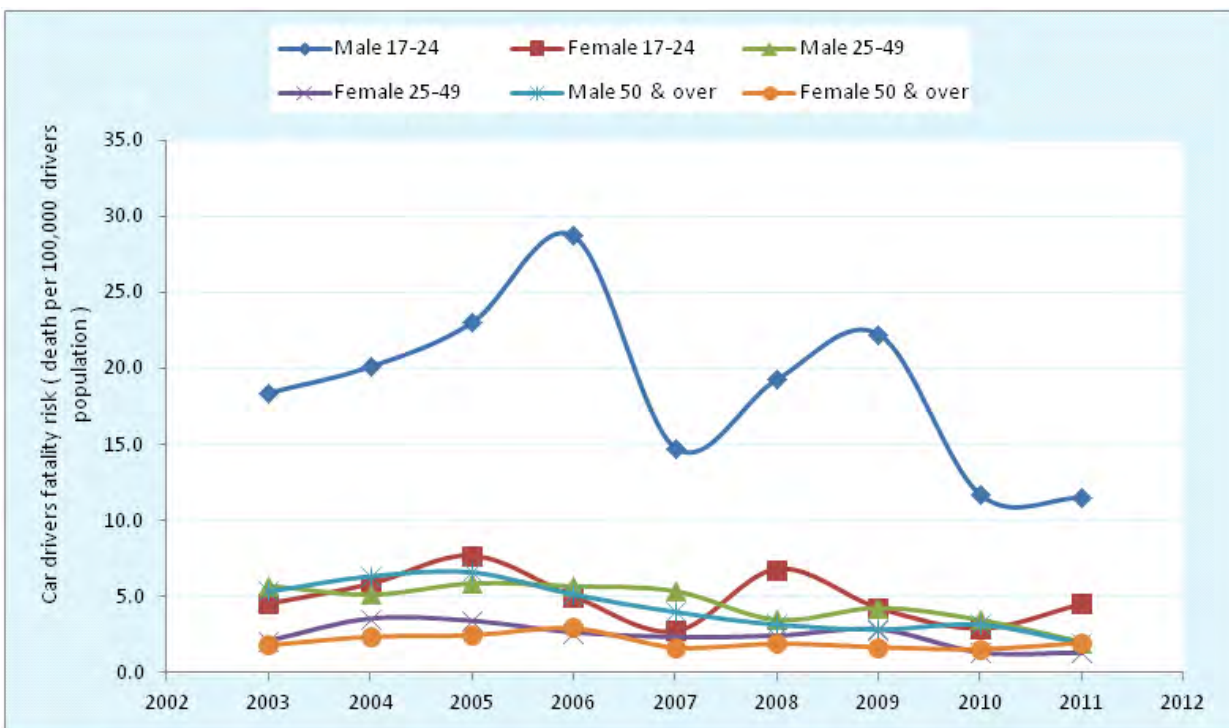


Figure A3: Car Drivers Fatality Risk (Death Per 100,000 Drivers Population)



Casualties

Cars

In 2011, 95 car occupants were killed in collisions accounting for 51 per cent of all fatalities. An additional 4,930 were injured. 68 per cent of car occupants killed were drivers and 20 percent were front seat passengers. Most of the car drivers killed were male (65%).

19 per cent of car drivers and 5 per cent of front seat car passengers killed in fatal collisions were not using a seat belt.

Motorcycles

The 18 motorcyclist fatalities that occurred in 2011 accounted for 10 per cent of all fatalities. An additional 324 motorcyclists were injured.

For a motorcyclist, the risk of dying in a traffic crash per vehicle kilometres travelled is about 24 times higher than it is for a car occupant.

Pedalcycles

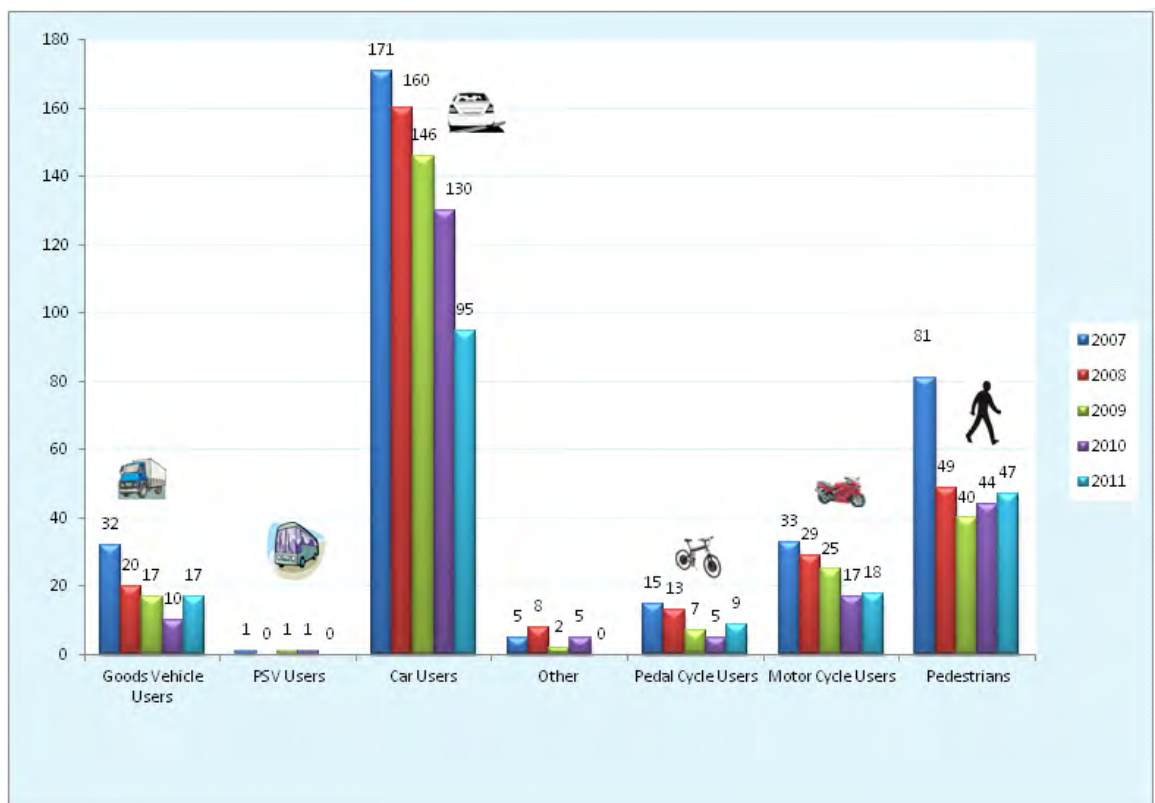
In 2011, nine pedal cyclists were killed and 395 were injured in collisions. Pedal cyclists made up approximately five per cent of all fatalities. All the pedal cyclists killed were male.

Pedestrians

In 2011, 47 pedestrians were killed and 930 were injured. 32 per cent of pedestrians killed were aged 65 and over. The number of pedestrians killed in hours of darkness has been reduced by 42 per cent between 2007 and 2011.

“The risk of dying in a traffic crash per vehicle kilometres travelled is about 24 times higher for a motorcyclist than it is for a car occupant.”

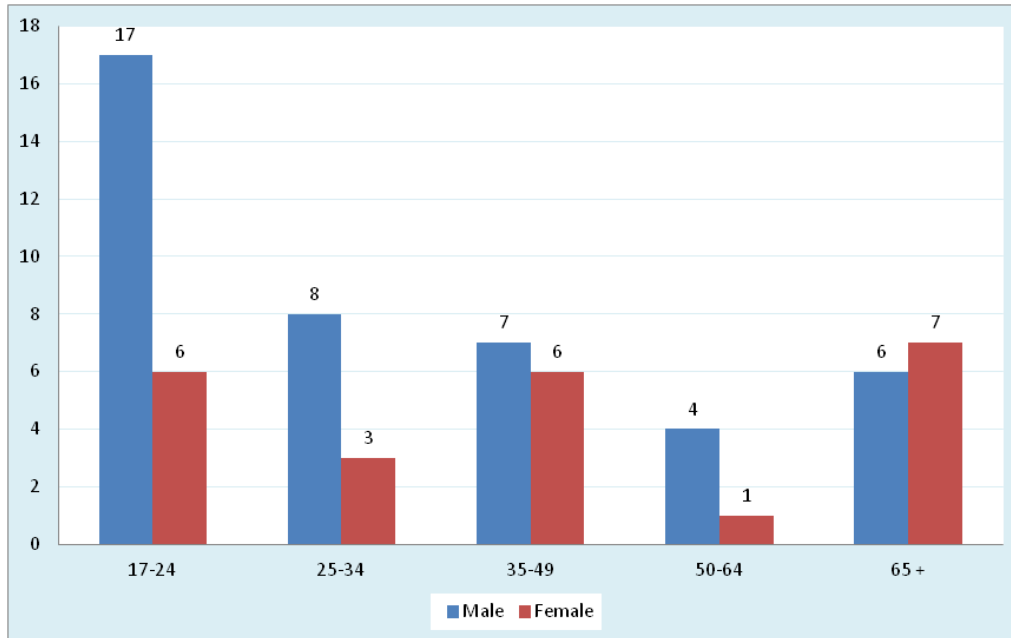
Figure A4: Road Deaths by Road User Type in 2007-2011



Gender

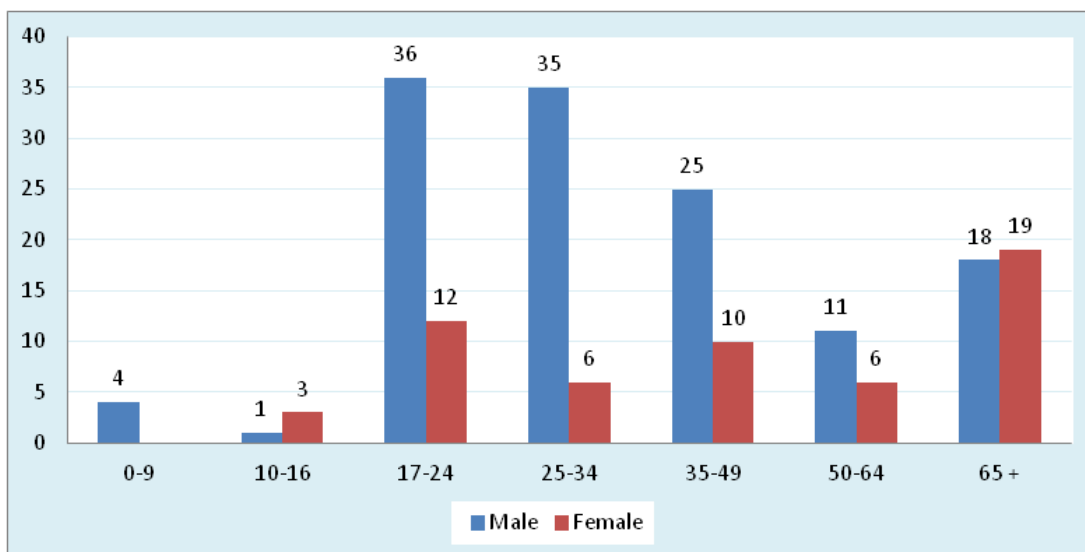
Overall, more males were killed in 2011. For male car drivers, the risk of dying in a traffic crash is about two times higher than that for female car drivers.

Figure A5: Car Drivers Fatalities by Age and Sex, 2011



“The number of car driver fatalities has reduced by 19 per cent between 2011 and 2010 .”

Figure A6: Overall Fatalities by Age and Sex, 2011



“In 2011, among all car drivers, 17-24 year old male drivers were six times more likely to be killed on the road.”

Primary Collision Type

40 per cent of all fatal collisions in 2011 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 28 per cent of injury collisions.

Head-on collisions accounted for 15 per cent of fatal collisions and 9 per cent of injury collisions. Collisions involving pedestrians accounted for 27 per cent of all fatal collisions and 18 per cent of all injury collisions.

Four out of five 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 46 per cent of injury collisions but only 18 per cent of fatal collisions.

Figure A7: Primary Fatal Collision Type in 2011

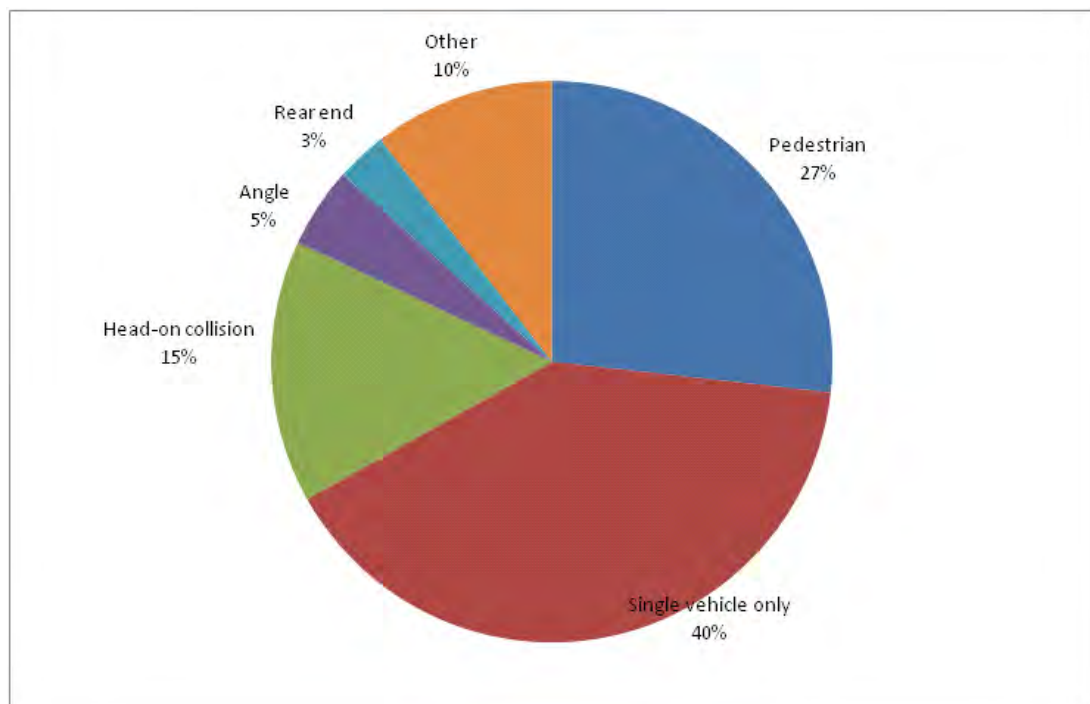


Figure A8: Percentage of Fatal and Personal Injury Collisions by Primary Collision Type

