

Working To Save Lives

RSA



ROAD COLLISION FACTS 2005

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Étha Cliath,
Béal an Átha, Co. Mhaigh Eo.

Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo.

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

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

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



Working To Save Lives
Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

ROAD COLLISION FACTS

IRELAND

2005

*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

RS 1
April 2007

Acknowledgements

Particular thanks are due to Tara Sharpe of the Garda National Traffic Bureau, Fergal Trace and Desmond O'Connor of the NRA, and Michelle Munnely, Ailish Casey and Michael Hegarty of Road Safety Authority.

CONTENTS

	<i>Page No.</i>
OVERVIEW	v
Notes and Definitions	ix
Section 1 Trends in Road Traffic Collisions	1
Section 2 Date and Time	9
Section 3 Location	11
TABLES	
Table A Collision Rates per Thousand Population (2002), per Thousand Registered Vehicles (2005) and per 10 Million Vehicle-Kilometres of Travel (2001), for each county	12
Section 1 Trends in Road Traffic Collisions	
Table 1 Collisions Classified by Type and Vehicles Licensed, 1996-2005	13
Table 2 Persons Killed and Injured, 1996-2005	14
Table 3 Persons Killed Classified by Road User Type, 1996-2005	14
Table 4 All Casualties Classified by Road User Type, 1996-2005	14
Table 5 Persons Killed and Injured in Each County, 2001-2005	15
Section 2 General Tables	
Table 6 Traffic Collisions and Casualties Classified by Month of Year	16
Table 7 Fatal and Injury Collisions and Casualties Classified by Hour of Day	17
Table 8 Fatal and Injury Collisions and Casualties Classified by Day of Week	18
Table 9 Fatal and Injury Collisions and Casualties Classified by Light Condition	18
Table 10 Fatal and Injury Collisions Classified by Primary Weather Conditions	19
Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions	19
Table 12 Fatal and Injury Collisions Classified by Road Character	19
Table 13 Collisions Classified by Road Surface Condition and by Occurrence of Skidding	20
Table 14 Collisions on Wet Roads Classified by Road Character and by Occurrence of Skidding	20
Table 15 Fatal and Injury Collisions Inside and Outside Built-up Areas Classified by Accident Type	20
Table 16 Single Vehicle Collisions not Involving Pedestrians Classified by Type of Collision	21
Table 17 Fatal and Injury Collisions Classified by Possible Contributory Factor Where Specified	21
Section 3 Casualties	
Table 18 All Casualties Classified by Road User Type	22
Table 19 All Casualties Classified by Road User Type and by Age	23
Table 20 Male Casualties Classified by Road User Type and by Age Where Specified	24
Table 21 Female Casualties Classified by Road User Type and by Age Where Specified	25
Table 22 All Casualties Classified by Age and Sex	26
Table 23 All Casualties Classified by Age, Inside and Outside Built-up Areas	26
Table 24 Casualties Classified by Road User Type Inside and Outside Built-up Areas	27
Table 25 Pedestrian Casualties Classified by Light Condition and by Location Type	27
Table 26 Pedestrian Casualties Classified by Pedestrian Action, Age of Pedestrian and by Darkness or Daylight	28

	<i>Page No.</i>
Section 4 Drivers and Vehicles	
Table 27 Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type	29
Table 28 Male Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type	29
Table 29 Female Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type	30
Table 30 Drivers of Cars Involved in Fatal and Injury Collisions Classified by Age and by Sex	30
Table 31 Motorcycle Drivers Involved in Fatal and Injury Collisions Classified by Age and by Sex	31
Table 32 Drivers of Other Vehicles Involved in Fatal and Injury Collisions Classified by Age and by Sex	31
Table 33 Users of Cars Involved in Fatal and Injury Collisions Classified by Seat Belt Usage	32
Table 34 Users of Motor Cycles Involved in Fatal and Injury Collisions Classified by Crash Helmet Usage	32
Table 35 Cars and Goods Vehicles Involved in Fatal and Injury Collisions Classified by Driver's Country of Residence	33
Table 36 Two-Vehicle Collisions: Contributory Action, Where Specified	33
Table 37 Vehicles Involved in Fatal and Injury Collisions Classified by Vehicle Type and by Location Type	34
Table 38 Single-Vehicle Collisions, With or Without Pedestrians, Classified by Vehicle Type	34
Table 39 Two-Vehicle Collisions Classified by Vehicle Type	35
 Section 5 Location	
Table 40 Traffic Collisions and Casualties in Each County	37
Table 41 Fatal and Injury Collisions and Casualties Classified by Garda Division	38
Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings	38
Table 43 Fatal and Injury Collisions Inside and Outside Built-up Areas where Road Works were in Progress at the Collision Scene	38
Table 44 Fatal and Injury Collisions Classified by Junction Type	39
Table 45 Fatal and Injury Collisions at Intersections Classified by Control Type	39
Table 46 Fatal and Injury Collisions Classified by Road Type	39
Table 47 Traffic Collisions and Casualties in the Main Centres of Population	40
Table 48 Road Users Killed and Injured in the Main Centres of Population	40
Table 49 Vehicles Involved in Fatal and Injury Collisions in the Main Centres of Population	41
Table 50 Fatal and Injury Collisions in Towns	42
Table 51 Fatal and Injury Collisions on National Routes Classified by Route and by Location Type	44
Table 52 Material Damage Collisions Classified by Month and by County	46
Table 53 International Comparisons	47

OVERVIEW

Introduction

“In 2005, the fatality rate per million of registered vehicles was 185. The 1995 rate was 346 per million of registered vehicles.”

Motor vehicle travel is a primary means of transportation, providing a high degree of mobility. For all its advantages, fatalities and injuries resulting from motor vehicle collisions are unacceptable. The mission of the Road Safety Authority is to reduce fatalities, injuries and economic losses from motor vehicle collisions.

Much progress has been made in reducing the number of fatalities and serious injuries on our national roads. In 2005, the fatality rate per million registered vehicles was 185. The 1995 rate was 346 per million registered vehicles. However, much remains to be done.

In 2005, of the 27,807 Garda-reported motor vehicle traffic collisions, 396 people were killed, 9,318 people were injured, and 21,274 collisions involved property or material damage only.

The fatality rate per 100,000 population was 9.6 in 2005, an increase of 0.3 percentage points from the 2004 rate of 9.3.

The estimated cost of all fatal and injury road collisions reported to and recorded by An Garda Síochána in 2005 was €1.44 billion.

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 (exclusive of Northern Ireland) in 2005. Collisions on private property, such as railway station approaches or private lanes, are excluded.

We also examine trends in collisions, fatalities and injuries over time, in both past decade as well as the most recent trends in various cross sections of road traffic and transport systems.

Cars

“26 percent of car drivers killed in traffic crashes in 2005 were not using seat belt.”

In 2005, 222 car occupants were killed in collisions accounting for 56 percent of all fatalities and an additional 6406 were injured. Sixty-five percent of car occupants killed were drivers and 23 percent were front seat passengers. Most of the car drivers killed were male (72%).

Twenty-six percent of car drivers and 10 percent of front seat car passengers involved in fatal collisions were not using seat belt.

Motorcycles

“Per vehicle kilometres travelled, motorcyclists were 26 times more likely than car users to be killed.”

The 56 motorcyclist fatalities that occurred in 2005 accounted for 14 percent of all fatalities. An additional 535 motorcyclists were injured.

Per vehicle kilometres travelled in 2001, motorcyclists were 26 times more likely than car users to be killed and 4 times more likely than pedalcyclists to be killed.

Pedalcycles

In 2005, 10 pedalcyclists were killed and additional 223 were injured in collisions. Pedalcyclists made up 2 percent of all fatalities. Most of the pedalcyclists killed or injured were male (80% and 70% respectively). In 2005, 60 percent (6) of all the pedal cycle traffic fatalities reported involved goods vehicles.

Pedestrians

In 2005, 74 pedestrians were killed. Twenty-seven percent of the pedestrian killed were aged 65 and over.

Figure A1. Overall Fatalities by Age and Sex, 2005

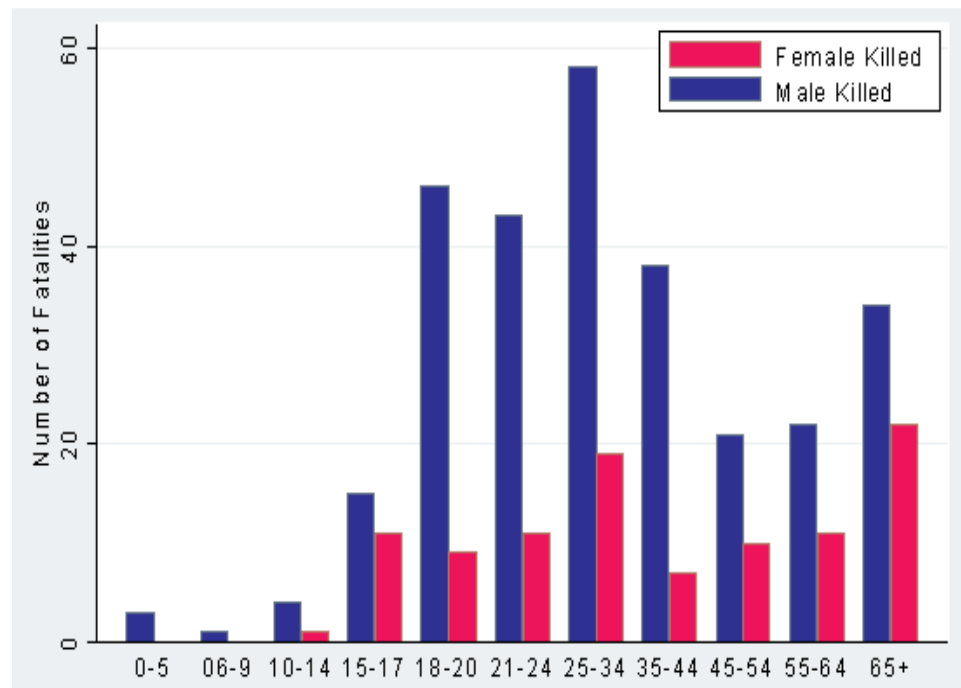
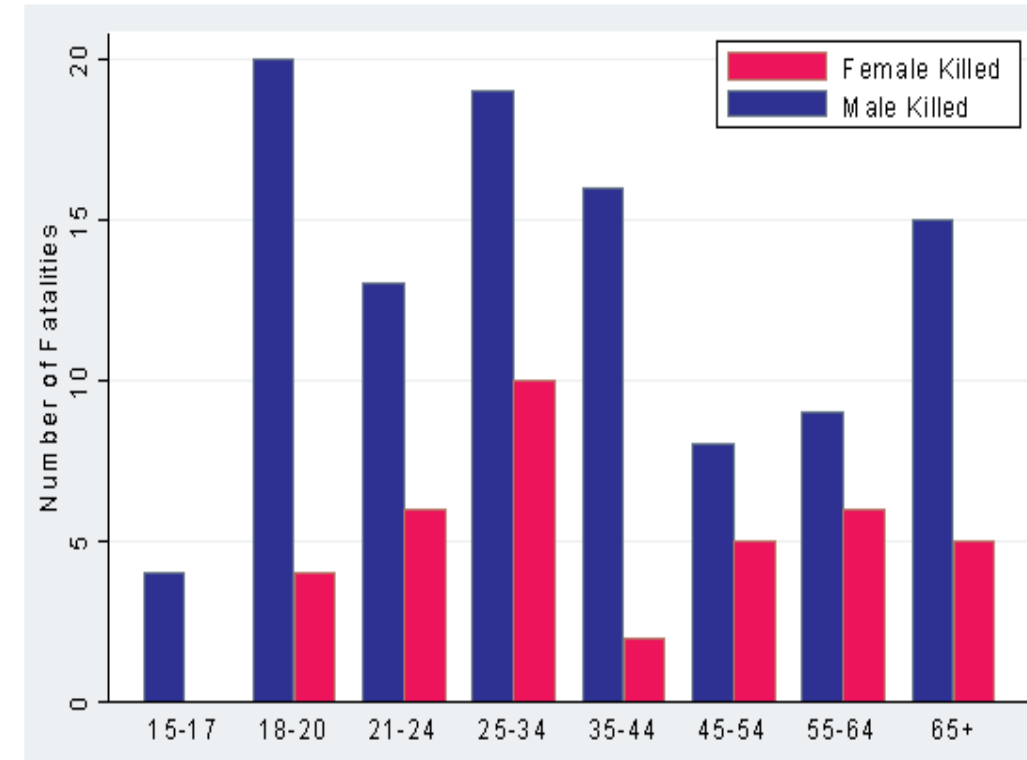


Figure A2. Car Drivers Fatalities by Age and Sex, 2005



“In 2005, three out of five of all the pedal cycle fatalities resulted from collisions involving a goods vehicle.”

Primary Collision Type

Thirty percent of all fatal collisions in 2005 were single vehicle only collisions. This represents a decrease of six percentage points over the 2004 situation.

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 consumption. Single vehicle only collisions accounted for just 19 per cent of injury collisions.

Head-on collisions accounted for 28 per cent of fatal collisions and 17 per cent of injury collisions. Collisions involving pedestrians accounted for 18 per cent of all fatal collisions and 13 per cent of all injury collisions.

Single vehicle, head-on and pedestrian collisions all accounted for a greater percentage of fatal than injury collisions, indicating that these collision types are, on average, more severe than angle, rear-end or ‘other’ road collision types, which together accounted for 47 percent of injury collisions but only 24 percent of fatal collisions.

Date and Time

The worst month for fatalities in 2005 was October when 44 people died in 38 collisions.

April and June recorded the fewest number of collisions (20), of which 23 and 22 persons died respectively.

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 92 in 2005, with 100 persons being killed in these collisions. This period accounted for 26 percent of fatal collisions and 25 percent of fatalities in 2005.

The number of persons killed during the later hours of darkness (between 3.00 am and 6.00 am), was 54, this increased by 18 over the 2004 level. Fatalities that occurred during these hours accounted for approximately 14 percent of all road collision fatalities in 2005.

The worst days of the week for fatalities during 2005 were Saturdays and Sundays. These two days together accounted for 177 fatalities, or 45 percent of the total. The days of the week with fewest associated fatalities were Tuesday and Wednesday, on which days 67 people, or 17 percent of the total, died.

Location

Twenty-seven percent of all fatal collisions in 2005 occurred on urban roads, a decrease of three percentage points over the 2004 figure. The percentage of fatal collisions occurring on rural roads increased by three percentage points to 73 per cent. However, the percentage of all fatal collisions occurred on national roads remained the same compared to the 2004 figure (40%).

On a county-by-county basis, Cavan experienced the highest number of collisions per population (3.3 per 1,000 persons) as well as per 1,000 registered vehicles (5.7). Waterford experienced the highest number of collisions per 10 million Vehicle Kilometres of Travel (2.7).

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 provisional licence.

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 2005.

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 2005.

Built-up Area

A built-up area means an area which was within a 50 to 60 km/h. speed limit zone in 2005.

Dark

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

Section 1: Trends in Road Traffic Collisions

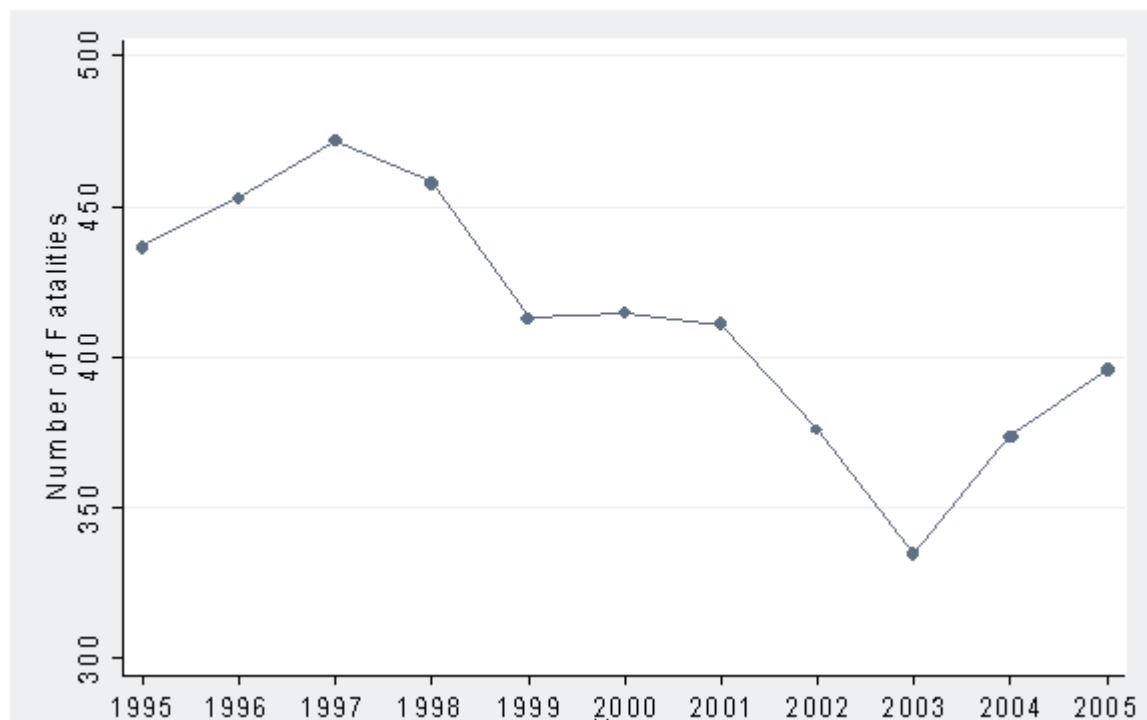
We examine trends in collisions, fatalities and injuries over time, in both past decade as well as the most recent trends in various cross sections of road traffic and transport systems.

1.1. Road Fatalities

A total of 396 people were killed in 360 collisions on Irish roads in 2005. This represents an increase of 22 fatalities (or six percent) on 2004. The trend of the number of road fatalities in the period 1995-2005 is shown in Figure 1. The number of fatalities decreased (in the period 1997-1999). This downward trend

“In 2005, there were 27,807 Garda-reported traffic collisions, in which 396 people were killed and 9,318 people were injured; 21,274 collisions involved property or material damage only.”

Figure 1: Annual Number of Road Fatalities, 1995-2005



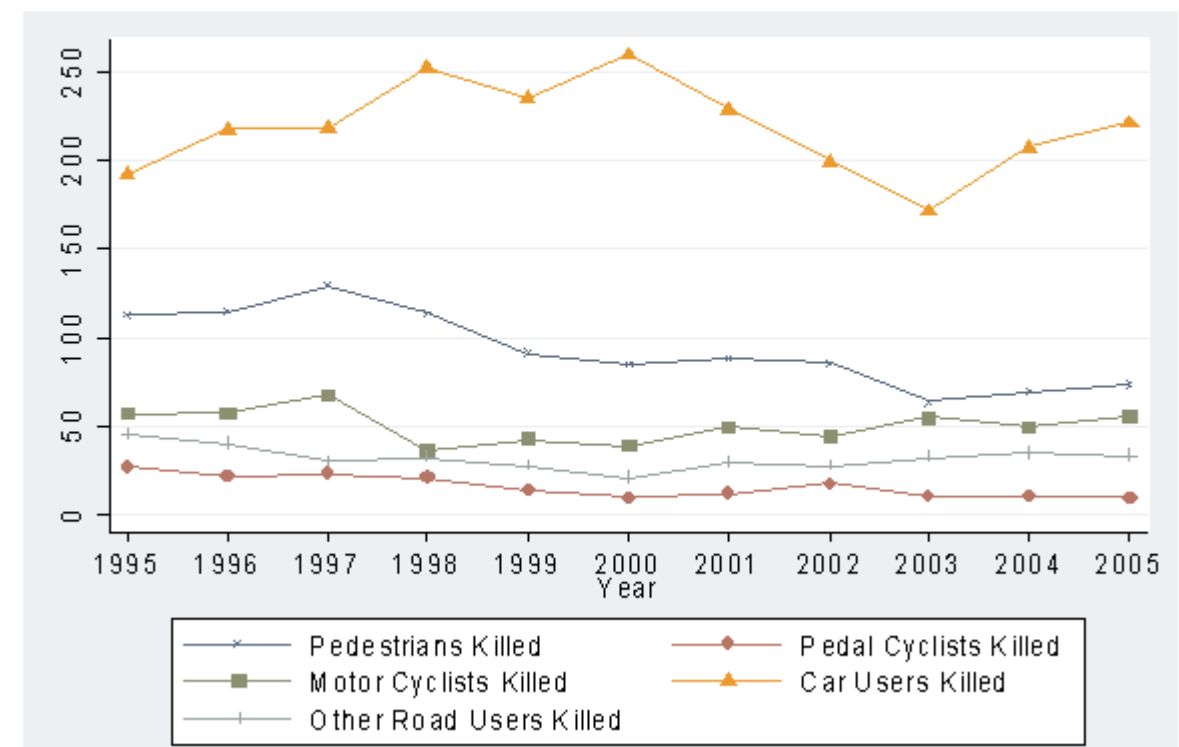
became less pronounced in the period 1999-2001. After that, the downward trend was maintained until 2003. The reduction in fatalities reversed after 2003. The lower figure noted for 2003 may have been influenced by the introduction of the penalty points system on 31st October, 2002.

1.2. Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 1995-2005 is given in Figure 2. The number of car user fatalities increased over the period 1995-2000. After that, car user fatalities decreased sharply until 2003. In the period 2004-2005, the number of car user fatalities increased from 208 to 222.

There was a downward trend in the number of pedestrian fatalities in the period 1997-2003. However, the number of pedestrian fatalities increased in the period 2003-2005. A downward trend has been maintained in pedal cyclist fatalities, while an upward trend has been maintained by motorcyclist fatalities in the period 1998-2005. The trend for other road users fatalities (PSV users, goods vehicle users and miscellaneous types of motor vehicles) was sporadic.

Figure 2: Number of Fatalities by Transport Mode, 1995-2005



1.3. Trends in Fatalities by Road Types

Seventy-seven percent (306) of all the fatalities occurred on two-way single carriageways. Over the period 2000-2005 there has been a downward trend in fatalities on dual carriageways and an upward trend on one-way single carriageways.

Figure 2b: Number of Fatal Collisions by Road Type, 2000-2005

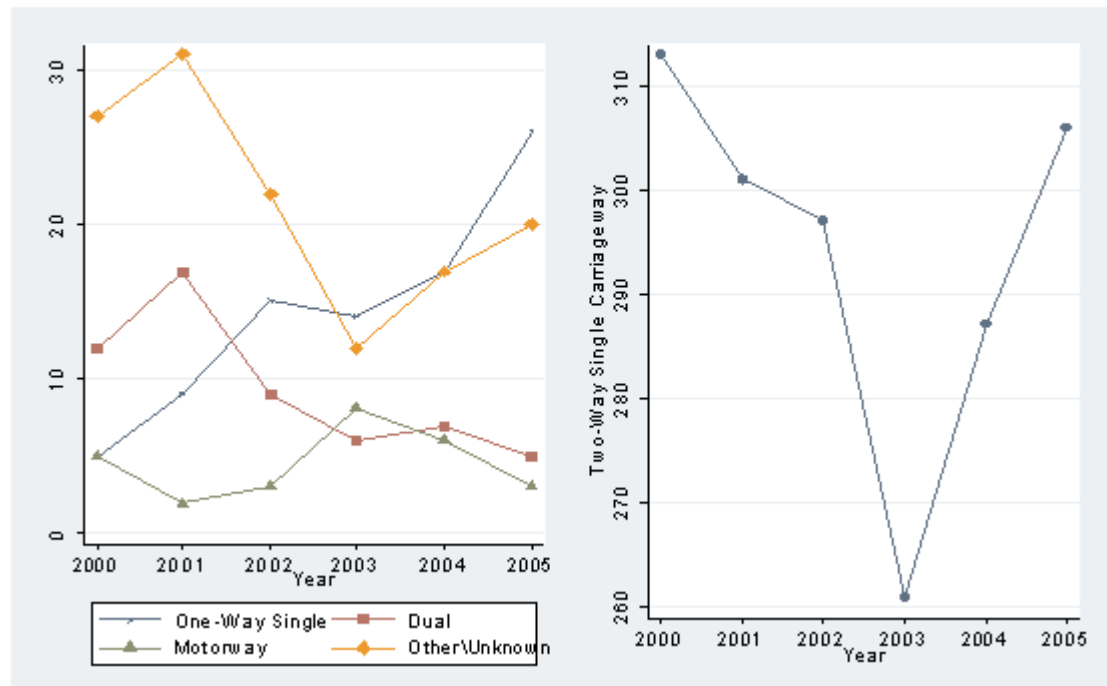
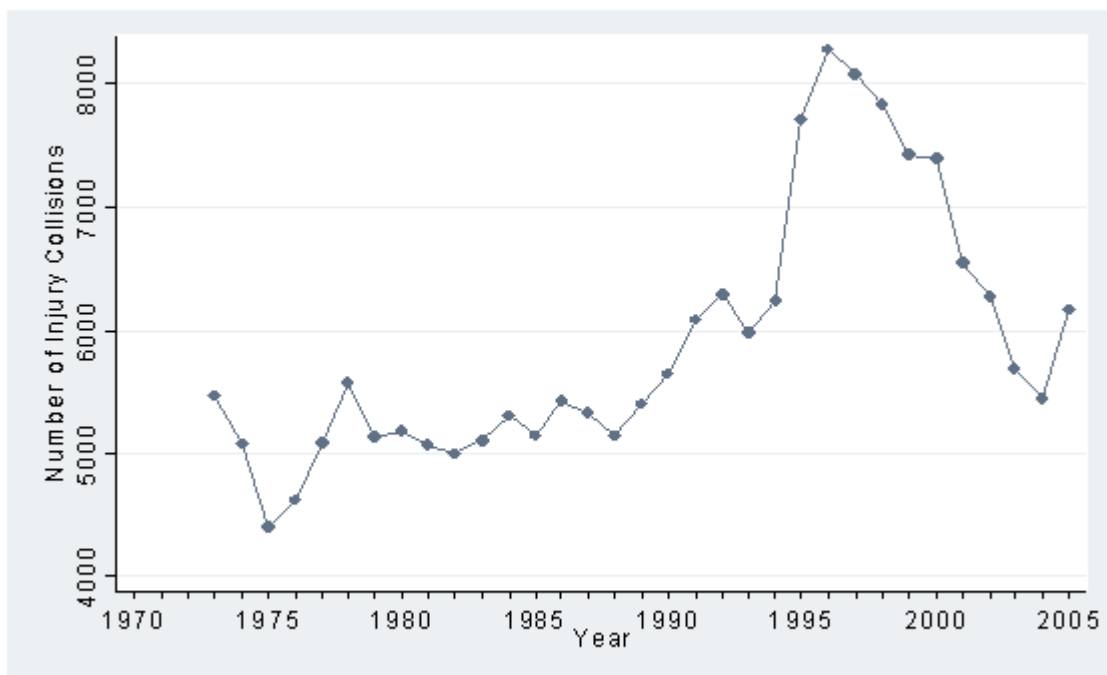