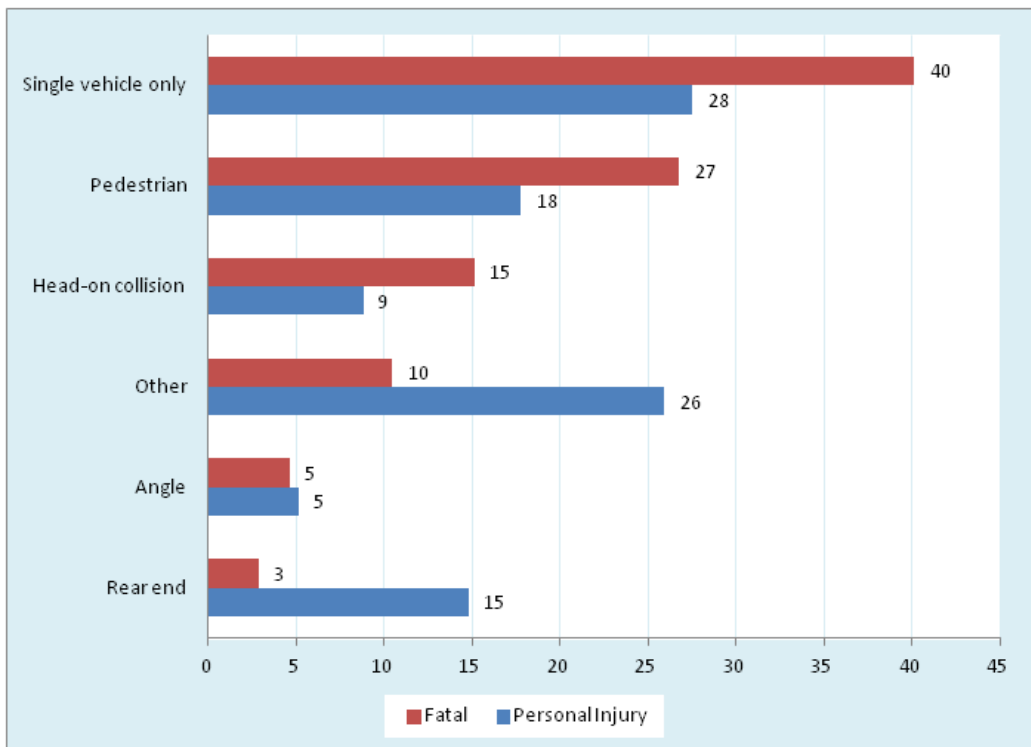
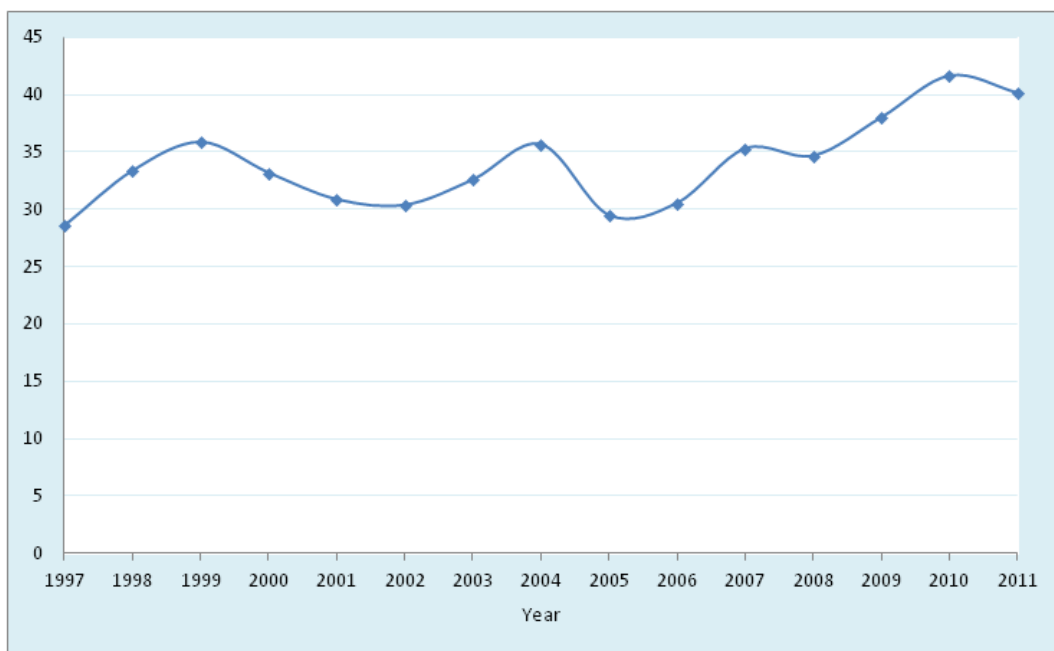


Figure A9: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1997-2011



Date and Time

The worst month for fatalities in 2011 was January when 21 people died in 16 collisions. The month of December recorded the fewest number of collisions when 10 people died.

In 2011, the number of fatal collisions between the hours of 9.00pm and 3.00am, the hours most strongly associated with drinking and driving, was 46 with 51 people killed in these collisions. This time period accounted for 26.7 per cent of fatal collisions and 27 per cent of fatalities in 2011.

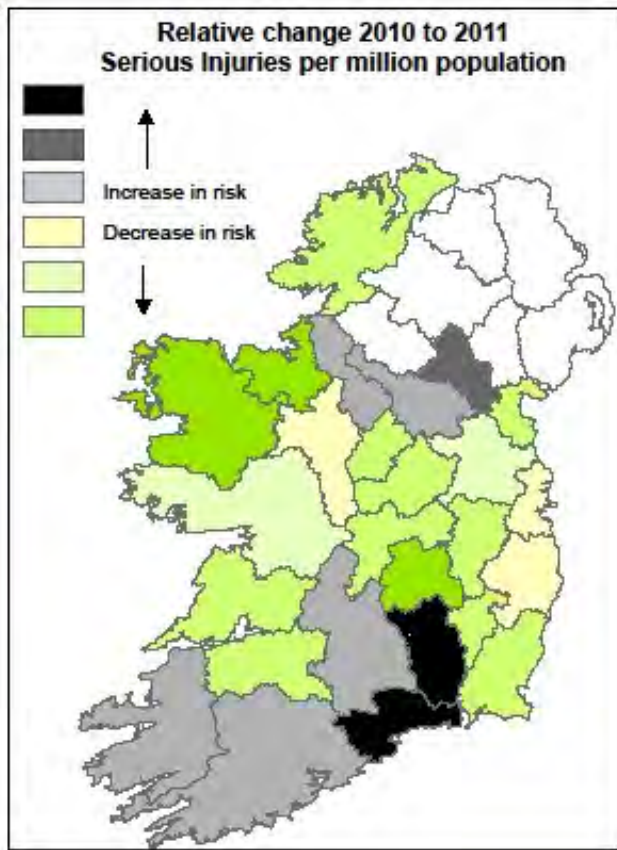
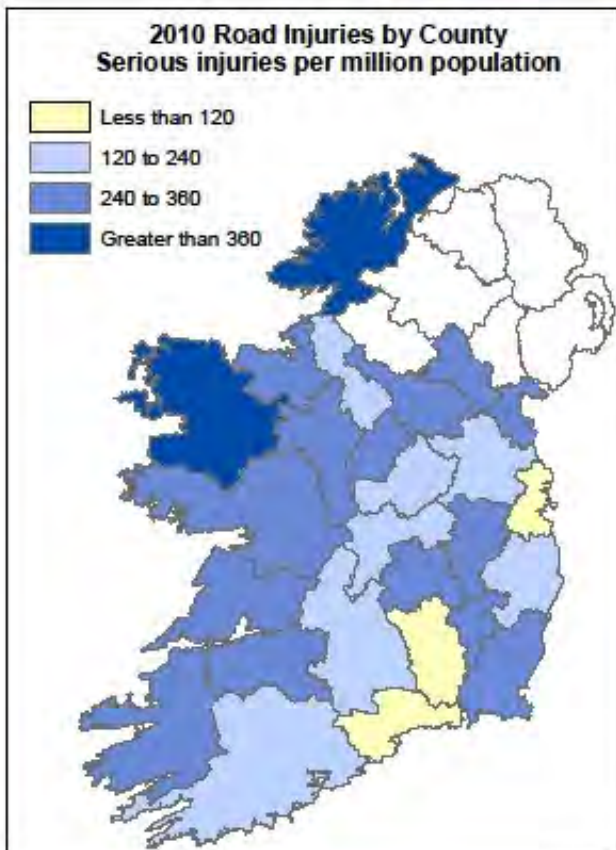
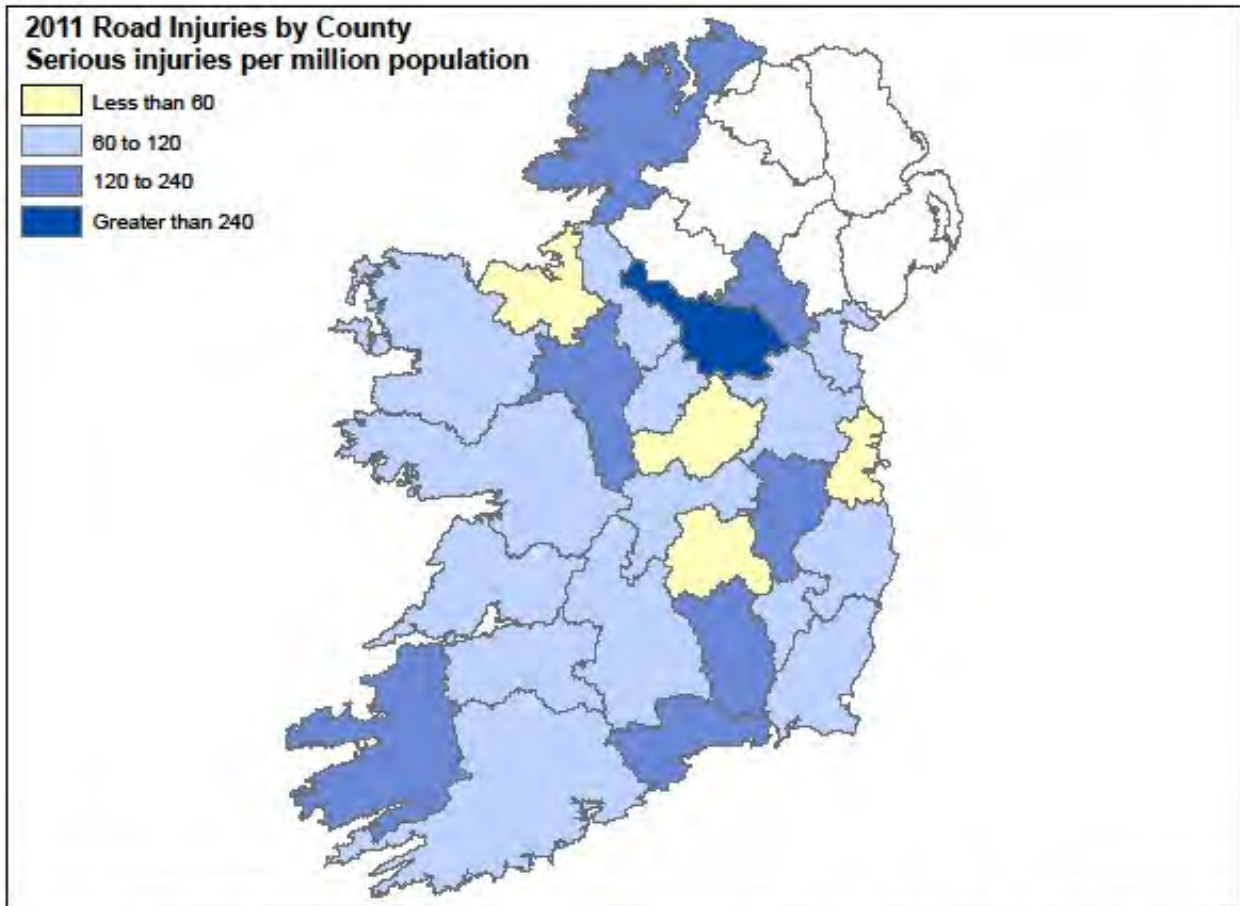
The number of persons killed during the later hours of darkness (between 3.00am and 6.00am) was 21. Fatalities that occurred during these hours accounted for approximately eleven per cent of all road collision fatalities in 2011.

The worst days of the week for fatalities during 2011 were Sunday, Monday and Friday. These three days together accounted for 95 fatalities, or 51 per cent of the total. The day of the week with the fewest associated fatalities was Saturday when 20 people, or 11 per cent of the total, died.

Location

27 per cent of all fatal collisions in 2011 occurred on urban roads. 36 per cent of all fatal collisions occurred on national roads.

On a county-by-county basis, Roscommon experienced the highest number of collisions per population (1.7 per 1,000 people). Louth had the highest number of collisions per 1,000 registered vehicles (3.4 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per 10 million vehicle kilometers of travel (approximately 1.6 per 10 million vehicle kilometres of travel).



1. Trends in Road Traffic Collisions

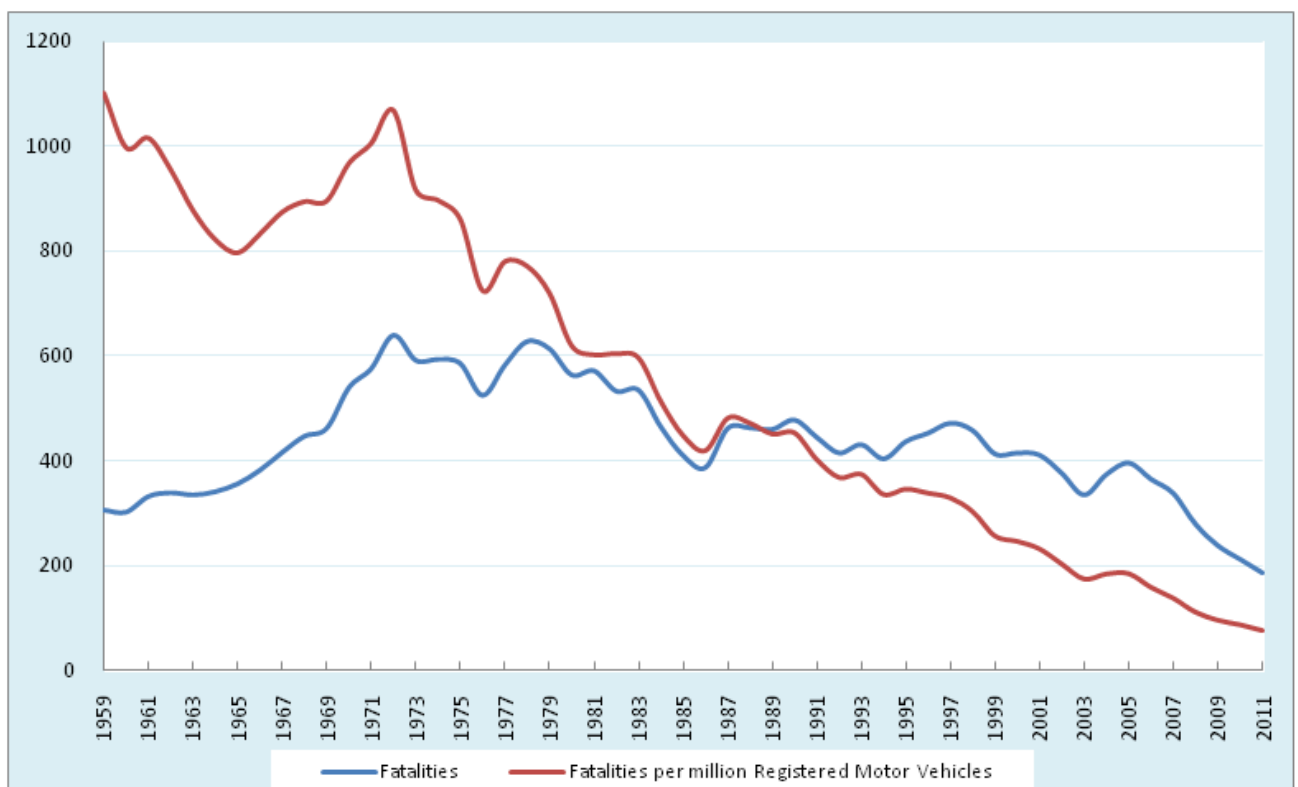
This report examines trends in collisions, fatalities and injuries over the last decade as well as the most recent trends in various cross-sections of road traffic and transport systems.

“In 2011, there were 27,093 Garda-reported traffic collisions, in which 186 people were killed and 7,235 people were injured; 21,863 collisions involved property or material damage only.”

1.1 Road Fatalities

A total of 186 people were killed in 172 collisions on Irish roads in 2011, which is the lowest annual number of fatalities since 1959 when road collision records began. This represents a decrease of 152 fatalities (45%) on 2007 when 338 people were killed. The trend of the number of road fatalities in the period 1959-2011 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 2011, the number of fatalities has decreased by 53 per cent.