Figure 3: Number of Injury Collisions, 1973-2005*

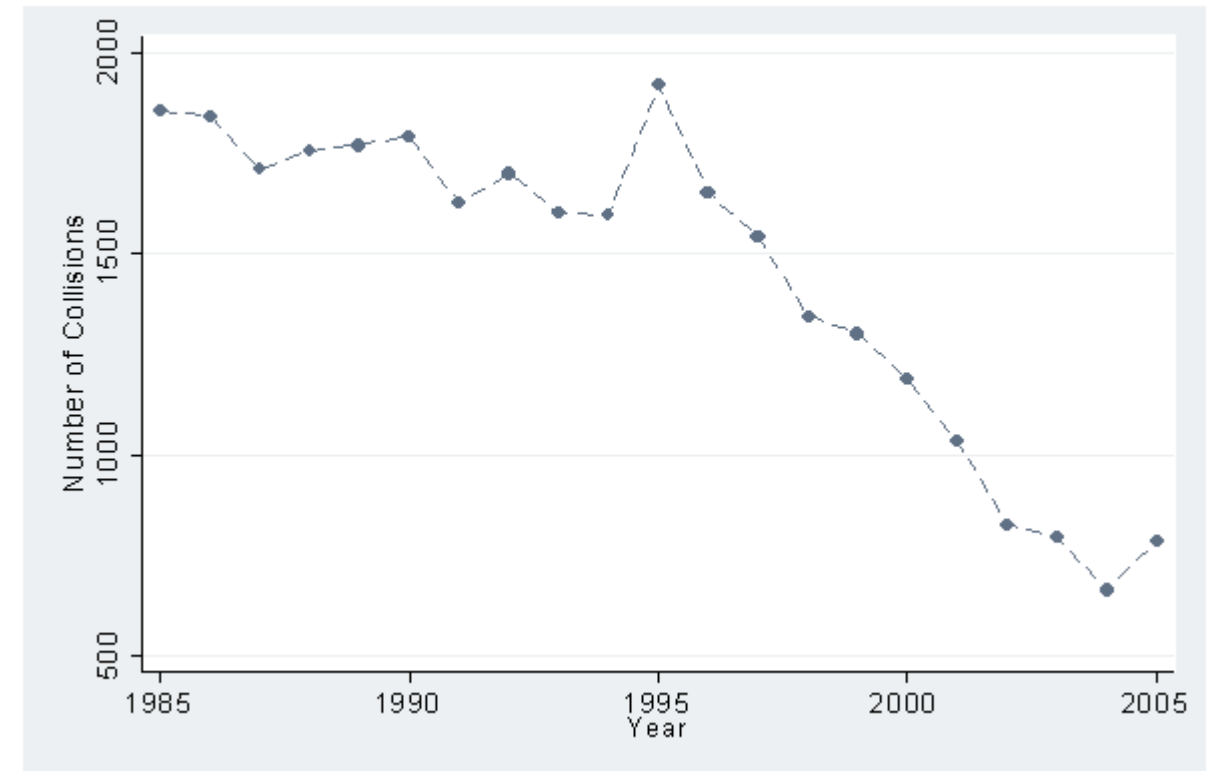


* Trends seen in 1995 and 2001 may have been influenced by alterations to the collision recording

1.4 Trends in Injury Collisions

Figures 3 and 4 show the time trend in injury and serious injury collisions. There is a downward trend in the number of serious injury collisions since 1995. The number of injury collisions (serious and minor combined) was increasing up until 1995. After that, the number of injury collisions reversed, and a downward trend has been maintained.

Figure 4: Number of Serious Injury Collisions, 1985-2005*



1.5 Material Damage Collisions

The number of material damage collisions (where no injuries or fatalities are sustained but material damage is caused to vehicle and / or property) both reported to and recorded by An Garda Síochána increased from 16,525 in 2004 to 21,274, in 2005.

1.6 Road User Category

Compared to 2004 there was a substantial increase in the number of car user fatalities (which rose from 208 to 222) and a decrease in pedal cyclist fatalities (which declined from 11 to 10). However, the number of pedestrian fatalities increased (which rose from 70 to 74), while the number of motorcyclist fatalities increased by six to 56. The number of other road users (PSV users, goods vehicle users and miscellaneous types of motor vehicles) killed remained almost the same.

Figure 5: Motor Cyclists and Pedal Cyclists Killed, percentage of total, 1973-2005

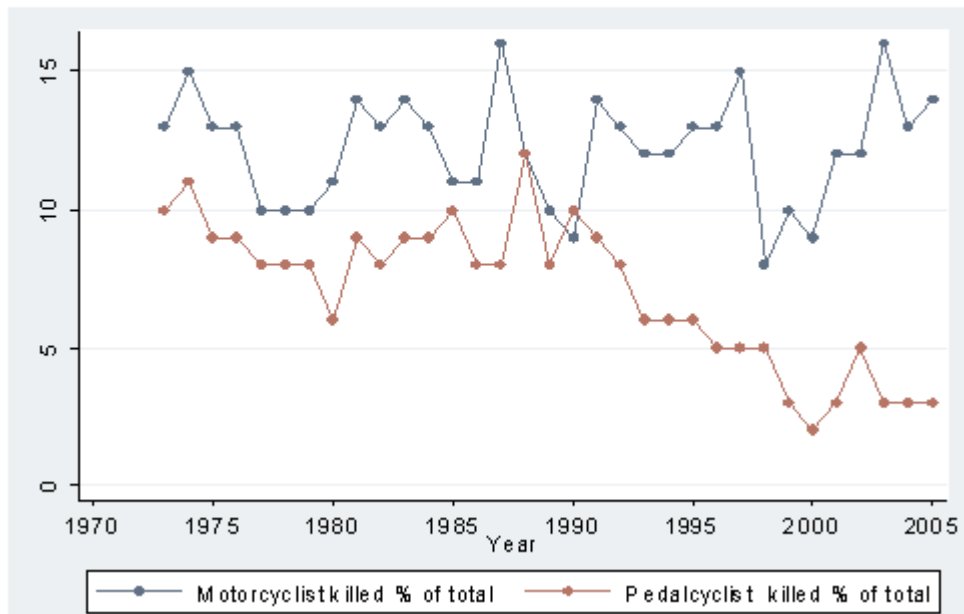
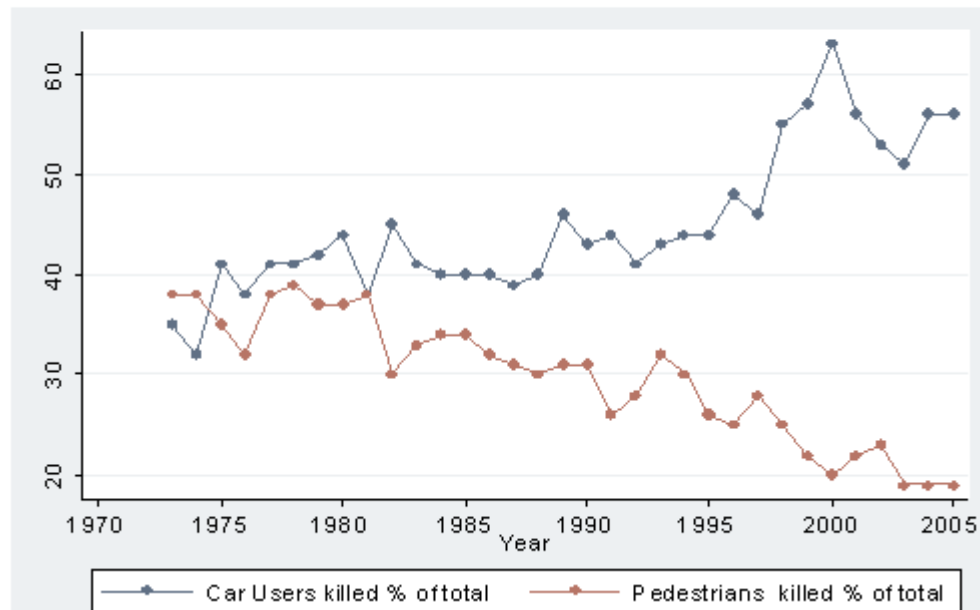


Figure 6: Pedestrians and Car Users Killed, percentage of total, 1973-2005



1.7 Primary Collision Type

Thirty percent of all fatal collisions in 2005 were single vehicle only collisions. This represents a decrease of six percentage points over the 2004 situation. This collision type, which involves no other road user, is strongly associated with two causal factors, namely excessive speed and / or alcohol consumption. Single vehicle only collisions accounted for just 19 per cent of injury collisions.

Head-on collisions accounted for 28 per cent of fatal collisions and 17 per cent of injury collisions. Collisions involving pedestrians accounted for 18 per cent of all fatal collisions and 13 per cent of all injury collisions.

Single vehicle, head-on and pedestrian collisions all accounted for a greater percentage of fatal than injury collisions, indicating that these collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which together accounted for 47 percent of injury collisions but only 24 per cent of fatal collisions.

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

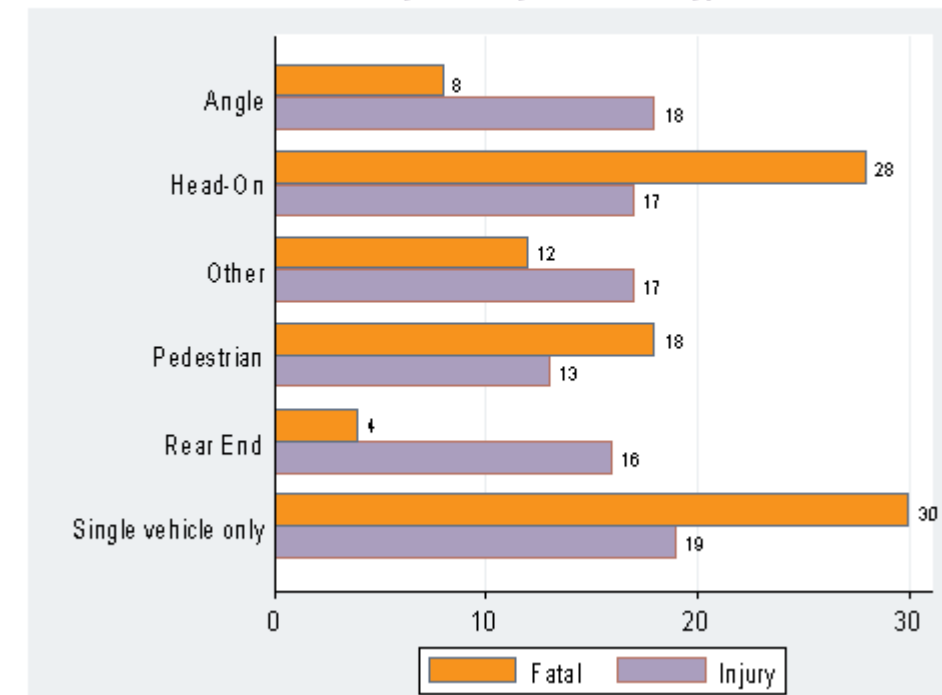
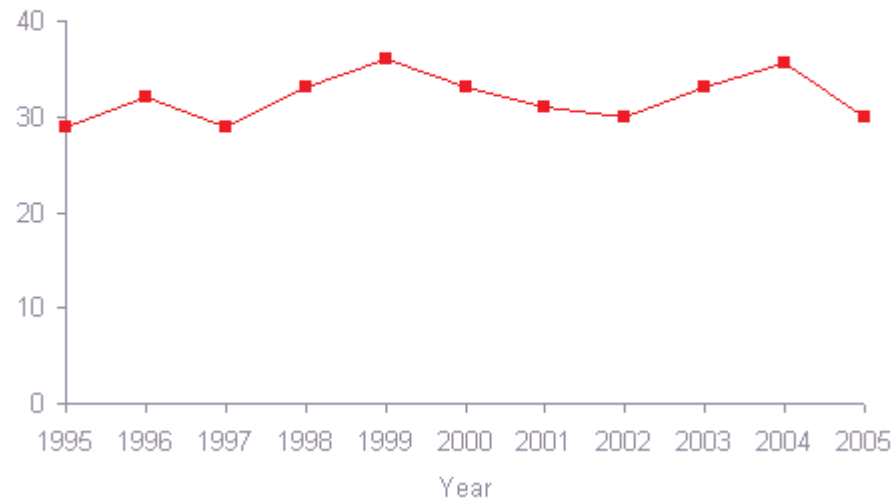


Figure 8: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1995-2005



1.8 Contributory Factors to 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 20). Driver error accounted for 90 percent of all contributory factors identified, while the next most-listed factor, pedestrian error, accounted for 7 percent. Road Factors accounted for 1.2 per cent of all listed contributory factors, while the figures for vehicle and environmental factors were 0.6 and 1.2 per cent respectively.

In two vehicle only fatal collisions - see Figure 9 - the most frequently cited contributory factor is 'went to the wrong side of the road' (44%), followed in turn by 'exceeded safe speed limit' (22 percent), 'other action' (18 percent), 'drove through stop / yield' (11 percent) and 'improper overtaking' (4 percent).

1.9 Collision Costs

Based on the costs outlined in the 2004 Goodbody Economic Consultants report entitled 'Cost Benefit Parameters and Application Rules for Transport Project Appraisal', the estimated cost of all fatal and injury road collisions reported to and recorded by An Garda Síochána in 2005 is €1.44 billion.

1.10 International Comparisons

On the basis of road deaths per 100,000 population, Ireland's rate at 9.3 in 2004, the latest year for which international comparative information is available, ranks eighth out of the EU-15 (excluding former accession countries).

Figure 9: Two Vehicle Fatal Collisions in 2005 Classified by Contributory Action

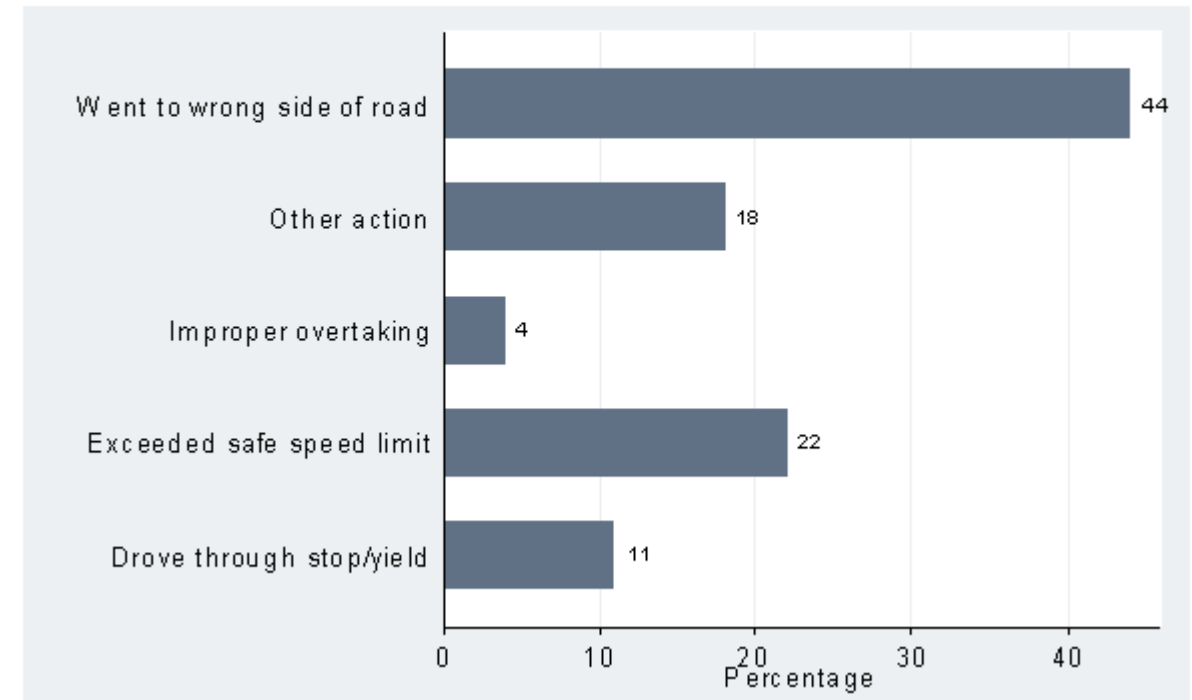
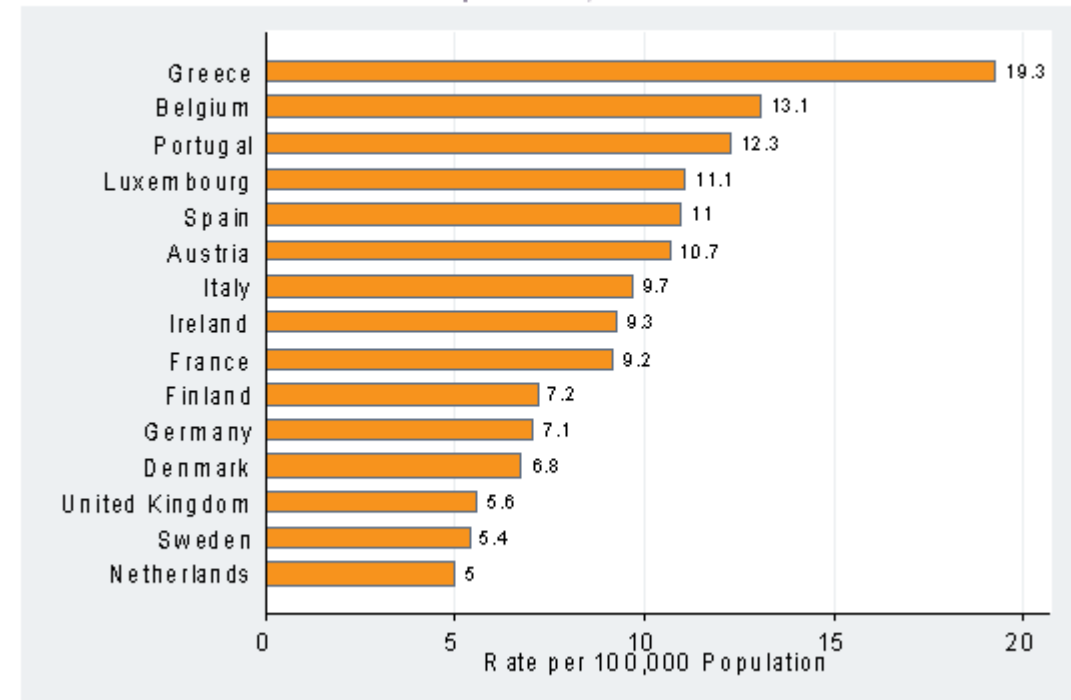


Figure 10: European Union Fatality Rate per 100,000 Population, 2004*

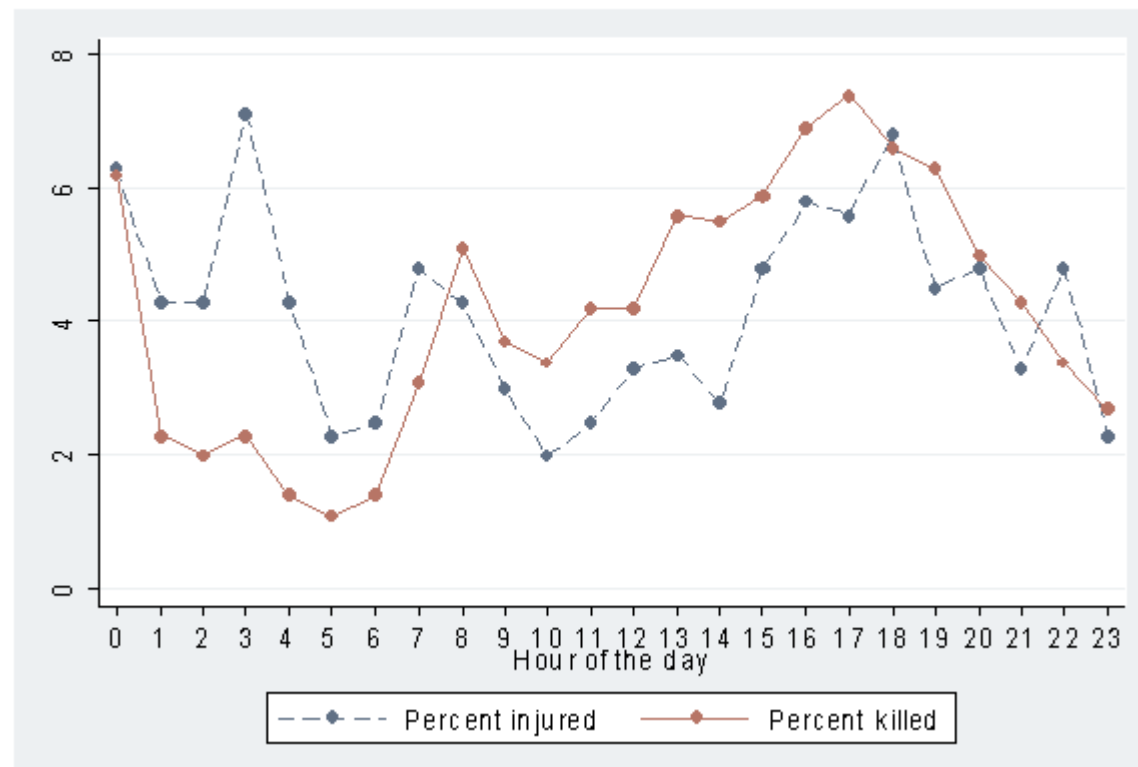


Section 2: Date and Time

2.1 The Month of the Year

The worst month for fatalities in 2005 was October when 44 people died in 38 collisions. April and June recorded the fewest number of collisions (20), of which 23 and 22 people died respectively.

Figure 11: Percentage of Persons Killed and Injured Classified by Hour of Day



2.2 Persons Killed or Injured by Hour of Day

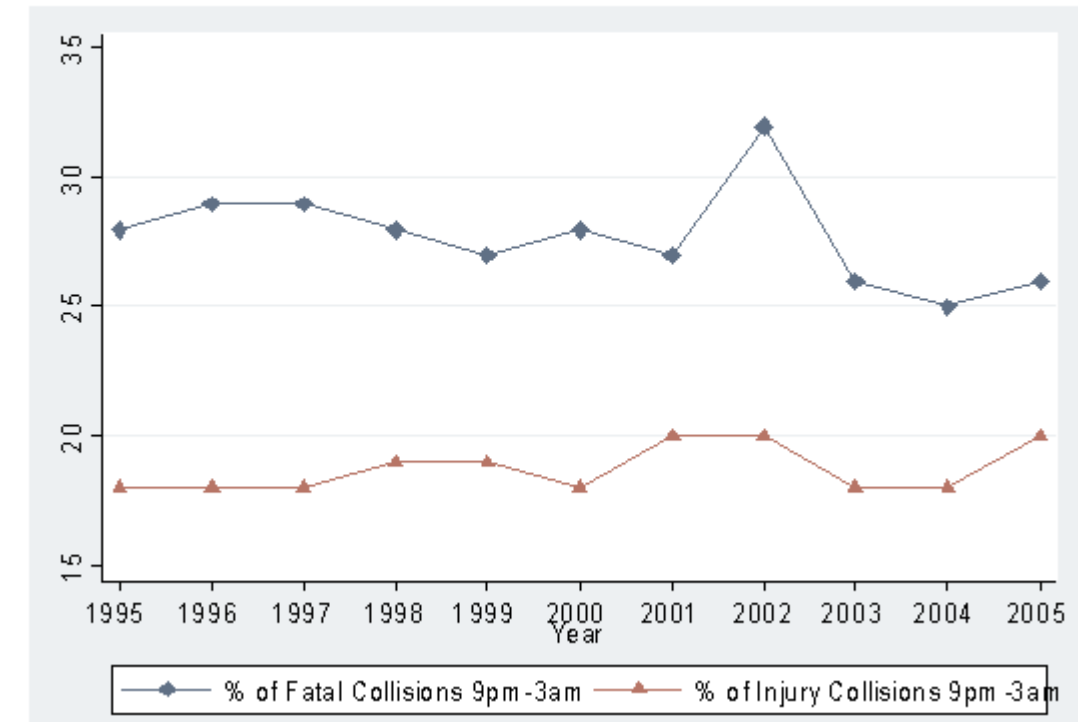
Figure 11 gives the percentage of fatalities and injuries by hour of the day. The highest number of fatalities occurred between the hours of 16:00 and 18:00, the hours most probably associated with fatigue, since this is the time most people leave work for home.

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 92 in 2005, with 100 people being killed in these collisions. This period accounted for 26 percent of fatal collisions and 25 percent of fatalities in 2005.

The number of people killed during the later hours of darkness (between 3.00 am and 6.00 am) was 54, i.e. an increase of 18 over the 2004 level. Fatalities that occurred during these hours accounted for approximately 14 percent of all road collision fatalities in 2005.

2.3 Fatalities by Days of the Week

Figure 12: Percentage of Fatal and Injury Accidents 9pm - 3am, 1995-2005.



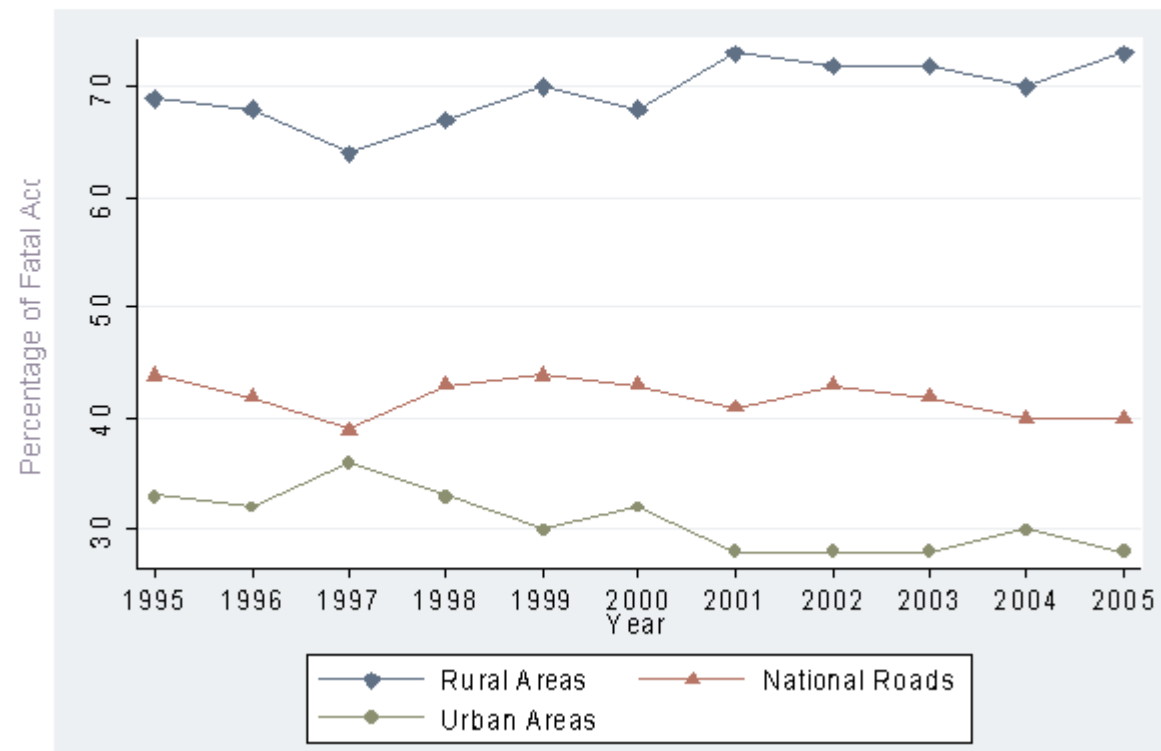
The worst days of the week for fatalities during 2005 were Saturdays and Sundays. These two days together accounted for 177 fatalities, or 45 percent of the total. The days of the week with fewest associated fatalities were Tuesday and Wednesday, on which days 67 people, or 17 percent of the total, died.

Section 3: Location

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

Twenty-seven percent of all fatal collisions in 2005 occurred on urban roads, a decrease of three percentage points over the 2004 figure. The percentage of fatal collisions occurring on rural roads increased by three percentage points to 73 percent. Forty percent of all fatal collisions occurred on national roads, a decrease of two percentage points on the 2003 figure.

Figure 13: Percentage of Fatal Accidents in Rural, Urban Areas and on the National Routes, 1995-2005.



3.2 On a County-by-County Basis

Collision rate per thousand population in 2002, per thousand registered vehicles in 2005 and per 10 million vehicle-kilometres of travel 2001, for each county are given in Table A. On a county-by-county basis, Cavan experienced the highest number of collisions per population (3.3 per 1,000 persons) as well as per 1,000 registered vehicles (5.7). Waterford experienced the highest number of collisions per 10 million Vehicle Kilometres of Travel (2.7).