Figure 1: Fatalities and Fatalities per Million Registered Motor Vehicles, 1959-2011

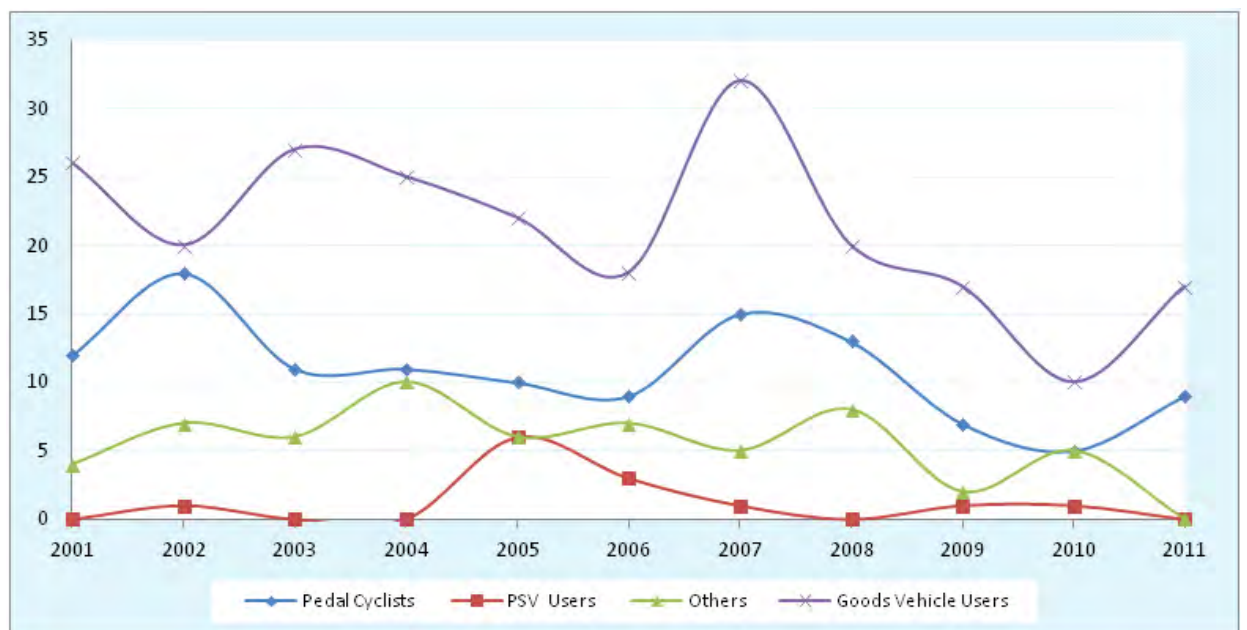
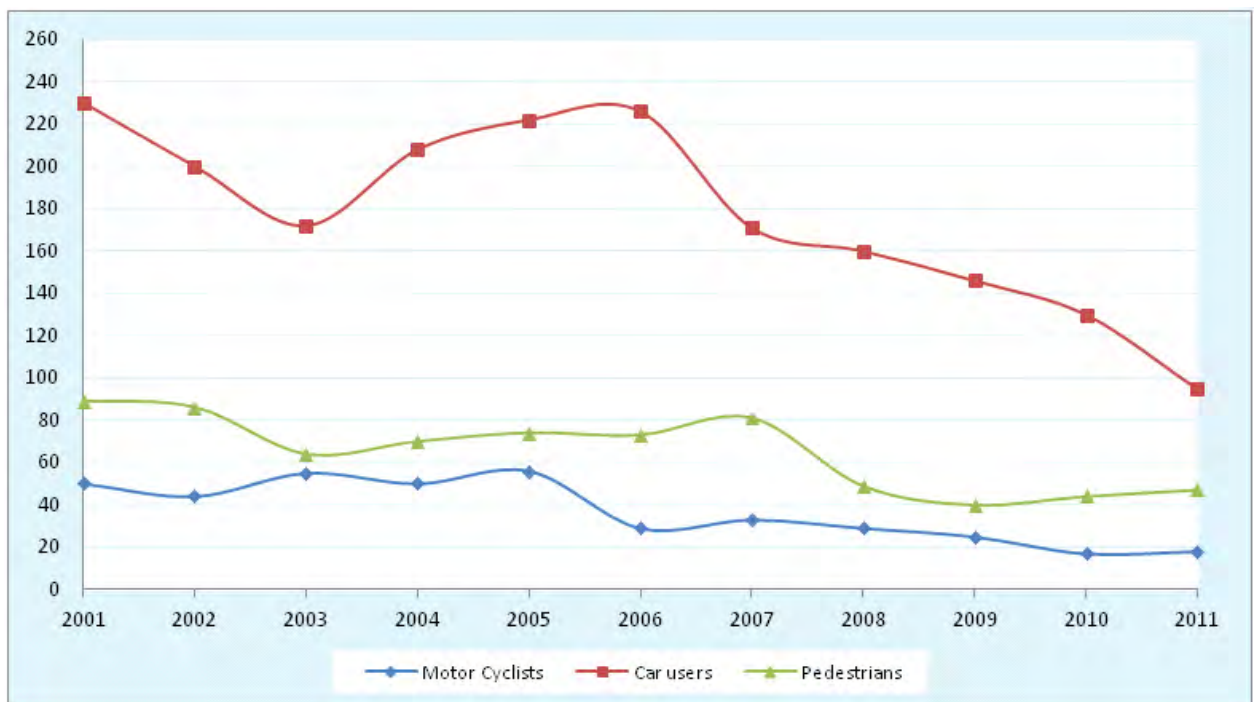


1.2 Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 2001-2011 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 2006-2011, 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. 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 40 per cent between 2007 and 2011. 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 38 per cent between 2008 and 2011. The trend for PSV users, goods vehicle users and other road user fatalities (miscellaneous types of motor vehicles) was sporadic.

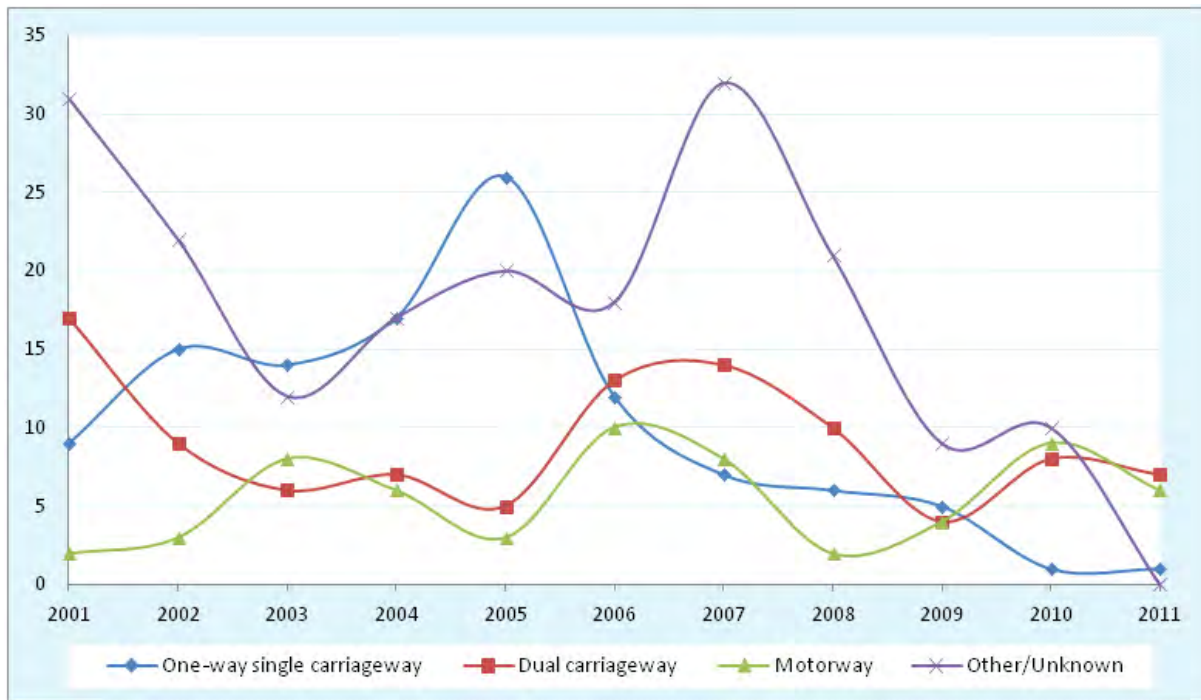
Figure 2: Number of Fatalities by Transport Mode, 2001-2011



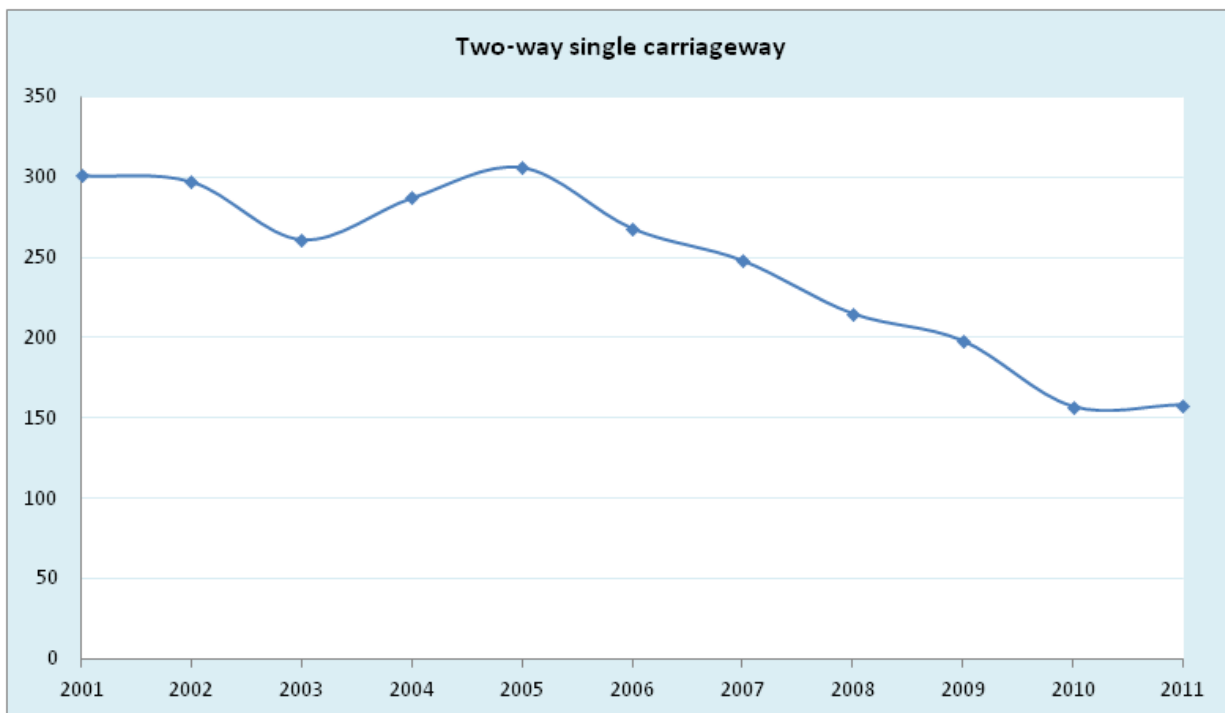
1.3 Trends in Fatalities by Road Types

In 2011, 158 fatal collisions occurred on two-way single carriageways. Over the period 2001-2011 there has been a general downward trend in the number of fatal collisions on two-way single carriageways. There was also a general downward trend in the number of fatal collisions on dual carriageways over the period 2001-2005 and an upward trend in 2005-2007. This trend has now reversed. Over the period 2001-2011, 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- 2011



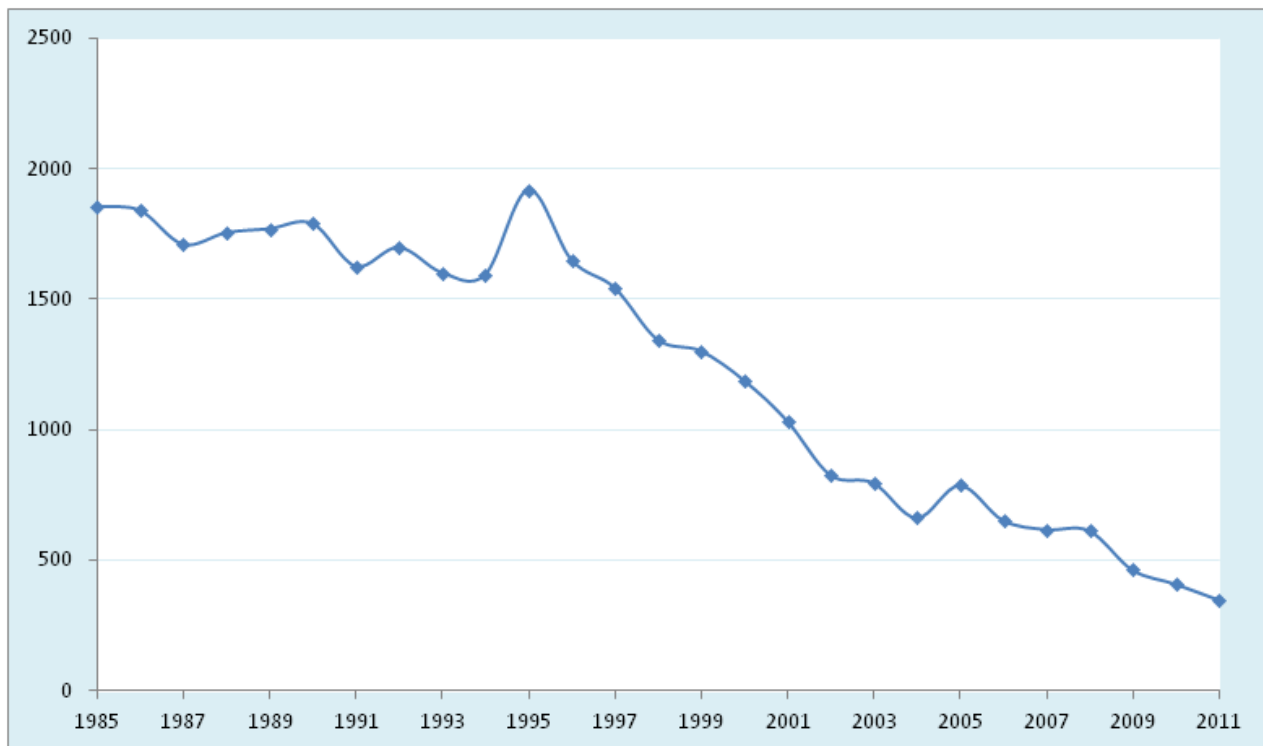
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1.4 Trends in Injury Collisions

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

Figure 4: Number of Serious Injury Collisions, 1985-2011



Material Damage Collisions

The number of material damage collisions (where no injuries or fatalities are sustained but material damage is caused to vehicle and/or property) both reported to and recorded by An Garda Síochána increased from 21,305 in 2010 to 21,863 in 2011.

1.6 Road User Category

Compared to 2007, when the Government's Road Safety Strategy started there has been a substantial reduction in all road user categories with the highest reductions among goods vehicle users, motorcyclists, car users and pedestrian fatalities (respectively -47%, -45% , -44% and -42%). The number of pedestrians killed in hours of darkness has been reduced by 42 per cent between 2007 and 2011.

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 2 of those who died on our roads in 2011 were vulnerable road users,
- 1 in 4 were pedestrians,
- 1 in 11 were motorcyclists, and
- 1 in 21 were pedal cyclists.

62 per cent of pedestrians were killed in the hours of darkness. 67 per cent of motorcyclists were killed on roads with speed limits of more than 60km/h. 32 per cent of pedestrians killed were aged 65 and over.

1.8 Young Children Casualties (under 14 years)

Seven children (14 years of age or younger) were killed on our roads in 2011. Of these, three were pedestrians and two were cyclists.

Figure 5: Fatalities Classified by Road User and Age in 2011

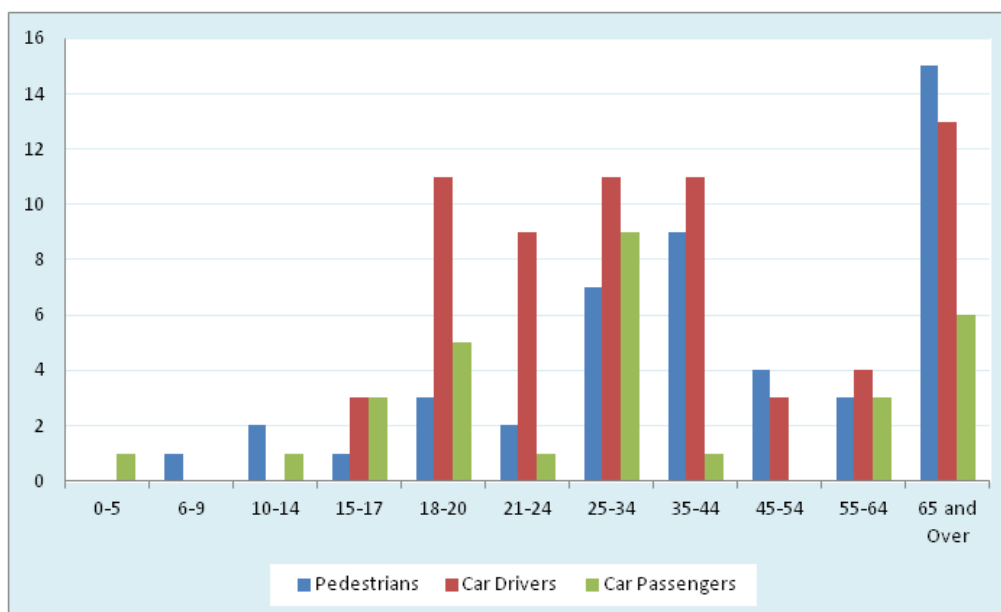


Figure 6: Motorcyclists and Pedal Cyclists Killed, Percentage of Total, 1973-2011