Table A: Collision Rates per Thousand Population (2002), per Thousand Registered Vehicles (2005), and per 10 Million Vehicle-Kilometres of Travel (2001), for each County

County	No. of Collisions per 1,000 Population ¹	No. of Collisions per 1,000 Registered Vehicles ²	No. of Collisions per 10 Million Vehicle Kilometres of Travel ³
Leinster			
Carlow	2.2	3.4	1.9
Dublin	1.2	2.5	1.7
Kildare	1.5	2.7	1.4
Kilkenny	2.0	3.3	1.6
Laois	2.2	3.9	1.9
Longford	2.4	4.2	1.8
Louth	2.1	4.5	2.6
Meath	2.1	3.4	1.5
Offaly	1.8	3.2	1.9
Westmeath	2.0	3.6	1.5
Wexford	2.1	3.3	2.0
Wicklow	1.7	3.0	2.1
Munster			
Clare	1.4	2.4	0.6
Cork	1.6	2.8	2.6
Kerry	1.7	2.9	1.3
Limerick	2.0	3.8	2.1
Tipperary N	2.1	3.3	1.6
Tipperary S	1.3	2.2	1.2
Waterford	2.0	3.5	2.7
Connacht			
Galway	1.3	2.4	1.4
Leitrim	2.4	4.0	1.5
Mayo	1.4	2.5	1.3
Roscommon	2.2	3.7	1.8
Sligo	2.4	4.3	2.3
Ulster			
Cavan	3.3	5.7	2.0
Donegal	2.1	4.1	1.9
Monaghan	2.5	4.6	2.0
TOTAL	1.7	3.1	1.7

¹ Based on 2002 Census of Population

² Based on 2005 Registered Vehicle Data

³ Based on 2001 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, 1996-2005

Collision Type	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Fatal	415	424	408	374	362	360	346	301	334	360
Injury	8,271	8,072	7,831	7,433	7,395	6,549	6,279	5,684	5,447	6,173
Material Damage	21,662	22,364	23,604	24,995	25,066	21,191	17,915	17,930	16,525	21,274
TOTAL	30,348	30,860	31,843	32,802	32,823	28,100	24,540	23,915	22,306	27,807
Vehicles current licence (thousands)	1,338	1,432	1,512	1,608	1,684	1,770	1,850	1,937	2,036	2,138

Table 2 Persons Killed and Injured, 1996-2005

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Killed	453	472	458	413	415	411	376	335	374	396
Injured	13,319	13,115	12,773	12,340	12,043	10,222	9,206	8,262	7,867	9,318
TOTAL	13,772	13,587	13,231	12,753	12,458	10,633	9,582	8,597	8,241	9,714

Table 3 Persons Killed Classified by Road User Type, 1996-2005.

Road User Type	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians	115	130	114	92	85	89	86	64	70	74
Pedal Cyclists	22	24	21	14	10	12	18	11	11	10
Motor Cyclists	58	68	37	43	39	50	44	55	50	56
Car Users	218	219	253	236	260	230	200	172	208	222
Other Road User	40	31	33	28	21	30	28	33	35	34
TOTAL	453	472	458	413	415	411	376	335	374	396

Table 4 All Casualties Classified by Road User Type, 1996-2005.

Road User Type	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Pedestrians	1,832	1,759	1,583	1,398	1,332	1,202	1,196	1,115	982	1,063
Pedal Cyclists	835	676	592	475	451	363	296	307	298	233
Motor Cyclists	1,263	1,282	1,136	986	1,179	1,084	1,031	840	681	591
Car Users	8,629	8,565	8,751	8,933	8,395	7,033	6,225	5,521	5,395	6,628
Other Road User	1,213	1,305	1,169	961	1,101	951	834	814	885	1,199
TOTAL	13,772	13,587	13,231	12,753	12,458	10,633	9,582	8,597	8,241	9,714

Table 5 Persons Killed and Injured in Each County, 2001-2005

County	Persons Killed					Persons Injured				
	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
Leinster										
Carlow	8	11	4	7	9	131	114	102	73	127
Dublin	53	49	37	45	41	2,707	2,113	1,828	1,621	1,716
Kildare	31	19	17	19	14	349	416	287	288	356
Kilkenny	11	9	9	9	6	220	237	146	186	240
Laois	13	5	11	8	14	196	133	132	143	187
Longford	3	8	6	5	9	122	140	102	104	104
Louth	15	19	14	9	14	303	337	364	316	367
Meath										
Meath	26	18	14	22	30	416	399	345	296	420
Offaly	9	6	7	4	8	120	121	149	116	167
Westmeath	7	10	15	13	12	226	199	208	177	194
Wexford	16	7	16	16	21	364	351	330	295	377
Wicklow	13	11	9	14	8	302	264	282	238	318
Munster										
Clare	9	16	9	8	12	166	189	168	143	237
Cork	52	35	30	29	39	1,114	1,054	977	880	1,025
Kerry	14	8	15	14	11	399	255	220	241	344
Limerick	22	21	13	17	17	484	520	361	458	487
Tipperary N	7	5	13	10	10	159	123	128	151	179
Tipperary S	9	10	8	9	5	181	161	161	195	163
Waterford	13	12	5	4	9	323	254	220	233	298
Connacht										
Galway	22	26	17	25	21	477	466	401	340	404
Leitrim	5	5	0	4	8	103	58	84	45	78
Mayo	8	14	9	12	14	289	264	208	225	250
Roscommon	6	5	6	9	5	135	177	154	178	167
Sligo	6	9	5	9	11	117	131	97	124	205
Ulster (part of)										
Cavan	5	7	15	8	10	232	214	202	243	291
Donegal	14	20	23	29	27	431	360	440	397	448
Monaghan	14	11	8	16	11	156	156	166	161	169
TOTAL	411	376	335	374	396	10,222	9,206	8,262	7,867	9,318

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	31	442	473	7.2	33	683	716	7.4
February	34	427	461	7.1	37	591	628	6.5
March	23	475	498	7.6	26	718	744	7.7
April	20	509	529	8.1	23	726	749	7.7
May	36	525	561	8.6	41	800	841	8.7
June	20	504	524	8.0	22	752	774	8.0
July	38	534	572	8.8	41	886	927	9.5
August	23	535	558	8.5	24	876	900	9.3
September	29	539	568	8.7	31	826	857	8.8
October	38	566	604	9.2	44	892	936	9.6
November	31	572	603	9.2	34	826	860	8.9
December	37	545	582	8.9	40	742	782	8.1
TOTAL	360	6,173	6,533	100	396	9,318	9,714	100

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	24	356	380	5.8	25	578	603	6.2
1	15	135	150	2.3	17	216	233	2.4
2	15	126	141	2.2	17	186	203	2.1
3	18	122	140	2.1	28	210	238	2.5
4	16	65	81	1.2	17	132	149	1.5
5	8	63	71	1.1	9	98	107	1.1
6	9	97	106	1.6	10	129	139	1.4
7	18	205	223	3.4	19	292	311	3.2
8	17	334	351	5.4	17	475	492	5.1
9	12	248	260	4.0	12	342	354	3.6
10	6	240	246	3.8	8	317	325	3.3
11	9	282	291	4.5	10	392	402	4.1
12	13	278	291	4.5	13	387	400	4.1
13	14	347	361	5.5	14	524	538	5.5
14	11	342	353	5.4	11	513	524	5.4
15	19	371	390	6.0	19	551	570	5.9
16	18	415	433	6.6	23	644	667	6.9
17	21	455	476	7.3	22	689	711	7.3
18	22	421	443	6.8	27	616	643	6.6
19	18	365	383	5.9	18	587	605	6.2
20	19	298	317	4.9	19	467	486	5.0
21	12	273	285	4.4	13	405	418	4.3
22	17	187	204	3.1	19	317	336	3.5
23	9	148	157	2.4	9	251	260	2.7
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	360	6,173	6,533	100	396	9,318	9,714	100

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

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	82	916	998	15.3	89	1,528	1,617	16.6
Monday	42	893	935	14.3	47	1,310	1,357	14.0
Tuesday	28	780	808	12.4	29	1,105	1,134	11.7
Wednesday	36	820	856	13.1	38	1,180	1,218	12.5
Thursday	43	853	896	13.7	49	1,248	1,297	13.4
Friday	54	988	1,042	15.9	56	1,476	1,532	15.8
Saturday	75	923	998	15.3	88	1,471	1,559	16.0
TOTAL	360	6,173	6,533	100	396	9,318	9,714	100

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

Light Condition	COLLISIONS				CASUALTIES			
	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
Daylight good visibility	43	1,597	1,640	56.8	109	2,017	2,126	58.3
Daylight poor visibility	5	159	164	5.7	14	224	238	6.5
Dark road well-lighted	29	621	650	22.5	16	221	237	6.5
Dark road poorly-lighted	12	242	254	8.8	21	174	195	5.3
Dark unlit lighting	0	5	5	0.2	5	41	46	1.3
Dark no Lighting	9	100	109	3.8	88	658	746	20.5
Unknown	0	33	33	1.1	4	15	19	0.5
Not Stated	1	31	32	1.1	4	35	39	1.1
TOTAL	99	2,788	2,887	100	261	3,385	3,646	100
Daylight good visibility	44	2,019	2,063	53.8	119	3,284	3,403	57.8
Daylight poor visibility	5	215	220	5.7	16	370	386	6.6
Dark road well-lighted	31	910	941	24.5	20	379	399	6.8
Dark road poorly-lighted	13	340	353	9.2	23	284	307	5.2
Dark unlit lighting	0	7	7	0.2	5	65	70	1.2
Dark no Lighting	10	166	176	4.6	101	1,122	1,223	20.8
Unknown		37	37	1.0	4	18	22	0.4
Not Stated	1	35	36	0.9	4	67	71	1.2
TOTAL	104	3,729	3,833	100	292	5,589	5,881	100

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	265	571	3,756	4,592	70.3
Wet	69	1,57	1,195	1,421	21.8
Frost/Ice	8	11	87	106	1.6
Snow	2	1	16	19	0.3
Fog/Mist	6	18	101	125	1.9
High Winds	0	1	22	23	0.4
Other	1	5	31	37	0.6
Unknown	3	6	69	78	1.2
Not Specified	6	17	109	132	2.0
TOTAL	360	787	5,386	6,533	100

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	210	500	3,215	3,925	60.1
Wet	127	248	1,809	2,184	33.4
Frost/Ice	8	8	89	105	1.6
Snow	2	0	9	11	0.2
Other	4	14	118	136	2.1
Unknown / Not Specified	9	17	146	172	2.6
TOTAL	360	787	5,386	6,533	100

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	175	379	2,692	3,246	49.7
Bend	100	206	1,122	1,428	21.9
Hillcrest	12	31	196	239	3.7
Some Gradient	38	75	487	600	9.2
Other	9	14	118	141	2.2
Not Specified	26	82	771	879	13.5
TOTAL	360	787	5,386	6,533	100

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	898	1,985	1,042	3,925	31.1
Wet	566	679	939	2,184	45.5
Frost/Ice	51	14	40	105	78.5
Snow	7	0	4	11	100.0
Other	38	37	61	136	50.7
Not Specified	17	36	119	172	32.1
TOTAL	1,571	2,754	2,205	6,533	36.4

* 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	208	363	438	1009	36.4
Bend	198	137	264	599	59.1
Hillcrest	26	21	35	82	55.3
Some Gradient	58	65	79	202	47.2
Other	11	17	21	49	39.3
Not Specified	65	76	102	243	46.1
TOTAL	566	679	939	2,184	45.5

* 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	28	610	638	22.1	36	206	242	6.6
Single Vehicle Only	30	306	336	11.6	76	822	898	24.6
Two or more Vehicle Accidents	41	1,872	1,913	66.3	149	2,357	2,506	68.7
TOTAL	99	2,788	2,887	100	261	3,385	3,646	100
Breakdown of two or more vehicle collisions								
Rear End	3	493	496	25.9	11	524	535	21.3
Angle	6	517	523	27.3	24	569	593	23.7
Head-On	20	483	503	26.3	80	848	928	37.0
Other/Not Known	12	379	391	20.4	34	416	450	18.0

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	3	36	39	3.2
Parked Car	2	19	21	1.7
Parked Truck	1	2	3	0.2
Parked Trailer/Skip	0	3	3	0.2
Pole	10	61	71	5.8
Tree	14	45	59	4.8
Animal	1	14	15	1.2
Wall/Gate	28	162	190	15.4
Ditch	24	498	522	42.3
Other/Unknown	19	166	185	15.0
Not Stated	4	122	126	10.2
TOTAL	106	1,128	1,234	100

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

Contributory Factor	Fatal	Injury	Total	%
Driver	183	2,842	3,025	89.9
Pedestrian	10	227	237	7.0
Road	3	38	41	1.2
Vehicle	4	15	19	0.6
Environment	3	38	41	1.2
TOTAL	203	3,160	3,363	100

Note: More than one factor is specified in certain collisions

SECTION 3: CASUALTIES

Figure 14: Percentage of Persons Killed and Injured by Road User Type, 2005

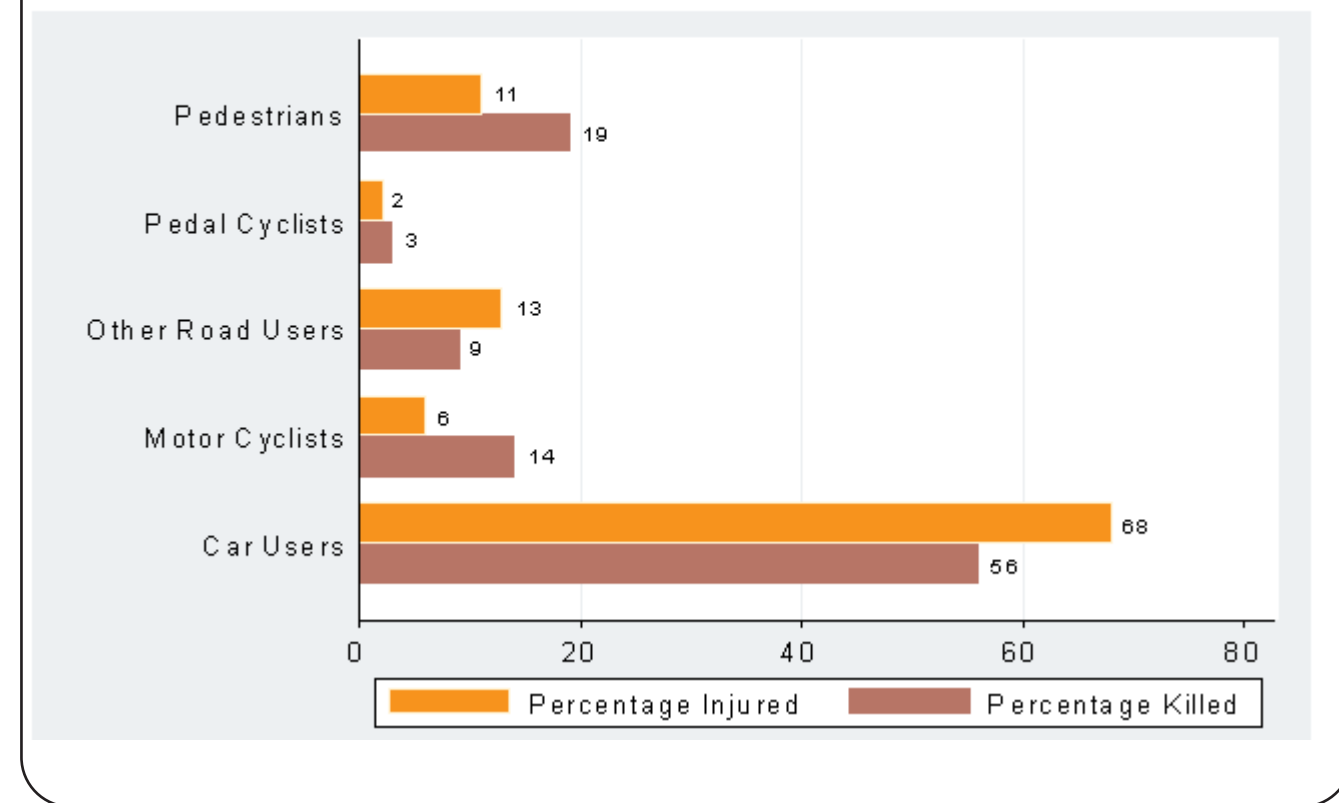


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	74	157	806	1,037	11.5
Pedal Cycle Users	10	24	192	226	2.5
Motor Cycle Users	56	102	423	581	6.5
Car Users	222	616	5,292	6,130	68.1
PSV Users	6	8	55	69	0.8
Goods Vehicle Users	22	83	528	633	7.0
Other	6	31	284	321	3.6
TOTAL	396	1,021	7,580	8,997	100

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	3	53	56	5.3	0	1	1	0.4	0	0	0	0.0
6-9	1	61	62	5.8	0	11	11	4.7	0	1	1	0.2
10-14	4	101	105	9.9	0	15	15	6.4	0	1	1	0.2
15-17	9	71	80	7.5	0	15	15	6.4	1	44	45	7.6
18-20	5	49	54	5.1	0	9	9	3.9	4	42	46	7.8
21-24	5	69	74	7.0	0	17	17	7.3	10	72	82	13.9
25-34	6	138	144	13.5	3	44	47	20.2	19	172	191	32.3
35-44	3	97	100	9.4	1	31	32	13.7	12	107	119	20.1
45-54	4	64	68	6.4	0	16	16	6.9	7	49	56	9.5
55-64	11	69	80	7.5	2	13	15	6.4	2	8	10	1.7
65 and Over	20	121	141	13.3	3	8	11	4.7	0	9	9	1.5
Unknown	3	96	99	9.3	1	43	44	18.9	1	30	31	5.2
TOTAL	74	989	1,063	100	10	223	233	100	56	535	591	100

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	0	124	124	5.2	0	125	125	1.9	0	5	5	0.4
6-9	0	0	0	0.0	0	79	79	3.3	0	79	79	1.2	0	14	14	1.2
10-14	0	1	1	0.0	1	104	105	4.4	1	105	106	1.6	0	28	28	2.3
15-17	4	65	69	1.6	7	190	197	8.3	11	255	266	4.0	5	37	42	3.5
18-20	24	414	438	10.3	15	383	398	16.7	39	797	836	12.6	7	64	71	5.9
21-24	19	524	543	12.8	18	285	303	12.7	37	809	846	12.8	3	116	119	9.9
25-34	29	1,032	1,061	25.0	12	286	298	12.5	41	1,318	1,359	20.5	8	263	271	22.6
35-44	18	633	651	15.3	7	161	168	7.1	25	794	819	12.4	4	168	172	14.3
45-54	13	474	487	11.5	4	111	115	4.8	17	585	602	9.1	3	129	132	11.0
55-64	15	305	320	7.5	0	93	93	3.9	15	398	413	6.2	3	73	76	6.3
65 and Over	20	280	300	7.1	12	112	124	5.2	32	392	424	6.4	1	35	36	3.0
Unknown	2	373	375	8.8	2	376	378	15.9	4	749	753	11.4	0	233	233	19.4
TOTAL	144	4,102	4,246	100	78	2,304	2,382	100	222	6,406	6,628	100	34	1,165	1,199	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	36	39	6.9	0	0	0	0.0	0	0	0	0.0
6-9	1	41	42	7.5	0	8	8	5.3	0	1	1	0.2
10-14	3	49	52	9.2	0	12	12	7.9	0	1	1	0.2
15-17	4	33	37	6.6	0	13	13	8.6	1	37	38	7.7
18-20	5	24	29	5.2	0	9	9	5.9	4	39	43	8.7
21-24	5	37	42	7.5	0	11	11	7.2	10	61	71	14.3
25-34	4	76	80	14.2	3	35	38	25.0	18	147	165	33.3
35-44	2	62	64	11.4	1	20	21	13.8	12	92	104	21.0
45-54	4	33	37	6.6	0	10	10	6.6	6	41	47	9.5
55-64	7	42	49	8.7	1	11	12	7.9	2	6	8	1.6
65 and Over	12	53	65	11.5	2	7	9	5.9	0	6	6	1.2
Unknown	1	26	27	4.8	0	9	9	5.9	0	12	12	2.4
TOTAL	51	512	563	100	7	145	152	100	53	443	496	100

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	0	52	52	5.7	0	53	53	1.8	0	4	4	0.5
6-9	0	0	0	0.0	0	37	37	4.1	0	37	37	1.2	0	9	9	1.2
10-14	0	1	1	0.0	1	52	53	5.8	1	53	54	1.8	0	20	20	2.6
15-17	4	50	54	2.6	3	86	89	9.8	7	136	143	4.8	3	24	27	3.5
18-20	20	274	294	14.1	12	203	215	23.6	32	477	509	17.0	5	45	50	6.5
21-24	13	285	298	14.3	12	152	164	18.0	25	437	462	15.4	3	95	98	12.7
25-34	19	518	537	25.8	8	113	121	13.3	27	631	658	22.0	6	216	222	28.8
35-44	16	304	320	15.4	3	59	62	6.8	19	363	382	12.8	4	130	134	17.4
45-54	8	205	213	10.2	1	37	38	4.2	9	242	251	8.4	2	103	105	13.6
55-64	9	149	158	7.6	0	25	25	2.7	9	174	183	6.1	3	52	55	7.1
65 and Over	15	155	170	8.2	4	28	32	3.5	19	183	202	6.8	1	22	23	3.0
Unknown	0	35	35	1.7	0	22	22	2.4	0	57	57	1.9	0	25	25	3.2
TOTAL	104	1,977	2,081	100	44	866	910	100	148	2,843	2,991	100	27	745	772	100

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	0	17	17	4.1	0	1	1	2.2	0	0	0
6-9	0	19	19	4.5	0	3	3	6.7	0	0	0	0.0
10-14	1	47	48	11.5	0	3	3	6.7	0	0	0	0.0
15-17	5	35	40	9.5	0	2	2	4.4	0	6	6	13.3
18-20	0	24	24	5.7	0	0	0	0.0	0	1	1	2.2
21-24	0	30	30	7.2	0	5	5	11.1	0	5	5	11.1
25-34	2	58	60	14.3	0	8	8	17.8	1	13	14	31.1
35-44	1	34	35	8.4	0	9	9	20.0	0	8	8	17.8
45-54	0	30	30	7.2	0	6	6	13.3	1	4	5	11.1
55-64	4	23	27	6.4	1	2	3	6.7	0	2	2	4.4
65 and Over	8	60	68	16.2	1	1	2	4.4	0	3	3	6.7
Unknown	0	21	21	5.0	0	3	3	6.7	0	1	1	2.2
TOTAL	21	398	419	100	2	43	45	100	2	43	45	100

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	53	53	5.4	0	53	53	2.1	0	1	1
6-9	0	0	0	0.0	0	37	37	3.8	0	37	37	1.4	0	3	3	2.0
10-14	0	0	0	0.0	0	46	46	4.7	0	46	46	1.8	0	6	6	3.9
15-17	0	13	13	0.8	4	87	91	9.2	4	100	104	4.0	2	11	13	8.6
18-20	4	120	124	7.8	3	164	167	17.0	7	284	291	11.3	2	10	12	7.9
21-24	6	213	219	13.8	5	106	111	11.3	11	319	330	12.8	0	14	14	9.2
25-34	10	448	458	28.9	4	149	153	15.5	14	597	611	23.8	2	36	38	25.0
35-44	2	277	279	17.6	4	84	88	8.9	6	361	367	14.3	0	20	20	13.2
45-54	5	219	224	14.1	3	65	68	6.9	8	284	292	11.4	1	14	15	9.9
55-64	6	127	133	8.4	0	57	57	5.8	6	184	190	7.4	0	8	8	5.3
65 and Over	5	101	106	6.7	8	73	81	8.2	13	174	187	7.3	0	10	10	6.6
Unknown	0	31	31	2.0	1	32	33	3.4	1	63	64	2.5	0	12	12	7.9
TOTAL	38	1,549	1,587	100	32	953	985	100	70	2,502	2,572	100	7	145	152	100

Table 22 All Casualties Classified by Age and Sex

Age Groups	Male			Female			Overall Total	%
	Killed	Injured	Total	Killed	Injured	Total		
0-5	3	93	96	0	72	72	168	2.0
6-9	1	96	97	0	62	62	159	1.9
10-14	4	135	139	1	102	103	242	2.9
15-17	15	243	258	11	154	165	423	5.2
18-20	46	594	640	9	319	328	968	11.8
21-24	43	641	684	11	373	384	1,068	13.0
25-34	58	1,105	1,163	19	712	731	1,894	23.1
35-44	38	667	705	7	432	439	1,144	13.9
45-54	21	429	450	10	338	348	798	9.7
55-64	22	285	307	11	219	230	537	6.5
65 and Over	34	271	305	22	248	270	575	7.0
Unknown	1	129	130	1	100	101	231	2.8
TOTAL	286	4,688	4,974	102	3,131	3,233	8,207	100

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					Pop. (000s) (2004)	Cas. per 1000 pop
	Killed	Injured	Total	%	Killed	Injured	Total	Overall Total	%			
	0-5	1	79	80	2.1	2	105	107	187	1.9		
6-9	0	93	93	2.4	1	73	74	167	1.7	217	0.8	
10-14	2	144	146	3.8	3	106	109	255	2.6	277	0.9	
15-17	10	177	187	4.9	16	245	261	448	4.6	178	2.5	
18-20	13	340	353	9.2	42	621	663	1,016	10.5	186	5.5	
21-24	9	435	444	11.6	46	648	694	1,138	11.7	276	4.1	
25-34	17	772	789	20.6	60	1,163	1,223	2,012	20.7	650	3.1	
35-44	15	462	477	12.4	30	735	765	1,242	12.8	583	2.1	
45-54	6	318	324	8.5	25	525	550	874	9.0	496	1.8	
55-64	12	211	223	5.8	21	350	371	594	6.1	381	1.6	
65 and Over	17	226	243	6.3	39	339	378	621	6.4	451	1.4	
Unknown	2	472	474	12.4	7	679	686	1,160	11.9			
TOTAL	104	3,729	3,833	100.0	292	5,589	5,881	9,714	100	4,044	2.4	

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	32	738	770	20.1	42	251	293
Pedal Cycle Users	4	161	165	4.3	6	62	68	1.2
Motor Cycle Users	17	304	321	8.4	39	231	270	4.6
Car Users	49	2169	2,218	57.9	173	4,237	4,410	75.0
PSV Users	0	44	44	1.1	6	120	126	2.1
Goods Vehicle Users	2	152	154	4.0	20	470	490	8.3
Other	0	161	161	4.2	6	218	224	3.8
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	104	3,729	3,833	100.0	292	5,589	5,881	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	17	428	445	57.8	10	130	140
Daylight poor visibility	3	28	31	4.0	2	10	12	4.1
Dark road well-lighted	8	173	181	23.5	2	32	34	11.6
Dark road poorly-lighted	3	72	75	9.7	7	24	31	10.6
Dark unlit lighting	0	2	2	0.3	3	3	6	2.0
Dark no Lighting	1	12	13	1.7	17	48	65	22.2
Unknown	0	13	13	1.7	1	2	3	1.0
Not Stated	0	10	10	1.3	0	2	2	0.7
TOTAL	32	738	770	100.0	42	251	293	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		
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Total
DAYLIGHT									
Crossing masked by Parked Car	0	31	0	21	0	6	0	58	58
Otherwise crossing	0	37	5	102	8	37	13	176	189
Walking with traffic	0	2	1	19	1	5	2	26	28
Walking against traffic	0	6	1	17	0	5	1	28	29
Standing in roadway	0	2	1	29	0	5	1	36	37
Playing in roadway	3	28	0	10	0	0	3	38	41
Lying on roadway	0	1	1	2	0	0	1	3	4
Other	1	17	2	38	1	7	4	62	66
Unknown	2	41	3	52	0	18	5	111	116
TOTAL	6	165	14	290	10	83	30	538	568
DARKNESS									
Crossing masked by Parked Car	0	7	0	16	0	4	0	27	27
Otherwise crossing	1	14	4	77	6	16	11	107	118
Walking with traffic	0	1	6	18	1	1	7	20	27
Walking against traffic	0	3	4	21	0	2	4	26	30
Standing in roadway	0	3	8	31	0	2	8	36	44
Playing in roadway	0	7	2	5	0	0	2	12	14
Lying on roadway	0	0	2	3	1	0	3	3	6
Other	1	7	2	36	2	3	5	46	51
Unknown	0	8	1	59	0	9	1	76	77
TOTAL	2	50	29	266	10	37	41	353	394
OVERALL TOTAL	8	215	43	556	20	120	71	891	962