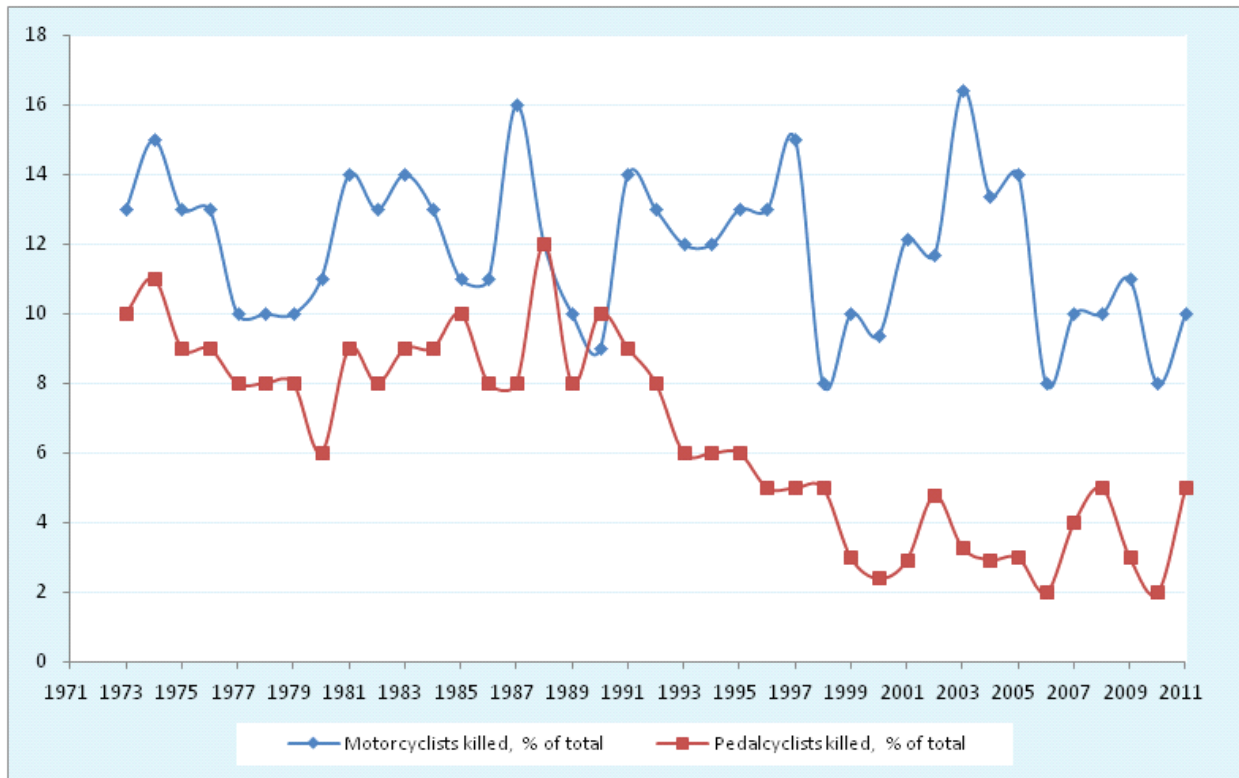
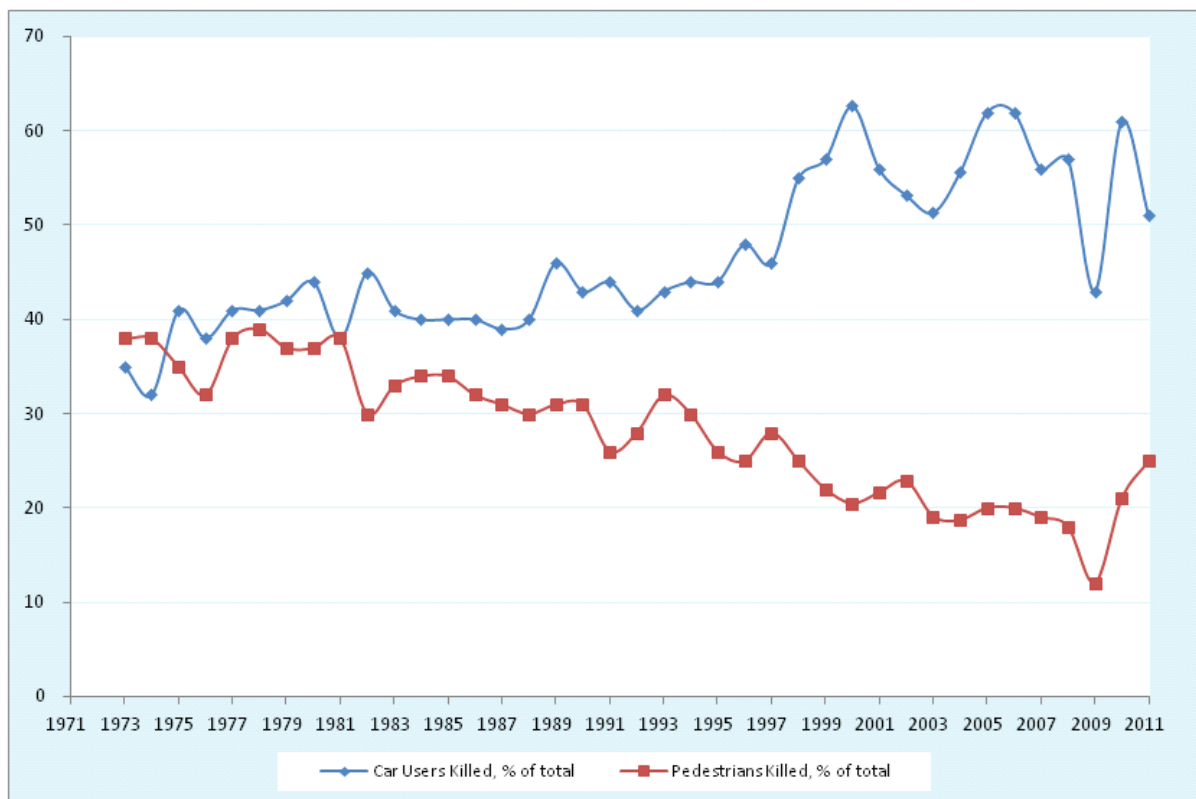


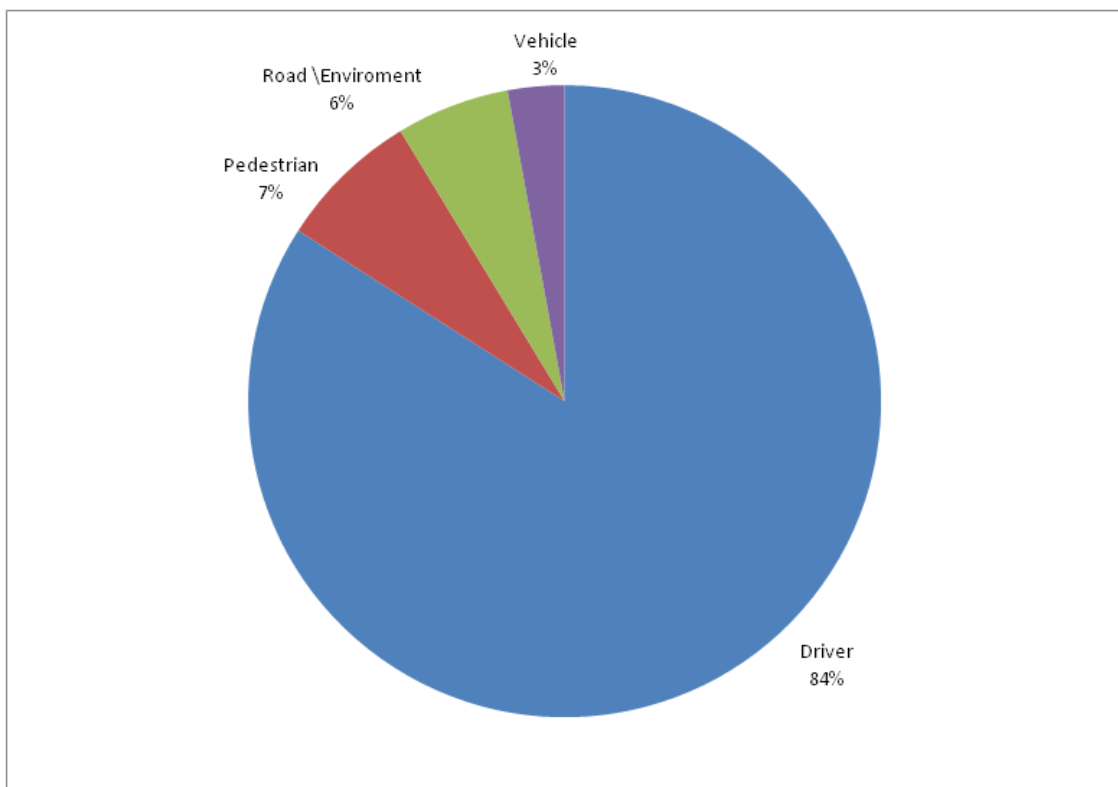
Figure 7: Pedestrians and Car Users Killed, Percentage of Total, 1973-2011



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 23). Driver error accounted for 84 per cent of all contributory factors identified in fatal collisions, while the next most listed factor, pedestrian error, accounted for seven per cent. Road and enviromental factors accounted for six per cent and vehicle factors accounted of 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 Contributory Actions to Road Collisions

In two-vehicle fatal collisions - see Figure 9 - the most frequently cited contributory action is 'went to the wrong side of the road' (52 per cent) followed in turn by 'other action' (37 per cent) and 'exceeded safe speed limit' (11 per cent), .

1.11 Collision Costs

The cost of collisions was based on those as outlined in the 2004 Goodbody Economic Consultants' report entitled 'Cost Benefit Parameters and Application Rules for Transport Project Appraisal' which was commissioned by the Department of Transport. Using the updating mechanism as set out in the Goodbody Economic Consultants' report which is to inflate the year 2002 cost values to 2011 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 2011 is €792 million. There is a decrease in the cost of collisions of €60 million when compared to the 2010 figure.

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

Table A2: Total Cost of Road Collisions in 2011

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	172	2,612,420	449,336,240
Serious	348	349,010	121,455,480
Minor	4,710	34,374	161,901,540
Material Damage	21,863	2,750	60,123,250
Total	27,093	N/A	792,816,510

1.12 International Comparisons

On the basis of road deaths per million population, in 2011, the latest year for which international comparative information is available, Ireland is ranked fifth out of the EU-27.

(Sources: IRTAD and ETSC)

Figure 9: Two-Vehicle Fatal Collisions in 2011, Classified by Contributory Action

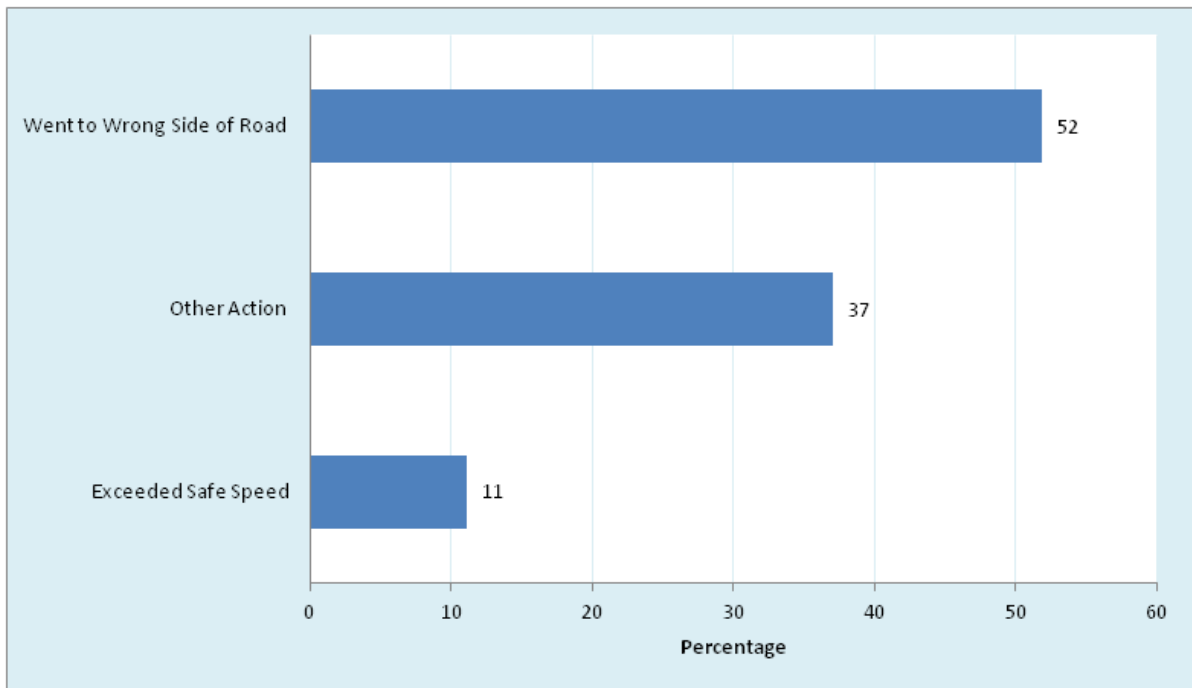
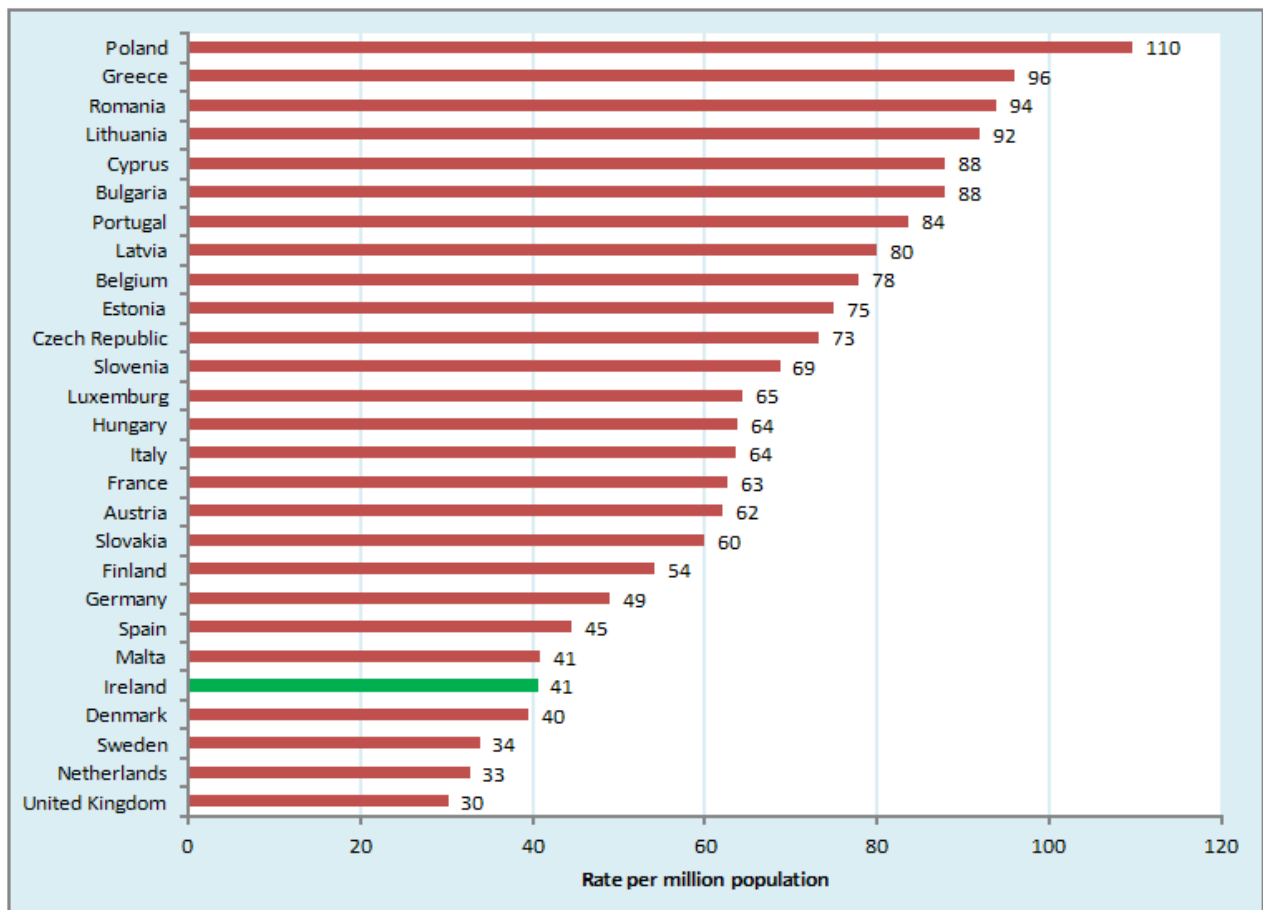