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

All Drivers	Drivers				
	Killed	Injured	Uninjured	Total	%
Pedal Cycle	10	222	9	241	2.3
Motor Cycle	53	506	44	603	5.8
Car	144	4,253	3,198	7,595	73.6
PSV	1	26	120	147	1.4
Goods Vehicle	17	497	806	1,320	12.8
Other or Unknown	5	175	232	412	4.0
TOTAL	230	5,679	4,409	10,318	100.0

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

Male Drivers*	Drivers				
	Killed	Injured	Uninjured	Total	%
Pedal Cycle	8	156	7	171	2.7
Motor Cycle	51	428	35	514	8.2
Car	104	1,977	1,981	4,062	64.9
PSV	1	14	97	112	1.8
Goods Vehicle	15	418	684	1,117	17.8
Other or Unknown	3	99	182	284	4.5
TOTAL	182	3,092	2,986	6,260	100.0

* where specified

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

Female Drivers*	Drivers				
	Killed	Injured	Uninjured	Total	%
Pedal Cycle	2	46	2	50	1.9
Motor Cycle	1	34	5	40	1.5
Car	38	1,549	897	2,484	93.5
PSV	0	2	7	9	0.3
Goods Vehicle	2	24	22	48	1.8
Other or Unknown	2	15	9	26	1.0
TOTAL	45	1,670	942	2,657	100.0

* where specified

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

Age Group	Drivers									
	Male				Female					
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total	Overall Total	% of Total
0-5	0	1	1	2	0	0	0	0	2	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	1	0	1	0	0	0	0	1	0.0
15-17	4	50	28	82	0	13	10	23	105	1.6
18-20	20	274	180	474	4	120	48	172	646	9.9
21-24	13	285	265	563	6	213	109	328	891	13.6
25-34	19	518	511	1,048	10	448	267	725	1,773	27.1
35-44	16	304	375	695	2	277	189	468	1,163	17.8
45-54	8	205	263	476	5	219	144	368	844	12.9
55-64	9	149	198	356	6	127	79	212	568	8.7
65 and Over	15	155	128	298	5	101	32	138	436	6.7
Unknown	0	35	32	67	0	31	19	50	117	1.8
TOTAL	104	1,977	1,981	4,062	38	1,549	897	2,484	6,546	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	1	0	1	0	0	0	0	1	0.2
10-14	0	1	0	1	0	0	0	0	1	0.2
15-17	1	30	4	35	0	4	0	4	39	7.0
18-20	4	37	4	45	0	1	1	2	47	8.5
21-24	10	58	5	73	0	3	1	4	77	13.9
25-34	17	144	10	171	0	12	2	14	185	33.4
35-44	12	92	5	109	0	7	0	7	116	20.9
45-54	5	41	5	51	1	3	1	5	56	10.1
55-64	2	6	1	9	0	1	0	1	10	1.8
65 and Over	0	6	0	6	0	2	0	2	8	1.4
Unknown	0	12	1	13	0	1	0	1	14	2.5
TOTAL	51	428	35	514	1	34	5	40	554	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	2	0	2	0	0	0	0	2	0.1
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	2	2	4	0	0	0	0	4	0.3
15-17	1	9	10	20	1	0	0	1	21	1.3
18-20	3	32	36	71	0	3	2	5	76	4.8
21-24	1	61	81	143	0	4	3	7	150	9.4
25-34	6	161	270	437	2	8	12	22	459	28.8
35-44	4	109	221	334	0	10	14	24	358	22.4
45-54	1	85	188	274	1	8	6	15	289	18.1
55-64	3	39	118	160	0	2	0	2	162	10.2
65 and Over	0	14	24	38	0	2	0	2	40	2.5
Unknown	0	17	13	30	0	4	1	5	35	2.2
TOTAL	19	531	963	1,513	4	41	38	83	1,596	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	55	1,730	1,293	3,078	40.5
Seat Belt Not in Use	38	184	81	303	4.0
Unknown	37	1,377	1,252	2,666	35.1
Not Stated	14	962	572	1,548	20.4
TOTAL	144	4,253	3,198	7,595	100.0
Passengers (front seat)					
Seat Belt in Use	15	461	*	476	38.7
Seat Belt Not in Use	5	44	*	49	4.0
Unknown	13	346	*	359	29.2
Not Stated	17	330	*	347	28.2
TOTAL	50	1,181	*	1,231	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	4	31	7	42	7.0
Crash Helmet Not in Use	20	201	13	234	38.8
Unknown	2	46	7	55	9.1
Not Stated	27	228	17	272	45.1
TOTAL	53	506	44	603	100.0
Passengers					
Crash Helmet in Use	0	2	*	2	8.0
Crash Helmet Not in Use	0	10	*	10	40.0
Unknown	0	2	*	2	8.0
Not Stated	1	10	*	11	44.0
TOTAL	1	24	*	25	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	258	5,703	5,961	93.7
Northern Ireland	15	108	123	1.9
Britain	4	71	75	1.2
Other	8	197	205	3.2
TOTAL	285	6,079	6,364	100
GOODS				
Ireland	69	983	1,052	90.8
Northern Ireland	2	47	49	4.2
Britain	1	15	16	1.4
Other	0	42	42	3.6
TOTAL	72	1,087	1,159	100

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	10	316	326	16.2
Exceeded Safe Speed	20	240	260	12.9
Went to Wrong Side of Road	40	494	534	26.5
Improper Overtaking	4	112	116	5.8
Drove Through Traffic Signal	0	58	58	2.9
Failed to Signal	0	33	33	1.6
Other Action	16	670	686	34.1
TOTAL	90	1,923	2,013	100

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	4	176	180	3.9	6	63	69	1.2
Motor Cycles	18	334	352	7.7	42	220	262	4.5
Cars	81	3,217	3,298	72.4	244	4,105	4,349	73.9
PSVs	4	84	88	1.9	4	62	66	1.1
Goods Vehicles	19	463	482	10.6	71	836	907	15.4
Other or Unknown	4	154	158	3.5	19	214	233	4.0
TOTAL	130	4,428	4,558	100	386	5,500	5,886	100

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	4	4	0.5	1	4	5	0.4
Motor Cycles	3	34	37	4.3	23	67	90	7.3
Cars	42	604	646	74.9	71	871	942	76.6
PSVs	3	35	38	4.4	2	12	14	1.1
Goods Vehicles	12	96	108	12.5	8	145	153	12.4
Other or Unknown	4	26	30	3.5	1	25	26	2.1
TOTAL	64	799	863	100	106	1,124	1,230	100

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
Pedal Cycle-Pedal Cycle	0	0	0	0	0	0
Pedal Cycle-Motor Cycle	0	4	4	0	5	5
Pedal Cycle-Car	2	156	158	2	156	158
Pedal Cycle-PSV	0	6	6	0	6	6
Pedal Cycle-Goods	6	25	31	6	25	31
Pedal Cycle-Other/Unknown	1	6	7	1	6	7
TOTAL	9	197	206	9	198	207

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motor Cycle-Pedal Cycle	0	4	4	0	5	5
Motor Cycle-Motor Cycle	1	10	11	1	14	15
Motor Cycle-Car	15	317	332	15	360	375
Motor Cycle-PSV	0	5	5	0	6	6
Motor Cycle-Goods	5	50	55	5	54	59
Motor Cycle-Other/Unknown	1	12	13	1	16	17
TOTAL	22	398	420	22	455	477

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	2	156	158	2	156	158
Car-Motor Cycle	15	317	332	15	360	375
Car-Car	42	1,696	1,738	52	2,852	2,904
Car-PSV	3	60	63	4	117	121
Car-Goods	34	573	607	41	854	895
Car-Other/Unknown	9	178	187	10	303	313
TOTAL	105	2,980	3,085	124	4,642	4,766

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
PSV-Pedal Cycle	0	6	6	0	6	6
PSV-Motor Cycle	0	5	5	0	6	6
PSV-Car	3	60	63	4	117	121
PSV-PSV	0	1	1	0	1	1
PSV-Goods	0	15	15	0	46	46
PSV-Other/Unknown	0	4	4	0	3	3
TOTAL	3	91	94	4	179	183

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	6	25	31	6	25	31
Goods-Motor Cycle	5	50	55	5	54	59
Goods-Car	34	573	607	41	854	895
Goods-PSV	0	15	15	0	46	46
Goods-Goods	5	69	74	5	92	97
Goods-Other/Unknown	2	40	42	2	59	61
TOTAL	52	772	824	59	1,130	1,189

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	1	6	7	1	6	7
Other-Motor Cycle	1	12	13	1	16	17
Other-Car	9	178	187	10	303	313
Other-PSV	0	4	4	0	3	3
Other-Goods	2	40	42	2	59	61
Other-Other/Unknown	0	10	10	0	15	15
TOTAL	13	250	263	14	402	416

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000's) (2002)	Reg. Motor Vehicle (000's) (2005)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	46	30	9	92	101	1.5	9	127	136	1.4
Dublin	1,123	540	39	1,331	1370	21.0	41	1716	1,757	18.1
Kildare	164	93	12	240	252	3.9	14	356	370	3.8
Kilkenny	80	48	6	154	160	2.4	6	240	246	2.5
Laois	59	34	10	122	132	2.0	14	187	201	2.1
Longford	31	17	8	66	74	1.1	9	104	113	1.2
Louth	102	47	12	202	214	3.3	14	367	381	3.9
Meath	134	84	25	259	284	4.3	30	420	450	4.6
Offaly	64	36	7	107	114	1.7	8	167	175	1.8
Westmeath	72	41	12	134	146	2.2	12	194	206	2.1
Wexford	117	75	21	222	243	3.7	21	377	398	4.1
Wicklow	115	66	8	186	194	3.0	8	318	326	3.4
Munster										
Clare	103	61	11	137	148	2.3	12	237	249	2.6
Cork	448	263	37	697	734	11.2	39	1025	1,064	11.0
Kerry	132	77	11	208	219	3.4	11	344	355	3.7
Limerick	176	95	17	341	358	5.5	17	487	504	5.2
Tipperary N	61	39	9	118	127	1.9	10	179	189	1.9
Tipperary S	79	48	5	101	106	1.6	5	163	168	1.7
Waterford	102	57	9	192	201	3.1	9	298	307	3.2
Connacht										
Galway	209	114	18	254	272	4.2	21	404	425	4.4
Leitrim	26	16	6	56	62	0.9	8	78	86	0.9
Mayo	117	65	13	152	165	2.5	14	250	264	2.7
Roscommon	54	32	4	114	118	1.8	5	167	172	1.8
Sligo	58	32	11	127	138	2.1	11	205	216	2.2
Ulster										
(Part of)										
Cavan	56	33	10	177	187	2.9	10	291	301	3.1
Donegal	137	70	19	264	283	4.3	27	448	475	4.9
Monaghan	53	28	11	120	131	2.0	11	169	180	1.9
TOTAL	3,917	2,138	360	6,173	6,533	100.0	396	9,318	9,714	100.0

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

Garda Division	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Cavan / Monaghan	26	326	352	5.4	26	563	589	6.1
Carlow / Kildare	20	348	368	5.6	22	517	539	5.5
Clare	12	124	136	2.1	13	216	229	2.4
Cork City	11	316	327	5.0	11	428	439	4.5
Cork North	8	198	206	3.2	9	297	306	3.2
Cork West	18	189	207	3.2	19	313	332	3.4
Donegal	8	171	179	2.7	8	225	233	2.4
DMR North Central	11	314	325	5.0	11	435	446	4.6
DMR North	5	165	170	2.6	5	239	244	2.5
DMR South Central	7	207	214	3.3	9	234	243	2.5
DMR South	6	283	289	4.4	6	361	367	3.8
DMR East	2	211	213	3.3	2	254	256	2.6
DMR West	17	225	242	3.7	19	345	364	3.7
Galway West	19	264	283	4.3	27	448	475	4.9
Kerry	15	225	240	3.7	19	350	369	3.8
Laois / Offaly	23	210	233	3.6	25	313	338	3.5
Limerick	14	158	172	2.6	15	256	271	2.8
Longford / Westmeath	16	172	188	2.9	18	278	296	3.0
Louth / Meath	14	331	345	5.3	14	518	532	5.5
Mayo	22	311	333	5.1	22	471	493	5.1
Roscommon / Galway	17	164	181	2.8	20	252	272	2.8
Sligo/Leitrim	11	207	218	3.3	11	343	354	3.6
Tipperary	15	361	376	5.8	15	518	533	5.5
Waterford / Kilkenny	39	497	536	8.2	45	837	882	9.1
Wexford / Wicklow	4	196	200	3.1	5	307	312	3.2
TOTAL	360	6,173	6,533	100	396	9,318	9,714	100

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	1	73	74

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

	Inside Built-up Area			Outside Built-up Areas		
	Fatal	Injury	Total	Fatal	Injury	Total
	0	30	30	3	44	47

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	13	535	548	46.6	11	425	436	46.7
Crossroads	5	319	324	27.6	16	298	314	33.6
Y-Junction	1	52	53	4.5	3	67	70	7.5
Roundabout	3	100	103	8.8	0	46	46	4.9
Complex Junction	5	143	148	12.6	9	59	68	7.3
TOTAL	27	1,149	1,176	100.0	39	895	934	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	7	401	408	19.3
Stop Sign	18	378	396	18.8
Yield Sign	2	140	142	6.7
Road Markings Only	8	250	258	12.2
Roundabout	1	53	54	2.6
Pedestrian Crossing	1	68	69	3.3
Within 50ft of Pedestrian X	0	5	5	0.2
No Control	20	494	514	24.4
Other / Not Stated	9	255	264	12.5
TOTAL	66	2,044	2110	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	306	4,807	5,113	78.3
One-Way Single Carriageway	26	481	507	7.8
Dual Carriageway	5	254	259	4.0
Motorway	3	65	68	1.0
Other/Unknown	20	566	586	9.0
TOTAL	360	6,173	6,533	100