Figure 10: Road Fatalities per Million Population in 2011

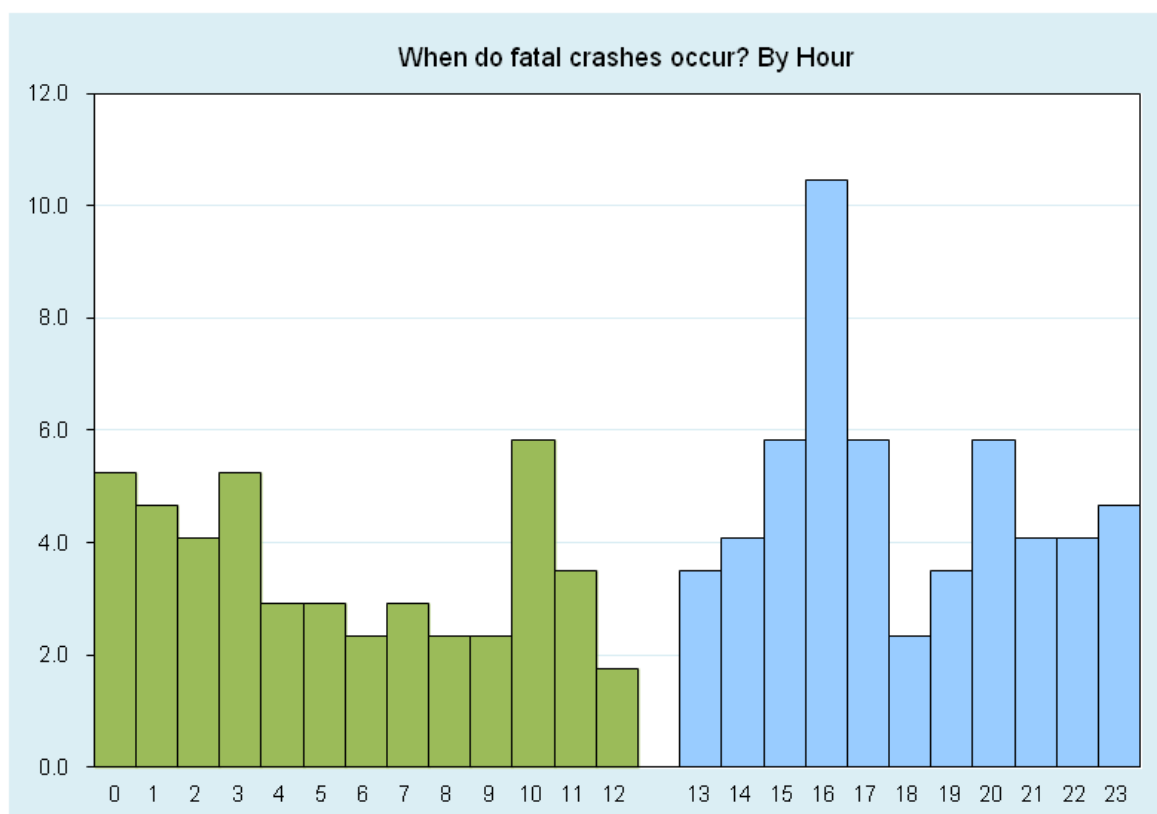


2. Date and Time

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 2011



The highest number of fatalities occurred in the afternoon rush hours (i.e.15:00-17:00).

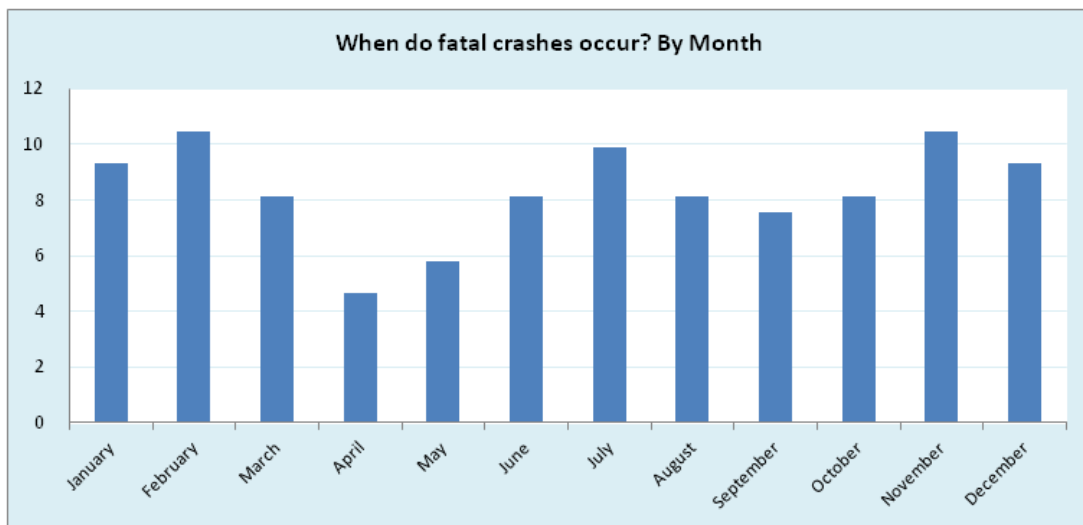
In 2011, the number of fatal collisions between the hours of 9.00pm and 3.00am, the hours most strongly associated with drinking and driving, was 46 with 51 people killed in these collisions. This period accounted for 26.7 per cent of fatal collisions and 27 per cent of fatalities in 2011.

26 people were killed between 12 midnight and 3.00am. Fatalities that occurred during these hours accounted for approximately 14 per cent of all road collision fatalities in 2011.

2.2 The Month of the Year

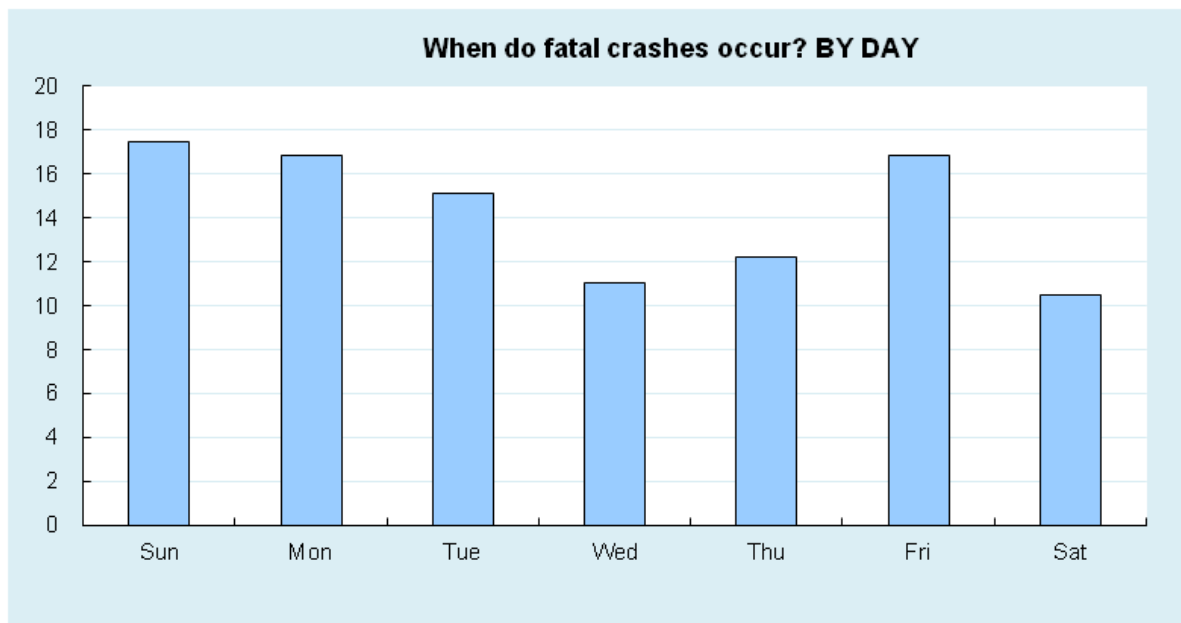
The worst month for fatalities in 2011 was January when 21 people died in 16 collisions. The month of April recorded the fewest number of collisions when 8 people died on Irish roads.

Figure 12a: Percentage of Fatal Collisions by Month of the Year in 2011



2.3 Fatalities by Days of the Week

Figure 12b: Percentage of Fatal Collisions by Days of the Week in 2011



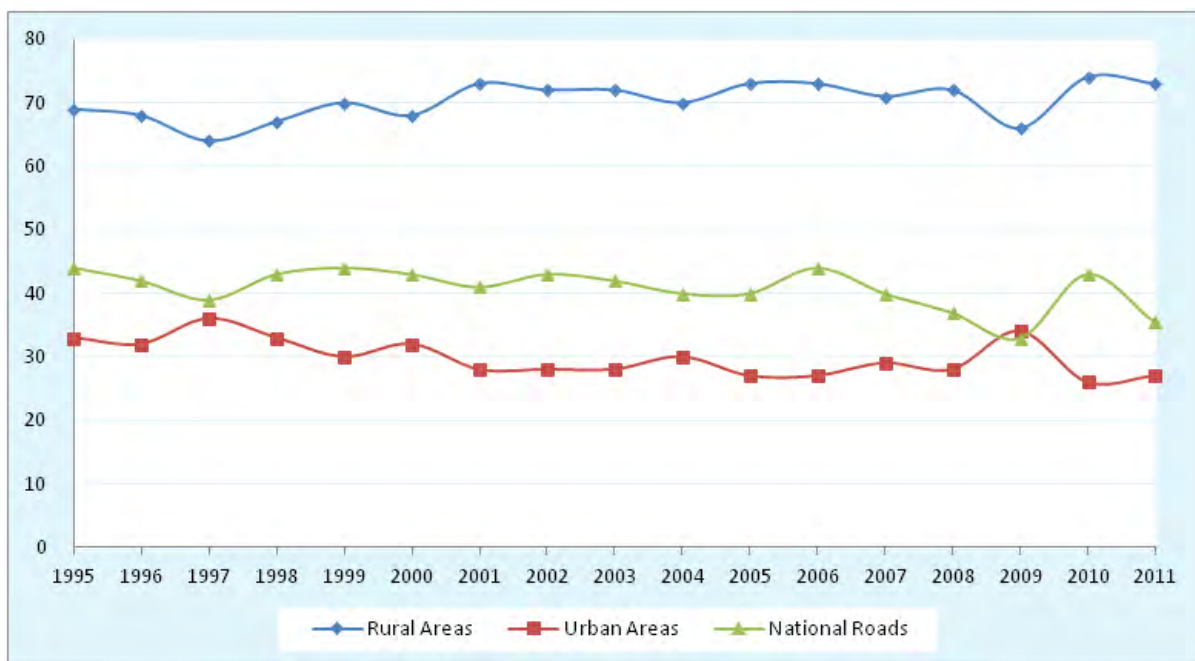
The worst days of the week for fatalities during 2011 were Sunday, Monday and Friday. These three days together accounted for 95 fatalities, or 51 per cent of the total. The day of the week with the fewest associated fatalities was Saturday when 20 people, or 11 per cent of the total, died.

3. Location

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

27 per cent of all fatal collisions in 2011 occurred on urban roads. 36 per cent of all fatal collisions occurred on national roads. It should be noted that in 2011, there were reclassifications of some national roads to regional status. Some of the fatal collisions registered on national roads in 2011 might have occurred before or after the reclassification.

Figure 13: Percentage of Fatal Collisions in Rural, Urban Areas and on the National Routes, 1995-2011



3.2 On a County-by-County Basis

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

On a county-by-county basis, Roscommon experienced the highest number of collisions per population (1.7 per 1,000 people). Louth had the highest number of collisions per 1,000 registered vehicles (3.4 per 1,000 registered vehicles) and the highest number of collisions per 10 million vehicle kilometres of travel (approximately 1.6 per 10 million vehicle kilometres of travel).

Table A: Collision Rates per Thousand Population (2011), per Thousand Registered Vehicles (2011), and per 10 Million Vehicle-Kilometres of Travel (2011), 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	1.2	1.8	0.8
Dublin	1.0	2.1	1.2
Kildare	0.9	1.8	0.7
Kilkenny	1.0	1.8	0.7
Laois	1.0	2.0	0.8
Longford	1.1	2.1	0.7
Louth	1.5	3.4	1.6
Meath	1.1	2.1	0.7
Offaly	1.0	1.9	0.9
Westmeath	1.2	2.2	0.7
Wexford	1.2	2.0	1.0
Wicklow	1.3	2.4	1.3
Munster			
Clare	1.0	1.8	0.4
Cork	1.1	1.9	1.4
Kerry	1.2	2.0	0.8
Limerick	1.6	2.8	1.3
Tipperary NR	1.4	2.1	0.9
Tipperary SR	1.0	1.7	0.8
Waterford	1.2	2.2	1.4
Connaught			
Galway	1.2	2.3	1.0
Leitrim	1.6	2.9	0.9
Mayo	1.1	1.9	0.8
Roscommon	1.7	2.9	1.2
Sligo	1.4	2.5	1.1
Ulster			
Cavan	1.5	2.9	0.8
Donegal	1.3	2.4	0.9
Monaghan	1.4	2.6	1.0
TOTAL	1.1	2.2	1.0

¹ Based on 2011 Census of Population

² Based on 2011 Registered Vehicle Data

³ Based on 2011 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, 2002-2011

Collision Type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Fatal	346	301	334	360	321	309	254	220	185	172
Injury	6,279	5,684	5,447	6,173	5,697	5,158	6,482	6,395	5,595	5,058
Material Damage	17,915	17,930	16,525	21,274	22,399	23,769	21,728	19,880	21,305	21,863
TOTAL	24,540	23,915	22,306	27,807	28,417	29,236	28,464	26,495	27,085	27,093
Vehicles current licence (thousands)	1,850	1,937	2,036	2,138	2,296	2,442	2,498	2,468	2,416	2,425

Table 2 Persons Killed and Injured, 2002-2011

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Killed	376	335	374	396	365	338	279	238	212	186
Injured	9,206	8,262	7,867	9,318	8,575	7,806	9,758	9,742	8,270	7,235
TOTAL	9,582	8,597	8,241	9,714	8,940	8,144	10,037	9,980	8,482	7,421

Table 3 Persons Killed Classified by Road User Type, 2002-2011.

Road User Type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedestrians	86	64	70	74	73	81	49	40	44	47
Pedal Cyclists	18	11	11	10	9	15	13	7	5	9
Motorcyclists	44	55	50	56	29	33	29	25	17	18
Car Users	200	172	208	222	226	171	160	146	130	95
PSV Users	1	0	0	6	3	1	0	1	1	0
Goods Vehicle	20	27	25	22	18	32	20	17	10	17
Other or Unknown	7	6	10	6	7	5	8	2	5	0
TOTAL	376	335	374	396	365	338	279	238	212	186

Table 4 All Casualties Classified by Road User Type, 2002-2011.

Road User Type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedestrians	1,196	1,115	982	1,063	1,017	965	1,173	1,115	967	977
Pedal Cyclists	296	307	298	233	220	272	349	370	404	404
Motorcyclists	1,031	840	681	591	534	410	523	467	408	342
Car Users	6,225	5,521	5,395	6,628	6,024	5,638	7,105	7,260	5,944	5,025
Other Road User*	834	814	885	1,199	1,145	859	887	768	759	673
TOTAL	19,582	8,597	8,241	9,714	8,940	8,144	10,037	9,980	8,482	7,421

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

Table 5 Persons Killed and Injured in Each County, 2007-2011

County	Persons Killed					Persons Injured				
	2007	2008	2009	2010	2011	2007	2008	2009	2010	2011
Leinster										
Carlow	3	1	3	5	3	76	106	128	120	99
Dublin	35	22	31	20	11	1,217	1,992	2,028	1,761	1,607
Kildare	13	13	10	11	15	279	388	363	357	268
Kilkenny	12	5	5	6	6	227	222	208	144	133
Laois	5	12	5	9	1	170	198	185	135	119
Longford	6	3	2	2	2	105	117	85	106	67
Louth	16	7	5	8	6	368	405	467	306	249
Meath	14	9	12	6	4	388	442	429	363	279
Offaly	5	8	4	4	4	188	174	190	151	107
Westmeath	14	3	4	7	6	240	176	191	162	127
Wexford	17	16	4	9	5	311	329	294	257	232
Wicklow	9	4	4	5	3	188	291	343	263	255
Munster										
Clare	12	7	7	4	2	209	288	267	225	172
Cork	31	24	21	18	27	840	976	933	867	773
Kerry	14	19	12	11	7	394	387	345	254	249
Limerick	16	18	22	18	15	470	539	487	393	429
Tipperary NR	6	12	5	3	5	102	171	164	137	128
Tipperary SR	12	9	7	3	6	255	177	172	175	115
Waterford	6	7	3	5	7	240	225	243	211	189
Connacht										
Galway	24	24	23	6	13	264	567	640	573	437
Leitrim	7	5	0	3	1	63	61	84	75	87
Mayo	9	10	10	7	12	217	328	275	280	207
Roscommon	7	3	4	9	5	140	219	206	166	158
Sligo	7	7	7	3	3	115	172	189	142	131
Ulster (part of)										
Cavan	10	8	9	7	5	182	171	221	197	174
Donegal	22	18	14	19	6	409	503	490	361	314
Monaghan	6	5	5	4	6	149	134	115	89	130
TOTAL	338	279	238	212	186	7,806	9,758	9,742	8,270	7,235

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	16	411	427	8.2	21	548	569	7.7
February	18	387	405	7.7	18	540	558	7.5
March	14	407	421	8.0	15	563	578	7.8
April	8	373	381	7.3	8	547	555	7.5
May	10	358	368	7.0	11	527	538	7.2
June	14	451	465	8.9	15	646	661	8.9
July	17	444	461	8.8	18	686	704	9.5
August	14	468	482	9.2	16	684	700	9.4
September	13	443	456	8.7	13	639	652	8.8
October	14	468	482	9.2	15	659	674	9.1
November	18	455	473	9.0	18	655	673	9.1
December	16	393	409	7.8	18	541	559	7.5
TOTAL	172	5,058	5,230	100.0	186	7,235	7,421	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	9	109	118	2.3	10	165	175	2.4
1	8	102	110	2.1	8	162	170	2.3
2	7	101	108	2.1	8	160	168	2.3
3	9	79	88	1.7	10	132	142	1.9
4	5	49	54	1.0	6	65	71	1.0
5	5	51	56	1.1	5	62	67	0.9
6	4	61	65	1.2	4	83	87	1.2
7	5	139	144	2.8	5	173	178	2.4
8	4	275	279	5.3	4	360	364	4.9
9	4	302	306	5.9	4	398	402	5.4
10	10	212	222	4.2	10	314	324	4.4
11	6	228	234	4.5	6	325	331	4.5
12	3	304	307	5.9	3	411	414	5.6
13	6	314	320	6.1	8	479	487	6.6
14	7	311	318	6.1	9	425	434	5.8
15	10	333	343	6.6	10	462	472	6.4
16	18	355	373	7.1	19	508	527	7.1
17	10	376	386	7.4	10	537	547	7.4
18	4	361	365	7.0	5	516	521	7.0
19	6	290	296	5.7	6	421	427	5.8
20	10	240	250	4.8	11	343	354	4.8
21	7	189	196	3.7	7	288	295	4.0
22	7	159	166	3.2	9	261	270	3.6
23	8	118	126	2.4	9	185	194	2.6
Unknown	0	0	0	0	0	0	0	0
TOTAL	172	5,058	5,230	100.0	186	7,235	7,421	100.0

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

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	30	689	719	13.7	30	1,091	1,121	15.1
Monday	29	696	725	13.9	30	987	1,017	13.7
Tuesday	26	747	773	14.8	29	1,004	1,033	13.9
Wednesday	19	736	755	14.4	21	1,016	1,037	14.0
Thursday	21	692	713	13.6	21	932	953	12.8
Friday	29	781	810	15.5	35	1,126	1,161	15.6
Saturday	18	717	735	14.1	20	1,079	1,099	14.8
TOTAL	172	5,058	5,230	100.0	186	7,235	7,421	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	27	1,835	1,862	64.0	50	1,316	1,366	58.9
Daylight poor visibility	2	112	114	3.9	6	146	152	6.6
Dark road well-lit	12	604	616	21.2	3	117	120	5.2
Dark road poorly-lit	3	150	153	5.3	11	90	101	4.4
Dark unlit lighting	0	8	8	0.3	3	18	21	0.9
Dark no lighting	3	96	99	3.4	47	476	523	22.5
Unknown	0	33	33	1.1	5	10	15	0.6
Not Stated	0	25	25	0.9	0	22	22	0.9
TOTAL	47	2,863	2,910	100.0	125	2,195	2,320	100.0

CASUALTIES

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	27	2,344	2,371	62.1	53	2,074	2,127	59.0
Daylight poor visibility	2	144	146	3.8	7	233	240	6.7
Dark road well-lit	12	844	856	22.4	4	174	178	4.9
Dark road poorly-lit	3	193	196	5.1	13	138	151	4.2
Dark unlit lighting	0	12	12	0.3	4	32	36	1.0
Dark no lighting	3	167	170	4.5	52	758	810	22.5
Unknown	0	36	36	0.9	6	16	22	0.6
Not Stated	0	31	31	0.8	0	39	39	1.1
TOTAL	47	3,771	3,818	100.0	139	3,464	3,603	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	127	247	3,388	3,762	71.9
Wet	35	67	1,006	1,108	21.2
Frost/Ice	2	11	119	132	2.5
Snow	1	2	7	10	0.2
Fog/Mist	0	3	35	38	0.7
High Winds	1	3	17	21	0.4
Other	1	1	8	10	0.2
Unknown	5	5	82	92	1.8
Not Specified	0	9	48	57	1.1
TOTAL	172	348	4,710	5,230	100.0

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	94	208	2,813	3,115	59.6
Wet	67	115	1,563	1,745	33.4
Frost/Ice	5	12	183	200	3.8
Snow	1	0	8	9	0.2
Other	5	6	55	66	1.3
Unknown/ Not Specified	0	7	88	95	1.8
TOTAL	172	348	4,710	5,230	100.0

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	110	217	3,118	3,445	65.9
Bend	40	70	677	787	15.0
Hillcrest	5	6	75	86	1.6
Some Gradient	6	6	103	115	2.2
Other	3	7	167	177	3.4
Not Specified	8	42	570	620	11.9
TOTAL	172	348	4,710	5,230	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	422	1,824	869	3,115	18.8
Wet	313	777	655	1,745	28.7
Frost/Ice	113	26	61	200	81.3
Snow	5	2	2	9	71.4
Other	6	10	50	66	37.5
Not Specified	2	12	81	95	14.3
TOTAL	861	2,651	1,718	5,230	24.5

* 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	167	512	417	1,096	24.6
Bend	106	126	135	367	45.7
Hillcrest	6	18	10	34	25.0
Some Gradient	6	12	16	34	33.3
Other	9	27	18	54	25.0
Not Specified	19	82	59	160	18.8
TOTAL	313	777	655	1,745	28.7

* 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	27	812	839	28.8	19	88	107	4.6
Single Vehicle Only	12	434	446	15.3	57	957	1,014	43.7
Two or more Vehicle Collisions	8	1,617	1,625	55.8	49	1,150	1,199	51.7
TOTAL	47	2,863	2,910	100.0	125	2,195	2,320	100.0
Breakdown of two or more vehicle collisions								
Rear End	1	472	473	29.1	4	276	280	23.4
Angle	1	153	154	9.5	7	110	117	9.8
Head-On	1	173	174	10.7	25	273	298	24.9
Other/Not Known	5	819	824	50.7	13	491	504	42.0

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	36	37	2.5
Parked Car	0	81	81	5.5
Parked Truck	0	7	7	0.5
Parked Trailer/Skip	0	0	0	0.0
Pole	6	82	88	6.0
Tree	11	72	83	5.7
Animal	1	31	32	2.2
Wall/Gate	13	216	229	15.7
Ditch	24	514	538	36.8
Other/Unknown	13	333	346	23.7
Not Stated	0	19	19	1.3
TOTAL	69	1,391	1,460	100.0

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

Contributory Factor	Fatal	Injury	Total	%
Driver	58	2,604	2,662	86.1
Pedestrian	5	224	229	7.4
Road	0	115	115	3.7
Vehicle	2	6	8	0.3
Environment	4	74	78	2.5
TOTAL	69	3,023	3,092	100.0

Note: More than one factor is specified in certain collisions

SECTION 3: CASUALTIES

Figure 14: Percentage of Persons Killed or Seriously Injured by Road User, 2011

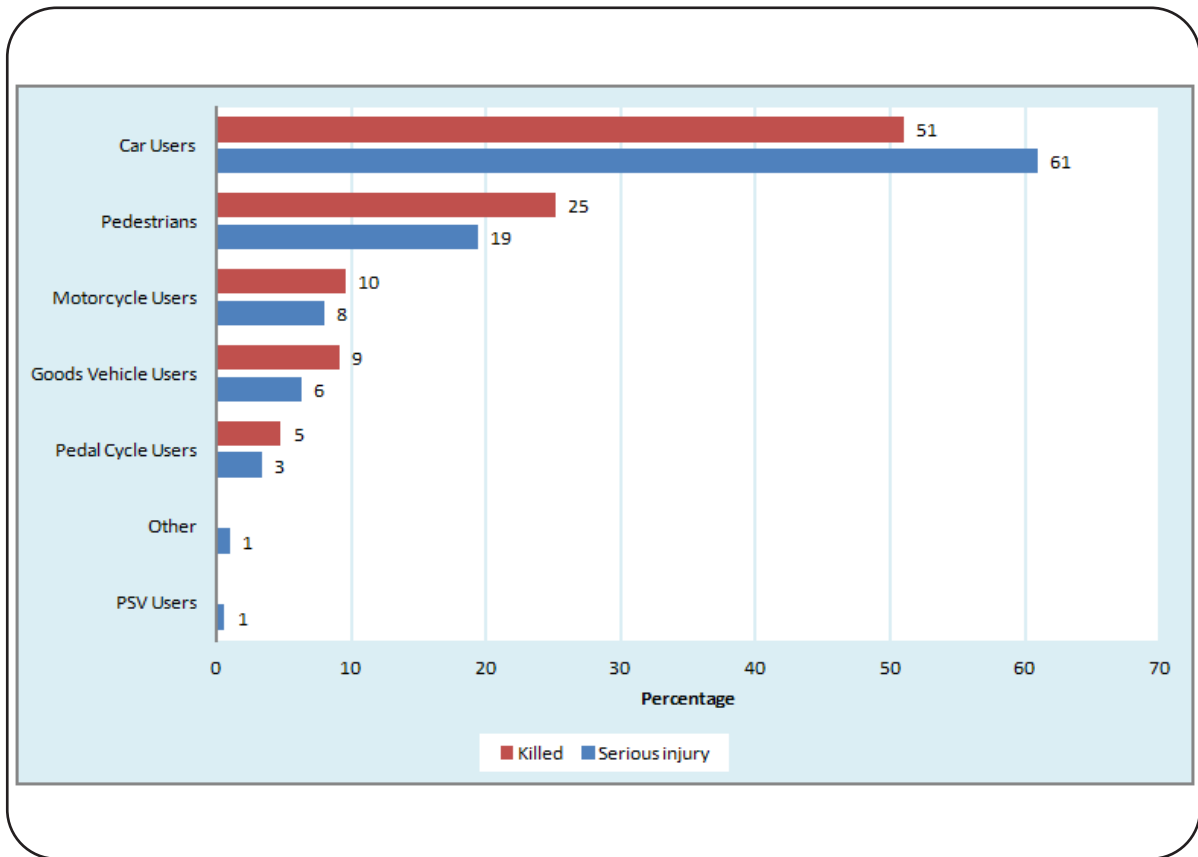


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	47	92	833	972	13.4
Pedal Cycle Users	9	16	376	401	5.5
Motorcycle Users	18	38	282	338	4.7
Car Users	95	288	4,517	4,900	67.5
PSV Users	0	3	55	58	0.8
Goods Vehicle Users	17	30	365	412	5.7
Other	0	5	178	183	2.5
TOTAL	186	472	6,606	7,264	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	0	63	63	6.4	1	3	4	1.0	0	0	0	0.0
6-9	1	69	70	7.2	1	20	21	5.2	0	0	0	0.0
10-14	2	95	97	9.9	0	29	29	7.2	0	2	2	0.6
15-17	1	44	45	4.6	0	16	16	4.0	0	7	7	2.0
18-20	3	64	67	6.9	1	19	20	5.0	0	19	19	5.6
21-24	2	60	62	6.3	2	33	35	8.7	0	32	32	9.4
25-34	7	152	159	16.3	1	93	94	23.3	8	99	107	31.3
35-44	9	67	76	7.8	2	66	68	16.8	6	69	75	21.9
45-54	4	86	90	9.2	0	60	60	14.9	1	47	48	14.0
55-64	3	87	90	9.2	1	28	29	7.2	1	29	30	8.8
65 and Over	15	121	136	13.9	0	14	14	3.5	2	7	9	2.6
Unknown	0	22	22	2.3	0	14	14	3.5	0	13	13	3.8
TOTAL	47	930	977	100	9	395	404	100	18	324	342	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	127	128	6.5	1	127	128	2.5	0	3	3	0.4
6-9	0	0	0	0.0	0	95	95	4.8	0	95	95	1.9	0	8	8	1.2
10-14	0	0	0	0.0	1	108	109	5.5	1	108	109	2.2	0	18	18	2.7
15-17	3	46	49	1.6	3	146	149	7.5	6	192	198	3.9	3	30	33	4.9
18-20	11	251	262	8.6	5	275	280	14.2	16	526	542	10.8	2	57	59	8.8
21-24	9	357	366	12.0	1	269	270	13.7	10	626	636	12.7	3	62	65	9.7
25-34	11	758	769	25.2	9	368	377	19.1	20	1,126	1,146	22.8	5	169	174	25.9
35-44	11	589	600	19.7	1	143	144	7.3	12	732	744	14.8	1	119	120	17.8
45-54	3	383	386	12.7	0	112	112	5.7	3	495	498	9.9	1	73	74	11.0
55-64	4	224	228	7.5	3	89	92	4.7	7	313	320	6.4	1	51	52	7.7
65 and Over	13	264	277	9.1	6	104	110	5.6	19	368	387	7.7	1	33	34	5.1
Unknown	0	113	113	3.7	0	109	109	5.5	0	222	222	4.4	0	33	33	4.9
TOTAL	65	2,985	3,050	100	30	1,945	1,975	100	95	4,930	5,025	100	17	656	673	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	39	39	6.9	1	3	4	1.3	0	0	0	0.0
6-9	1	45	46	8.1	1	18	19	6.4	0	0	0	0.0
10-14	1	51	52	9.2	0	25	25	8.4	0	2	2	0.7
15-17	0	20	20	3.5	0	14	14	4.7	0	6	6	2.0
18-20	3	42	45	7.9	1	13	14	4.7	0	17	17	5.7
21-24	2	43	45	7.9	2	22	24	8.1	0	28	28	9.5
25-34	7	99	106	18.7	1	61	62	20.8	8	87	95	32.1
35-44	5	39	44	7.8	2	50	52	17.4	6	62	68	23.0
45-54	3	50	53	9.3	0	44	44	14.8	1	43	44	14.9
55-64	2	51	53	9.3	1	21	22	7.4	1	23	24	8.1
65 and Over	9	48	57	10.1	0	13	13	4.4	1	7	8	2.7
Unknown	0	7	7	1.2	0	5	5	1.7	0	4	4	1.4
TOTAL	33	534	567	100.0	9	289	298	100.0	17	279	296	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	54	55	6.2	1	54	55	2.3	0	2	2	0.4
6-9	0	0	0	0.0	0	40	40	4.5	0	40	40	1.7	0	8	8	1.5
10-14	0	0	0	0.0	0	54	54	6.1	0	54	54	2.2	0	17	17	3.2
15-17	3	33	36	2.4	1	79	80	9.0	4	112	116	4.8	2	27	29	5.5
18-20	7	145	152	10.0	4	143	147	16.5	11	288	299	12.4	1	48	49	9.3
21-24	7	179	186	12.2	1	141	142	16.0	8	320	328	13.6	2	46	48	9.1
25-34	8	379	387	25.4	6	188	194	21.8	14	567	581	24.1	5	137	142	27.0
35-44	7	291	298	19.6	1	71	72	8.1	8	362	370	15.3	1	93	94	17.9
45-54	1	191	192	12.6	0	36	36	4.0	1	227	228	9.4	1	58	59	11.2
55-64	3	101	104	6.8	0	32	32	3.6	3	133	136	5.6	1	42	43	8.2
65 and Over	6	152	158	10.4	1	25	26	2.9	7	177	184	7.6	1	25	26	5.0
Unknown	0	10	10	0.7	0	12	12	1.3	0	22	22	0.9	0	8	8	1.5
TOTAL	42	1,481	1,523	100	15	875	890	100	57	2,356	2,413	100	14	511	525	100