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	15	676	691	39.1	19	810	829	36.3
Dun Laoghaire-Rathdown	309	5	138	143	8.1	5	179	184	8.1
Fingal County	177	8	204	212	12.0	8	297	305	13.3
South Dublin County	153	11	309	320	18.1	11	430	441	19.3
Cork Co.Borough	104	3	155	158	8.9	3	195	198	8.7
Waterford Co.Borough	-	2	60	62	3.5	2	82	84	3.7
Limerick Co.Borough	-	1	134	135	7.6	1	182	183	8.0
Galway Co.Borough	-	4	42	46	2.6	4	57	61	2.7
TOTAL		49	1,718	1,767	100.0	53	2,232	2,285	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	9	198	1	27	3	44	3	70
Pedal Cycle Users	3	79	0	12	0	10	0	14
Motor Cycle Users	3	120	0	29	4	17	5	44
Car Users	4	332	4	89	1	187	3	252
PSV Users	0	7	0	6	0	18	0	6
Goods Vehicle Users	0	20	0	3	0	10	0	12
Other or Unknown	0	54	0	13	0	11	0	32
TOTAL	19	810	5	179	8	297	11	430

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	0	43	1	16	0	37	1	13
Pedal Cycle Users	1	4	0	1	0	7	0	3
Motor Cycle Users	0	25	0	13	0	11	1	5
Car Users	2	107	1	45	1	116	1	30
PSV Users	0	3	0	3	0	0	0	1
Goods Vehicle Users	0	7	0	3	0	6	0	2
Other or Unknown	0	6	0	1	0	5	1	3
TOTAL	3	195	2	82	1	182	4	57

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	3	80	0	14	0	12	0	14
Motor Cycle	2	122	0	29	5	17	6	45
Car	5	523	6	114	3	183	4	275
PSV	3	31	0	3	0	9	0	13
Goods	5	83	0	15	1	29	3	35
Other or Unknown	0	37	0	5	0	8	0	19
TOTAL	18	876	6	180	9	258	13	401

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	1	5	0	2	0	7	0	3
Motor Cycle	0	24	0	16	0	11	1	5
Car	2	187	2	64	1	169	3	43
PSV	0	4	0	1	0	2	0	3
Goods	1	24	1	9	0	26	0	6
Other or Unknown	0	5	0	3	0	5	0	4
TOTAL	4	249	3	95	1	220	4	64

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

Table 50 Fatal and Injury Collisions in Towns

Towns under 50,000 population (2002) with Legally Defined Boundaries	Population (2002)	Collisions 2005			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Bray	26,244	0	8	8	0.3
Carlow	13,218	0	16	16	1.2
Castlebar	10,287	0	4	4	0.4
Clonmel	15,739	1	4	5	0.3
Drogheda	28,333	0	25	25	0.9
Dundalk	27,385	2	47	49	1.8
Ennis	18,830	1	10	11	0.6
Killarney	12,087	0	23	23	1.9
Naas	18,288	0	8	8	0.4
Newbridge	15,749	0	8	8	0.5
Sligo	18,473	2	33	35	1.9
Tralee	20,375	2	21	23	1.1
Tullamore	10,270	0	11	11	1.1
Towns 5,000-10,000 population					
Arklow	9,959	0	13	13	1.3
Athlone	7,354	1	12	13	1.8
Athy	6,049	0	5	5	0.8
Balbriggan	6,631	0	1	1	0.2
Ballina	9,478	2	12	14	1.5
Ballinasloe	5,984	0	3	3	0.5
Carrick-On-Suir	5,542	0	3	3	0.5
Cobh	6,767	0	7	7	1.0
Dungarvan	7,220	0	10	10	1.4
Kilkenny	8,591	0	23	23	2.7
Letterkenny	7,965	2	9	11	1.4
Longford	6,831	2	8	10	1.5
Mallow	7,091	0	5	5	0.7
Monaghan	5,717	0	9	9	1.6
Mullingar	8,824	0	15	15	1.7
Nenagh	6,121	0	9	9	1.5
Thurles	6,852	0	10	10	1.5
Tramore	8,115	0	4	4	0.5
Westport	5,314	0	4	4	0.8
Wexford	9,449	2	8	10	1.1
Wicklow	7,031	0	4	4	0.6
Youghal	6,203	0	5	5	0.8

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

Towns under 50,000 population (2002) with Legally Defined Boundaries	Population (2002)	Collisions 2005			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	3,564	1	2	3	0.8
Ballybay	437	0	4	4	9.2
Ballyshannon	2,232	0	1	1	0.4
Bandon	1,578	0	9	9	5.7
Bantry	3,150	0	2	2	0.6
Belturbet	1,295	0	4	4	3.1
Birr	3,590	0	4	4	1.1
Boyle	1,643	0	5	5	3.0
Buncrana	3,420	0	5	5	1.5
Bundoran	1,678	0	0	0	0.0
Callan	1,325	0	1	1	0.8
Carrickmacross	1,964	1	3	4	2.0
Cashel	2,403	0	3	3	1.2
Castleblaney	1,712	0	10	10	5.8
Cavan	3,538	0	15	15	4.2
Ceannannus Mor	2,522	0	5	5	2.0
Clonakilty	3,432	0	3	3	0.9
Clones	1,721	1	2	3	1.7
Cootehill	1,399	0	0	0	0.0
Edenderry	4,216	0	2	2	0.5
Enniscorthy	3,764	2	10	12	3.2
Fermoy	2,270	1	6	7	3.1
Fethard Town	1,388	0	0	0	0.0
Gorey	3,090	1	6	7	2.3
Granard	1,013	0	2	2	2.0
Kilkee	1,260	0	0	0	0.0
Kilrush	2,699	0	2	2	0.7
Kinsale	2,257	0	6	6	2.7
Lismore	788	0	0	0	0.0
Listowel	3,589	0	7	7	2.0
Loughrea	4,004	0	1	1	0.2
Macroom	2,836	0	1	1	0.4
Midleton	3,798	0	6	6	1.6
Mountmellick	2,525	0	2	2	0.8
Muine Bheag	2,540	0	1	1	0.4
Navan	3,406	2	30	32	9.4
Newcastle	4,017	1	6	7	1.7
NewRoss	4,810	0	8	8	1.7
Passage West	4,184	0	0	0	0.0
Portlaoise	3,482	0	10	10	2.9
Rathkeale	1,362	0	0	0	0.0
Roscommon	4,489	0	7	7	1.6
Skibbereen.	2,000	2	0	2	1.0

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

Towns under 50,000 population (2002) with Legally Defined Boundaries Towns under 5,000 pop.	Population (2002)	Collisions 2005			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	2,159	0	1	1	0.5
Tipperary	4,546	0	5	5	1.1
Trim	1,447	0	6	6	4.1
Tuam	3,104	0	5	5	1.6
Tullow	2,417	0	4	4	1.7

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	2	18	21	2	7	17	26	47	0.09
N2	0	3	22	25	8	4	33	45	70	0.14
N3	3	3	29	35	6	6	33	45	80	0.12
N4	4	5	21	30	5	11	55	71	101	0.08
N5	0	0	9	9	3	5	22	30	39	0.13
N6	0	1	5	6	5	4	33	42	48	0.07
N7	2	2	20	24	5	8	52	65	89	0.07
N8	1	4	12	17	4	10	44	58	75	0.11
N9	0	1	7	8	6	5	41	52	60	0.13
N10	0	0	3	3	0	3	9	12	15	0.14
N11	3	1	23	27	5	5	43	53	80	0.08
N12	0	0	0	0	0	0	1	1	1	0.05
N13	0	0	1	1	0	2	5	7	8	0.06
N14	1	0	3	4	0	2	11	13	17	0.30
N15	0	1	6	7	4	6	26	36	43	0.16
N16	1	1	2	4	0	2	6	8	12	0.24
N17	0	0	5	5	4	7	24	35	40	0.11
N18	1	2	12	15	1	4	18	23	38	0.08
N19	0	0	0	0	0	0	0	0	0	0.00
N20	0	3	14	17	0	2	17	19	36	0.07
N21	0	1	7	8	2	3	15	20	28	0.09
N22	1	1	10	12	3	7	26	36	48	0.13
N23	0	0	0	0	1	0	0	1	1	0.05
N24	0	0	12	12	5	2	21	28	40	0.10
N25	1	3	25	29	7	14	47	68	97	0.11
N26	0	0	2	2	1	0	1	2	4	0.07
N27	0	0	4	4	0	0	1	1	5	0.08
N28	1	0	3	4	0	0	2	2	6	0.09
N29	0	0	0	0	0	0	0	0	0	0.00
N30	1	0	4	5	0	0	6	6	11	0.19
N31	0	0	2	2	0	0	0	0	2	0.04
N32	0	0	2	2	1	1	0	2	4	0.09
N33	0	0	0	0	0	1	1	2	2	0.17
M50	0	1	2	3	0	1	20	21	24	0.03
TOTAL	21	35	285	341	78	122	630	830	1,171	0.09

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	0	0	4	4	0	0	7	7	11	0.13
N52	0	1	16	17	3	7	27	37	54	0.16
N53	0	0	2	2	1	2	5	8	10	0.23
N54	0	1	4	5	0	0	5	5	10	0.17
N55	0	0	6	6	1	4	21	26	32	0.26
N56	2	1	6	9	4	7	36	47	56	0.20
N58	0	0	1	1	1	0	3	4	5	0.35
N59	2	1	5	8	3	5	21	29	37	0.10
N60	0	1	2	3	0	2	9	11	14	0.09
N61	0	0	1	1	0	3	10	13	14	0.11
N62	0	1	6	7	5	3	12	20	27	0.18
N63	0	1	0	1	0	5	13	18	19	0.14
N65	0	1	2	3	0	0	2	2	5	0.12
N66	0	0	1	1	1	0	1	2	3	0.11
N67	1	0	5	6	1	2	12	15	21	0.16
N68	0	1	1	2	0	1	3	4	6	0.08
N69	1	2	9	12	2	2	28	32	44	0.20
N70	1	0	6	7	0	1	16	17	24	0.13
N71	1	3	11	15	4	6	13	23	38	0.09
N72	0	0	3	3	3	9	32	44	47	0.19
N73	0	0	1	1	0	0	4	4	5	0.13
N74	0	0	0	0	0	1	1	2	2	0.08
N75	0	0	3	3	0	0	0	0	3	0.21
N76	0	0	1	1	0	1	7	8	9	0.10
N77	0	1	2	3	1	0	7	8	11	0.16
N78	1	0	1	2	0	3	11	14	16	0.15
N80	0	0	7	7	1	3	19	23	30	0.11
N81	0	2	13	15	3	2	28	33	48	0.17
N82	0	0	2	2	0	0	0	0	2	0.24
N83	0	2	2	4	1	0	3	4	8	0.20
N84	0	1	2	3	0	0	3	3	6	0.04
N85	0	0	0	0	0	0	5	5	5	0.10
N86	0	0	1	1	0	1	4	5	6	0.06
N87	0	0	2	2	0	1	6	7	9	0.30
TOTAL	9	20	128	157	35	71	374	480	637	0.14
OVERALL TOTAL	30	55	413	498	113	193	1,004	1,310	1,808	0.11

*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

	2005												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Carlow	12	14	17	12	21	14	23	19	14	20	26	25	217
Cavan	35	41	66	46	56	46	76	41	54	69	42	61	633
Clare	25	24	16	27	31	29	35	35	43	50	21	38	374
Cork	221	209	223	301	257	231	243	239	315	307	314	271	3,131
Donegal	53	33	32	43	51	59	45	66	50	49	63	53	597
Dublin	365	417	353	384	349	374	416	366	406	358	489	550	4,827
Galway	56	46	52	69	57	45	79	92	64	73	79	63	775
Kerry	35	34	36	33	36	44	63	65	36	40	31	34	487
Kildare	48	55	57	70	62	49	67	58	53	60	79	60	718
Kilkenny	38	22	32	30	33	44	39	39	47	50	42	34	450
Laois	21	27	23	33	29	36	47	43	45	51	32	32	419
Leitrim	5	11	5	8	10	10	15	19	14	18	23	7	145
Limerick	139	116	144	127	135	97	128	109	167	177	169	87	1,595
Longford	12	15	15	23	60	13	18	18	26	25	23	29	277
Louth	55	34	18	48	60	45	57	55	56	50	80	81	639
Mayo	38	37	35	39	40	40	68	55	61	64	37	44	558
Meath	43	49	46	54	49	45	44	40	53	46	67	49	585
Monaghan	25	22	23	29	43	28	18	28	36	30	27	27	336
Offaly	29	34	31	27	31	26	24	34	33	34	32	28	363
Roscommon	23	30	18	27	31	28	38	27	36	29	36	36	359
Sligo	25	42	34	38	40	23	38	58	67	37	75	43	520
Tipp N. R.	27	23	24	27	35	36	2	4	34	56	42	44	354
Tipp S. R.	28	31	33	38	32	20	12	1	36	46	39	38	354
Waterford	49	56	63	81	65	48	87	93	89	104	67	81	883
Westmeath	47	31	35	39	39	34	27	45	44	49	33	45	468
Wexford	66	54	54	65	73	61	82	73	95	69	75	69	836
Wicklow	28	43	13	25	22	41	30	33	35	44	34	26	374
TOTAL	1,548	1,550	1,498	1,743	1,747	1,566	1,821	1,755	2,009	2,005	2,077	1,955	21,274

Table 53: International Comparisons

	Number of Road Deaths¹ 2004	Rate per billion Vehicle kilometers 2004	Road Deaths per 100,000 Population 2004
Austria	878	10.8	10.7
Belgium	-	14.6 ^b	13.1 ^b
Denmark	369	7.7	6.8
Finland	375	7.4	7.2
France	5,530	9.9	9.2
Germany	5,842	8.4	7.1
Greece	-	26.7 ^f	19.3 ^d
Ireland	374	10.9 ^c	9.3
Italy	5,625	-	9.7
Luxembourg	50	-	11.1
Netherlands	804	7.7 ^a	5.0
Portugal	1,294	-	12.3
Spain	4,741	-	11.0
Sweden	480	6.3	5.4
United Kingdom	3,368	7.6 ^f	5.6
Other Countries			
Australia	1,583	8.0 ^a	7.9
Japan	8,492	11.2 ^a	6.7
Norway	259	7.3	5.7
Switzerland	510	8.1	6.9
U.S.A.	42,636	9.4 ^c	14.5

(a) 2003 data ; (b) 2002 data ; (c) 2001 data ; (d) 2000 data ; (e) 1999 data ; (f) 1998 and 1997

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)