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

Age Groups	Pedestrians				Pedal Cyclists				Motorcyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	0	24	24	6.0	0	0	0	0.0	0	0	0	0.0
6-9	0	23	23	5.8	0	2	2	2.2	0	0	0	0.0
10-14	1	43	44	11.1	0	2	2	2.2	0	0	0	0.0
15-17	1	23	24	6.0	0	2	2	2.2	0	1	1	3.0
18-20	0	22	22	5.5	0	6	6	6.7	0	2	2	6.1
21-24	0	17	17	4.3	0	11	11	12.4	0	4	4	12.1
25-34	0	53	53	13.4	0	29	29	32.6	0	10	10	30.3
35-44	4	28	32	8.1	0	14	14	15.7	0	6	6	18.2
45-54	1	35	36	9.1	0	15	15	16.9	0	3	3	9.1
55-64	1	36	37	9.3	0	6	6	6.7	0	5	5	15.2
65 and Over	6	73	79	19.9	0	1	1	1.1	1	0	1	3.0
Unknown	0	6	6	1.5	0	1	1	1.1	0	1	1	3.0
TOTAL	14	383	397	100.0	0	89	89	100.0	1	32	33	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	69	69	7.1	0	69	69	2.9	0	0	0	0.0
6-9	0	0	0	0.0	0	49	49	5.0	0	49	49	2.1	0	0	0	0.0
10-14	0	0	0	0.0	1	52	53	5.4	1	52	53	2.2	0	1	1	0.9
15-17	0	13	13	0.9	2	67	69	7.1	2	80	82	3.5	1	3	4	3.6
18-20	4	104	108	7.8	1	128	129	13.3	5	232	237	10.0	1	9	10	8.9
21-24	2	177	179	12.9	0	126	126	12.9	2	303	305	12.9	1	16	17	15.2
25-34	3	370	373	26.9	3	175	178	18.3	6	545	551	23.3	0	32	32	28.6
35-44	4	294	298	21.5	0	72	72	7.4	4	366	370	15.7	0	20	20	17.9
45-54	2	183	185	13.3	0	75	75	7.7	2	258	260	11.0	0	13	13	11.6
55-64	1	119	120	8.6	3	57	60	6.2	4	176	180	7.6	0	8	8	7.1
65 and Over	7	101	108	7.8	5	78	83	8.5	12	179	191	8.1	0	7	7	6.3
Unknown	0	4	4	0.3	0	10	10	1.0	0	14	14	0.6	0	0	0	0.0
TOTAL	23	1,365	1,388	100	15	958	973	100	38	2,323	2,361	100	3	109	112	100

Table 22 All Casualties Classified by Age and Sex

Age Groups	Male			Female			Overall Total	%
	Killed	Injured	Total	Killed	Injured	Total		
0-5	2	98	100	0	93	93	193	2.7
6-9	2	111	113	0	74	74	187	2.6
10-14	1	149	150	2	98	100	250	3.5
15-17	6	179	185	4	109	113	298	4.2
18-20	16	408	424	6	271	277	701	9.9
21-24	14	459	473	3	351	354	827	11.7
25-34	35	951	986	6	669	675	1,661	23.4
35-44	22	606	628	8	434	442	1,070	15.1
45-54	6	422	428	3	324	327	755	10.6
55-64	8	270	278	5	231	236	514	7.2
65 and Over	18	270	288	19	260	279	567	8.0
Unknown	0	46	46	0	22	22	68	1.0
TOTAL	130	3,969	4,099	56	2,936	2,992	7,091	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	1	112	113	3.0	1	84	85	198	2.7	421	0.5	
6-9	1	120	121	3.2	1	72	73	194	2.6	256	0.8	
10-14	2	167	169	4.4	1	85	86	255	3.4	302	0.8	
15-17	1	152	153	4.0	9	137	146	299	4.0	169	1.8	
18-20	3	321	324	8.5	19	364	383	707	9.5	174	4.1	
21-24	2	384	386	10.1	15	429	444	830	11.2	237	3.5	
25-34	5	894	899	23.5	36	745	781	1,680	22.6	755	2.2	
35-44	11	546	557	14.6	19	507	526	1,083	14.6	695	1.6	
45-54	2	383	385	10.1	7	378	385	770	10.4	580	1.3	
55-64	2	261	263	6.9	11	247	258	521	7.0	463	1.1	
65 and Over	17	276	293	7.7	20	267	287	580	7.8	535	1.1	
Unknown	0	155	155	4.1	0	149	149	304	4.1			
TOTAL	47	3,771	3,818	100	139	3,464	3,603	7,421	100	4,588	1.6	

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	838	865	22.7	20	92	112	3.1
Pedal Cycle Users	5	333	338	8.9	4	62	66	1.8
Motorcycle Users	6	206	212	5.6	12	118	130	3.6
Car Users	9	2,087	2,096	54.9	86	2,843	2,929	81.3
PSV Users	0	42	42	1.1	0	26	26	0.7
Goods Vehicle Users	0	125	125	3.3	17	276	293	8.1
Other	0	140	140	3.7	0	47	47	1.3
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	47	3,771	3,818	100.0	139	3,464	3,603	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	14	508	522	60.3	2	54	56	50.0
Daylight poor visibility	2	26	28	3.2	0	5	5	4.5
Dark road well-lit	9	210	219	25.3	0	9	9	8.0
Dark road poorly-lit	1	58	59	6.8	6	6	12	10.7
Dark unlit lighting	0	1	1	0.1	0	0	0	0.0
Dark no lighting	1	12	13	1.5	12	15	27	24.1
Unknown	0	12	12	1.4	0	2	2	1.8
Not Stated	0	11	11	1.3	0	1	1	0.9
TOTAL	27	838	865	100.0	20	92	112	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	28	0	10	0	4	0	42	42
Otherwise crossing	1	69	1	88	2	46	4	203	207
Walking with traffic	0	1	1	17	1	5	2	23	25
Walking against traffic	0	4	0	7	0	3	0	14	14
Standing in roadway	0	1	0	12	0	2	0	15	15
Playing in roadway	0	8	0	1	0	0	0	9	9
Lying on roadway	0	0	0	2	0	0	0	2	2
Other	0	40	4	71	2	9	6	120	126
Unknown	0	33	3	92	3	24	6	149	155
TOTAL	1	184	9	300	8	93	18	577	595
DARKNESS									
Crossing masked by parked car	0	1	1	7	0	0	1	8	9
Otherwise crossing	2	15	4	90	4	21	10	126	136
Walking with traffic	0	0	1	10	0	1	1	11	12
Walking against traffic	0	1	2	11	0	2	2	14	16
Standing in roadway	0	1	1	19	0	0	1	20	21
Playing in roadway	0	5	0	1	0	0	0	6	6
Lying on roadway	0	0	3	5	0	0	3	5	8
Other	0	10	1	49	2	0	3	59	62
Unknown	0	9	7	67	1	4	8	80	88
TOTAL	2	42	20	259	7	28	29	329	358
OVERALL TOTAL	3	226	29	559	15	121	47	906	953

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	9	394	11	414	5.3
Motorcycle	17	301	30	348	4.5
Car	65	2,985	2,913	5,963	76.6
PSV	0	12	98	110	1.4
Goods Vehicle	14	294	447	755	9.7
Other or Unknown	0	75	123	198	2.5
TOTAL	105	4,061	3,622	7,788	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	9	289	9	307	6.2
Motorcycle	17	267	28	312	6.3
Car	42	1,481	1,807	3,330	66.9
PSV	0	11	90	101	2.0
Goods Vehicle	13	258	421	692	13.9
Other or Unknown	0	125	113	238	4.8
TOTAL	81	2,431	2,468	4,980	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	89	1	90	3.4
Motorcycle	0	22	1	23	0.9
Car	23	1,365	1,039	2,427	92.6
PSV	0	1	4	5	0.2
Goods Vehicle	1	22	17	40	1.5
Other or Unknown	0	31	6	37	1.4
TOTAL	24	1,530	1,068	2,622	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	3	33	26	62	0	13	11	24	86	1.5
18-20	7	145	132	284	4	104	68	176	460	8.0
21-24	7	179	171	357	2	177	92	271	628	10.9
25-34	8	379	465	852	3	370	298	671	1,523	26.5
35-44	7	291	370	668	4	294	243	541	1,209	21.0
45-54	1	191	288	480	2	183	165	350	830	14.4
55-64	3	101	152	256	1	119	89	209	465	8.1
65 and Over	6	152	195	353	7	101	67	175	528	9.2
Unknown	0	10	8	18	0	4	6	10	28	0.5
TOTAL	42	1,481	1,807	3,330	23	1,365	1,039	2,427	5,757	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	1	2	0	0	0	0	2	0.6
15-17	0	5	1	6	0	1	0	1	7	2.1
18-20	0	14	0	14	0	1	0	1	15	4.5
21-24	0	26	4	30	0	2	1	3	33	9.9
25-34	8	85	11	104	0	7	0	7	111	33.1
35-44	6	62	6	74	0	5	0	5	79	23.6
45-54	1	43	3	47	0	2	0	2	49	14.6
55-64	1	22	1	24	0	3	0	3	27	8.1
65 and Over	1	7	1	9	0	0	0	0	9	2.7
Unknown	0	2	0	2	0	1	0	1	3	0.9
TOTAL	17	267	28	312	0	22	1	23	335	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	0	0	0	0	0	0	0	0	0.0
15-17	1	8	9	18	0	0	0	0	18	1.8
18-20	1	34	16	51	0	0	0	0	51	5.1
21-24	2	26	40	68	1	3	1	5	73	7.3
25-34	5	81	132	218	0	10	5	15	233	23.3
35-44	1	65	164	230	0	5	8	13	243	24.3
45-54	1	42	135	178	0	5	7	12	190	19.0
55-64	1	33	97	131	0	2	4	6	137	13.7
65 and Over	1	17	29	47	0	2	1	3	50	5.0
Unknown	0	4	1	5	0	0	0	0	5	0.5
TOTAL	13	310	623	946	1	27	26	54	1,000	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	35	1,638	1,495	3,168	53.1
Seat Belt Not in Use	12	84	26	122	2.0
Unknown	14	972	1,141	2,127	35.7
Not Stated	4	291	251	546	9.2
TOTAL	65	2,985	2,913	5,963	100.0
Passengers (front seat)					
Seat Belt in Use	11	611	*	622	59.9
Seat Belt Not in Use	1	42	*	43	4.1
Unknown	6	309	*	315	30.3
Not Stated	1	58	*	59	5.7
TOTAL	19	1,020	*	1,039	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	2	35	10.1
Crash Helmet Not in Use	10	128	15	153	44.3
Unknown	2	45	4	51	14.8
Not Stated	4	93	9	106	30.7
TOTAL	17	298	30	345	100.0
Pillion					
Crash Helmet in Use	0	2	*	2	7.4
Crash Helmet Not in Use	0	10	*	10	37.0
Unknown	0	10	*	10	37.0
Not Stated	1	4	*	5	18.5
TOTAL	1	26	*	27	100.0

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

	Fatal	Injury	Total	%
CARS				
Ireland	100	4,495	4,595	96.7
Northern Ireland	2	52	54	1.1
Britain	2	30	32	0.7
Other	2	70	72	1.5
TOTAL	106	4,647	4,753	100.0
GOODS				
Ireland	34	555	589	95.6
Northern Ireland	0	14	14	2.3
Britain	0	4	4	0.6
Other	0	9	9	1.5
TOTAL	34	582	616	100.0

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	0	55	55	15.9
Exceeded Safe Speed	3	19	22	6.4
Went to Wrong Side of Road	14	100	114	33.0
Improper Overtaking	0	8	8	2.3
Drove Through Traffic Signal	0	19	19	5.5
Failed to Signal	0	6	6	1.7
Other Action	10	111	121	35.1
TOTAL	27	318	345	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	5	344	349	7.8	4	60	64	1.8
Motorcycles	7	223	230	5.2	11	114	125	3.6
Cars	32	3,326	3,358	75.2	123	2,650	2,773	79.0
PSVs	1	81	82	1.8	1	30	31	0.9
Goods Vehicles	8	337	345	7.7	37	395	432	12.3
Other or Unknown	3	98	101	2.3	1	82	83	2.4
TOTAL	56	4,409	4,465	100	177	3,331	3,508	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	1.1	3	37	40	2.7
Motorcycles	1	23	24	2.5	6	87	93	6.4
Cars	30	721	751	79.6	49	1136	1,185	81.2
PSVs	1	36	37	3.9	0	10	10	0.7
Goods Vehicles	12	85	97	10.3	11	107	118	8.1
Other or Unknown	2	23	25	2.6	0	14	14	1.0
TOTAL	46	898	944	100.0	69	1,391	1,460	100.0

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
Pedal Cycle-Pedal Cycle	0	4	4	0	5	5
Pedal Cycle-Motorcycle	0	4	4	0	5	5
Pedal Cycle-Car	2	274	276	2	278	280
Pedal Cycle-PSV	0	9	9	0	9	9
Pedal Cycle-Goods	3	41	44	3	41	44
Pedal Cycle-Other/Unknown	0	13	13	0	13	13
TOTAL	5	345	350	5	351	356

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motorcycle-Pedal Cycle	0	4	4	0	5	5
Motorcycle-Motorcycle	0	5	5	0	8	8
Motorcycle-Car	8	159	167	9	184	193
Motorcycle-PSV	0	2	2	0	3	3
Motorcycle-Goods	2	26	28	2	28	30
Motorcycle-Other/Unknown	0	9	9	1	11	12
TOTAL	10	205	215	12	239	251

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	2	274	276	2	278	280
Car-Motorcycle	8	159	167	9	184	193
Car-Car	20	1,331	1,351	24	2,367	2,391
Car-PSV	0	39	39	0	69	69
Car-Goods	12	334	346	16	533	549
Car-Other/Unknown	2	85	87	2	125	127
TOTAL	44	2,222	2,266	53	3,556	3,609

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
PSV-Pedal Cycle	0	9	9	0	9	9
PSV-Motorcycle	0	2	2	0	3	3
PSV-Car	0	39	39	0	69	69
PSV-PSV	0	0	0	0	0	0
PSV-Goods	0	4	4	0	8	8
PSV-Other/Unknown	0	0	0	0	0	0
TOTAL	0	54	54	0	89	89

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	3	41	44	3	41	44
Goods-Motorcycle	2	26	28	2	28	30
Goods-Car	12	334	346	16	533	549
Goods-PSV	0	4	4	0	8	8
Goods-Goods	2	24	26	2	37	39
Goods-Other/Unknown	0	19	19	0	33	33
TOTAL	19	448	467	23	680	703

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	0	13	13	0	13	13
Other-Motorcycle	0	9	9	0	11	11
Other-Car	2	85	87	2	125	127
Other-PSV	0	0	0	0	0	0
Other-Goods	0	19	19	0	33	33
Other-Other/Unknown	0	3	3	0	3	3
TOTAL	2	129	131	2	185	187

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000s) (2011)	Reg. Motor Vehicle (000s) (2011)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	55	35	3	60	63	1.2	3	99	102	1.4
Dublin	1,273	595	11	1,268	1,279	24.5	11	1,607	1,618	21.8
Kildare	210	109	14	178	192	3.7	15	268	283	3.8
Kilkenny	95	54	4	93	97	1.9	6	133	139	1.9
Laois	81	40	1	77	78	1.5	1	119	120	1.6
Longford	39	20	2	40	42	0.8	2	67	69	0.9
Louth	123	56	5	184	189	3.6	6	249	255	3.4
Meath	184	95	3	194	197	3.8	4	279	283	3.8
Offaly	77	40	4	71	75	1.4	4	107	111	1.5
Westmeath	86	47	5	99	104	2.0	6	127	133	1.8
Wexford	145	86	4	168	172	3.3	5	232	237	3.2
Wicklow	137	75	3	174	177	3.4	3	255	258	3.5
Munster										
Clare	117	68	2	118	120	2.3	2	172	174	2.3
Cork	519	302	26	533	559	10.7	27	773	800	10.8
Kerry	146	86	7	164	171	3.3	7	249	256	3.4
Limerick	192	106	14	285	299	5.7	15	429	444	6.0
Tipperary NR	70	45	5	90	95	1.8	5	128	133	1.8
Tipperary SR	88	51	4	84	88	1.7	6	115	121	1.6
Waterford	114	63	7	133	140	2.7	7	189	196	2.6
Connacht										
Galway	251	131	12	292	304	5.8	13	437	450	6.1
Leitrim	32	18	1	51	52	1.0	1	87	88	1.2
Mayo	131	74	11	129	140	2.7	12	207	219	3.0
Roscommon	64	37	4	103	107	2.0	5	158	163	2.2
Sligo	65	37	3	88	91	1.7	3	131	134	1.8
Ulster										
(Part of)										
Cavan	73	38	5	105	110	2.1	5	174	179	2.4
Donegal	161	84	6	198	204	3.9	6	314	320	4.3
Monaghan	60	33	6	79	85	1.6	6	130	136	1.8
TOTAL	4,588	2,425	172	5,058	5,230	100.0	186	7,235	7,421	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	152	159	3.0	9	230	239	3.2
Cavan/Monaghan	11	183	194	3.7	11	303	314	4.2
Clare	2	112	114	2.2	2	163	165	2.2
Cork City	6	243	249	4.8	6	334	340	4.6
Cork North	10	132	142	2.7	11	197	208	2.8
Cork West	10	163	173	3.3	10	250	260	3.5
DMR EAST	1	151	152	2.9	1	191	192	2.6
DMR North	2	209	211	4.0	2	280	282	3.8
DMR North Central	2	217	219	4.2	2	264	266	3.6
DMR South	2	265	267	5.1	2	329	331	4.5
DMR South Central	2	211	213	4.1	2	238	240	3.2
DMR West	2	215	217	4.1	2	304	306	4.1
Donegal	6	198	204	3.9	6	314	320	4.3
Galway	12	293	305	5.8	13	439	452	6.1
Kerry	7	161	168	3.2	7	243	250	3.4
Kildare	14	178	192	3.7	15	268	283	3.8
Laois/Offaly	5	143	148	2.8	5	220	225	3.0
Limerick	14	290	304	5.8	15	438	453	6.1
Louth	5	187	192	3.7	6	252	258	3.5
Mayo	11	131	142	2.7	12	209	221	3.0
Meath	3	191	194	3.7	4	274	278	3.7
Roscommon/Longford	6	133	139	2.7	7	212	219	3.0
Sligo/Leitrim	4	140	144	2.8	4	219	223	3.0
Tipperary	9	177	186	3.6	11	245	256	3.4
Waterford	7	133	140	2.7	7	190	197	2.7
Westmeath	5	108	113	2.2	6	142	148	2.0
Wexford	4	169	173	3.3	5	233	238	3.2
Wicklow	3	173	176	3.4	3	254	257	3.5
TOTAL	172	5,058	5,230	100.0	186	7,235	7,421	100.0

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	1	44	45

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	21	22	0	21	21

Note: Collisions omitted when speed limit is unknown

Table 44 Fatal and Injury Collisions Classified by Junction Type

Road Layout	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
T-Junction	6	514	520	48.5	9	194	203	48.0
Crossroads	5	296	301	28.1	3	143	146	34.5
Y-Junction	0	26	26	2.4	0	22	22	5.2
Roundabout	3	164	167	15.6	1	26	27	6.4
Complex Junction	1	58	59	5.5	0	25	25	5.9
TOTAL	15	1,058	1,073	100	13	410	423	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	356	360	24.1
Stop Sign	9	377	386	25.8
Yield Sign	4	134	138	9.2
Road Markings Only	3	57	60	4.0
Roundabout	0	51	51	3.4
Pedestrian Crossing	1	40	41	2.7
Within 50ft of Pedestrian X	0	4	4	0.3
No Control	5	291	296	19.8
Other / Not Stated	2	158	160	10.7
TOTAL	28	1,468	1,496	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	158	4,072	4,230	80.9
One-Way Single Carriageway	1	234	235	4.5
Dual Carriageway	7	162	169	3.2
Motorway	6	149	155	3.0
Other/Unknown	0	441	441	8.4
TOTAL	172	5,058	5,230	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	762	767	45.2	5	916	42.0	
Dun Laoghaire-Rathdown	309	1	171	172	10.1	1	218	10.0	
Fingal County	177	3	117	120	7.1	3	152	7.1	
South Dublin County	153	2	201	203	12.0	2	293	13.4	
Cork Co.Borough	104	3	175	178	10.5	3	241	11.1	
Waterford Co.Borough	-	1	53	54	3.2	1	78	3.6	
Limerick Co.Borough	-	2	120	122	7.2	2	170	7.8	
Galway Co.Borough	-	1	79	80	4.7	1	109	5.0	
TOTAL		18	1,678	1,696	100.0	18	2,177	2,195	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	4	203	1	33	0	23	1	47
Pedal Cycle Users	1	162	0	28	0	7	0	11
Motorcycle Users	0	83	0	18	0	13	0	16
Car Users	0	378	0	129	3	101	1	192
PSV Users	0	10	0	0	0	0	0	7
Goods Vehicle Users	0	18	0	5	0	5	0	9
Other or Unknown	0	62	0	5	0	3	0	11
TOTAL	5	916	1	218	3	152	2	293

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	3	59	1	12	1	34	1	29
Pedal Cycle Users	0	15	0	6	1	8	0	8
Motorcycle Users	0	8	0	1	0	3	0	5
Car Users	0	142	0	55	0	118	0	67
PSV Users	0	4	0	0	0	0	0	0
Goods Vehicle Users	0	8	0	2	0	3	0	0
Other or Unknown	0	5	0	2	0	4	0	0
TOTAL	3	241	1	78	2	170	1	109

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

Vehicle Type	Dublin City		Dun Laoghaire Rathdown		Fingal		South Dublin	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	1	168	0	29	0	8	0	10
Motorcycle	0	99	0	19	0	15	0	15
Car	3	811	1	206	3	138	2	268
PSV	0	32	0	3	0	1	0	5
Goods	0	77	0	15	0	17	0	26
Other or Unknown	1	26	0	3	0	3	0	9
TOTAL	5	1,213	1	275	3	182	2	333

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	0	15	0	6	1	8	0	8
Motorcycle	0	8	0	1	0	3	1	4
Car	1	213	1	73	1	165	0	104
PSV	1	4	0	1	0	1	0	3
Goods	1	19	0	5	1	11	0	4
Other or Unknown	0	5	0	2	0	4	0	2
TOTAL	3	264	1	88	3	192	1	125

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 2011			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Arklow	12,770	0	6	6	0.5
Athlone	15,558	2	15	17	1.1
Balbriggan	19,932	0	11	11	0.6
Ballina	10,361	0	7	7	0.7
Bray	26,852	0	23	23	0.9
Carlow	13,698	1	18	19	1.4
Castlebar	10,826	0	10	10	0.9
Clonmel	15,793	0	11	11	0.7
Drogheda	30,393	1	34	35	1.2
Dundalk	31,149	0	39	39	1.3
Ennis	20,180	0	23	23	1.1
Killarney	12,740	0	9	9	0.7
Letterkenny	15,387	1	19	20	1.3
Naas	20,713	1	7	8	0.4
Navan	28,158	0	10	10	0.4
Newbridge	17,127	0	6	6	0.4
Sligo	17,568	0	23	23	1.3
Tralee	20,814	1	22	23	1.1
Tullamore	11,346	0	6	6	0.5
Wexford	19,913	0	18	18	0.9
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 2011			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	4,554	0	4	4	0.9
Ballybay	298	0	1	1	3.4
Ballyshannon	1,855	0	2	2	1.1
Bandon	1,917	0	3	3	1.6
Bantry	3,348	1	0	1	0.3
Belturbet	1,378	0	4	4	2.9
Birr	4,428	0	3	3	0.7
Boyle	1,459	0	2	2	1.4
Buncrana	3,452	0	2	2	0.6
Bundoran	1,781	0	5	5	2.8
Callan	2,330				0.0
Carrickmacross	1,978	0	3	3	1.5
Cashel	2,275	0	3	3	1.3
Castleblaney	1,752				0.0
Cavan	3,649	0	10	10	2.7
Ceannannus Mor	2,208	0	1	1	0.5
Clonakilty	4,000	0	4	4	1.0
Clones	1,491	0	4	4	2.7
Cootehill	1,592				0.0
Enniscorthy	2,842	0	6	6	2.1
Fermoy	2,223	0	5	5	2.2
Fethard Town	1,541				0.0
Gorey	3,463	0	4	4	1.2
Granard	1,021				0.0
Kilkee	1,037	0	2	2	1.9
Kilrush	2,539	0	5	5	2.0
Kinsale	2,198	0	3	3	1.4
Lismore	732	0	1	1	1.4
Listowel	4,205	0	5	5	1.2
Macroom	3,738	0	6	6	1.6
Midleton	3,733	0	12	12	3.2
Mountmellick	2,998	0	0	0	0.0
Muine Bheag	2,775	0	0	0	0.0
NewRoss	4,533	0	4	4	0.9
Portlaoise	3,639	0	5	5	1.4
Rathkeale	1,550	0	1	1	0.6
Skibbereen	2,568	0	2	2	0.8

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 2011			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	1,941	0	1	1	0.5
Tipperary	4,322	0	6	6	1.4
Trim	1,441	0	4	4	2.8
Tuam	3,348	0	7	7	2.1
Tullow	3,972	0	1	1	0.3

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	1	4	28	33	2	0	14	16	49	0.09
N2	0	1	20	21	2	0	18	20	41	0.08
N3	0	1	15	16	1	0	27	28	44	0.06
N4	0	1	29	30	3	1	36	40	70	0.06
N5	1	2	4	7	2	1	12	15	22	0.08
N6	0	0	6	6	1	0	24	25	31	0.04
N7	0	1	8	9	1	2	43	46	55	0.04
N8	0	0	3	3	0	0	18	18	21	0.03
N9	0	0	2	2	0	0	6	6	8	0.02
N10	0	0	0	0	1	0	2	3	3	0.03
N11	2	2	20	24	1	5	35	41	65	0.07
N12	0	0	0	0	0	0	1	1	1	0.05
N13	0	1	0	1	2	0	13	15	16	0.11
N14	0	0	1	1	0	1	3	4	5	0.09
N15	0	0	6	6	1	1	13	15	21	0.08
N16	0	0	0	0	0	1	5	6	6	0.12
N17	0	0	10	10	1	1	16	18	28	0.08
N18	0	0	10	10	2	1	12	15	25	0.05
N19	0	0	0	0	0	0	0	0	0	0.00
N20	1	0	9	10	4	3	18	25	35	0.07
N21	0	1	13	14	2	5	18	25	39	0.13
N22	0	2	11	13	1	3	12	16	29	0.08
N23	0	0	0	0	1	0	0	1	1	0.05
N24	0	1	10	11	1	1	13	15	26	0.07
N25	0	1	7	8	3	6	32	41	49	0.05
N26	0	0	0	0	0	0	2	2	2	0.03
N27	0	0	3	3	0	0	2	2	5	0.08
N28	0	0	3	3	2	0	4	6	9	0.14
N29	0	0	0	0	0	0	0	0	0	0.00
N30	0	0	4	4	0	0	2	2	6	0.10
N31	0	0	4	4	0	0	0	0	4	0.08
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	0	3	3	0	1	27	28	31	0.04
TOTAL	5	18	230	253	34	33	429	496	749	0.06

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

National Route	Inside Built-up Areas				Outside Built-up Areas				Overall Total	Rate per 10 ⁶ Veh. Km*
	F	SI	MI	Total	F	SI	MI	Total		
N51	0	0	3	3	0	1	8	9	12	0.15
N52	0	1	8	9	2	2	20	24	33	0.10
N53	0	0	0	0	1	0	7	8	8	0.18
N54	0	0	3	3	0	1	3	4	7	0.12
N55	0	1	1	2	0	3	8	11	13	0.11
N56	0	1	5	6	0	1	16	17	23	0.08
N58	0	0	0	0	0	1	1	2	2	0.14
N59	0	1	10	11	2	0	21	23	34	0.09
N60	0	1	5	6	1	1	5	7	13	0.09
N61	0	0	3	3	0	1	7	8	11	0.09
N62	0	0	3	3	0	0	3	3	6	0.04
N63	0	0	5	5	0	0	10	10	15	0.11
N65	0	0	1	1	1	1	3	5	6	0.14
N66	0	1	1	2	0	0	2	2	4	0.14
N67	0	0	6	6	1	0	4	5	11	0.08
N68	0	0	0	0	0	0	4	4	4	0.05
N69	0	1	6	7	0	0	11	11	18	0.08
N70	0	0	4	4	0	0	5	5	9	0.05
N71	0	0	7	7	3	5	16	24	31	0.07
N72	0	1	3	4	3	2	13	18	22	0.09
N73	0	0	0	0	1	0	3	4	4	0.10
N74	0	0	0	0	0	0	2	2	2	0.08
N75	0	0	1	1	0	0	1	1	2	0.14
N76	0	0	1	1	0	0	10	10	11	0.12
N77	0	0	1	1	0	1	2	3	4	0.06
N78	0	0	4	4	0	0	6	6	10	0.10
N80	0	0	6	6	1	1	15	17	23	0.08
N81	1	4	31	36	2	5	19	26	62	0.22
N82	0	0	0	0	0	0	0	0	0	0.00
N83	0	0	3	3	0	0	5	5	8	0.20
N84	0	0	3	3	1	1	5	7	10	0.07
N85	0	0	0	0	0	0	2	2	2	0.04
N86	0	0	1	1	1	1	0	2	3	0.03
N87	0	0	1	1	1	0	2	3	4	0.14
TOTAL	1	12	126	139	21	28	239	288	427	0.09
OVERALL TOTAL	6	30	356	392	55	61	668	784	1,176	0.07

*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

2011													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Carlow	32	19	21	20	29	23	35	29	30	35	27	43	343
Cavan	36	39	38	40	48	17	47	28	35	41	47	75	491
Clare	98	55	43	40	67	80	78	75	64	63	28	82	773
Cork	251	175	252	230	233	293	206	231	269	258	314	325	3,037
Donegal	84	58	61	68	97	66	69	98	70	84	61	66	882
Dublin	191	339	290	270	264	257	215	249	243	278	281	331	3,208
Galway	101	85	77	64	89	83	856	97	143	129	96	119	1,939
Kerry	42	33	53	36	56	74	60	67	61	47	37	45	611
Kildare	88	57	48	48	58	86	60	57	74	68	68	70	782
Kilkenny	45	35	32	35	34	67	27	29	33	50	34	30	451
Laois	25	22	14	11	4	23	16	6	9	9	16	9	164
Leitrim	24	17	24	11	24	19	14	17	24	41	11	26	252
Limerick	158	142	164	155	144	150	123	137	200	207	131	168	1,879
Longford	7	6	5	9	10	11	14	11	21	20	13	16	143
Louth	68	66	80	83	72	68	68	126	23	88	89	110	941
Mayo	32	47	31	34	47	49	48	49	45	40	42	55	519
Meath	60	58	41	50	44	37	45	56	50	69	47	61	618
Monaghan	19	17	18	15	26	24	11	9	19	29	16	45	248
Offaly	38	29	32	27	26	34	32	27	25	38	27	41	376
Roscommon	31	29	34	18	21	40	27	21	30	34	25	31	341
Sligo	37	55	38	25	31	48	36	35	39	40	42	39	465
Tipperary	87	56	57	42	51	67	64	55	63	72	60	90	764
Waterford	84	83	53	50	57	69	37	84	52	55	58	48	730
Westmeath	33	34	39	27	32	24	27	41	30	41	41	20	389
Wexford	74	50	55	59	68	59	62	69	63	49	54	84	746
Wicklow	72	67	50	59	54	55	67	70	74	70	71	62	771
TOTAL	1,817	1,673	1,650	1,526	1,686	1,823	2,344	1,773	1,789	1,955	1,736	2,091	21,863

Table 53: International Comparisons

	Number of Road Deaths¹ 2011	Rate per billion Vehicle kilometres 2011	Road Deaths per 100,000 Population 2011
E.U. Countries			
Austria	523	7.32a	6.22
Belgium	858	8.51a	7.83
Czech Republic	773	16.22a	7.34
Denmark	220	4.86	3.96
Finland	292	5.36	5.43
France	3,963	7.12a	6.28
Germany	4,009	5.59	4.9
Great Britain	1,901	3.89	3.09
Greece	1,087	-	9.6
Hungary	638	-	6.39
Iceland	12	3.82	3.77
Ireland	186	3.9	4.05
Italy	3,860	-	6.37
Luxemburg	33	-	6.45
Netherlands	546	4.25a	3.28
Northern Ireland	55a	-	3.06a
Poland	4,189	-	10.97
Portugal	891	-	8.38
Slovakia	324	-	6.0
Slovenia	141	7.77	6.88
Spain	2,060	-	4.46
Sweden	319	3.21a	3.39,
United Kingdom	1,960	-	3.03
Other Countries			
Australia	1,277	5.62	5.65
Canada	2,227a	6.58a	6.53a
Israel	341	6.73	4.39,
Japan	5,450	-	4.26
New Zealand	284	7.14	6.45
Norway	168	3.92	3.41
South Korea	5,229	17.64	10.5
Switzerland	320	5.07	4.07
U.S.A.	32,885a	-	10.63a

(a) 2010 data ; (b) 2009 data ; (c) 2008 data ; (d) 2007 data ; (e) 2006 data ; (f) 2005; (g) 2004

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

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

APPENDIX: NOTES AND DEFINITIONS

All Road Collisions

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

Collisions and Casualties

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

Fatal Collision:

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

Serious Injury Collision:

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

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

Minor Injury Collision:

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

Material Damage Collision:

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

Learner Driver

A learner driver is a driver holding a learner permit.

Vehicles

Vehicles are classified as follows:

1. Pedal Cycle

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

2. Motorcycle

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

3. Car

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

4. Public Service Vehicle (PSV)

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

5. Goods Vehicle

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

6 Other Motor Vehicle

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

Rural Area

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

Urban Area

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

Built-up Area

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

Dark

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



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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