



RSA

ROAD COLLISION FACTS 2008

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



ROAD COLLISION FACTS

IRELAND

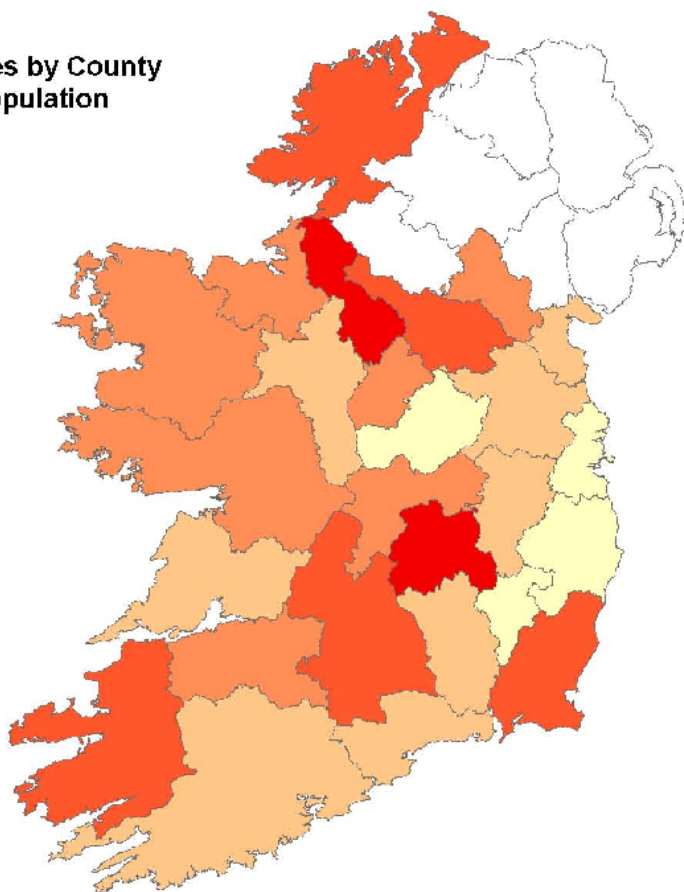
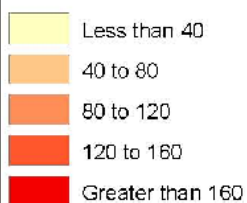
2008

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

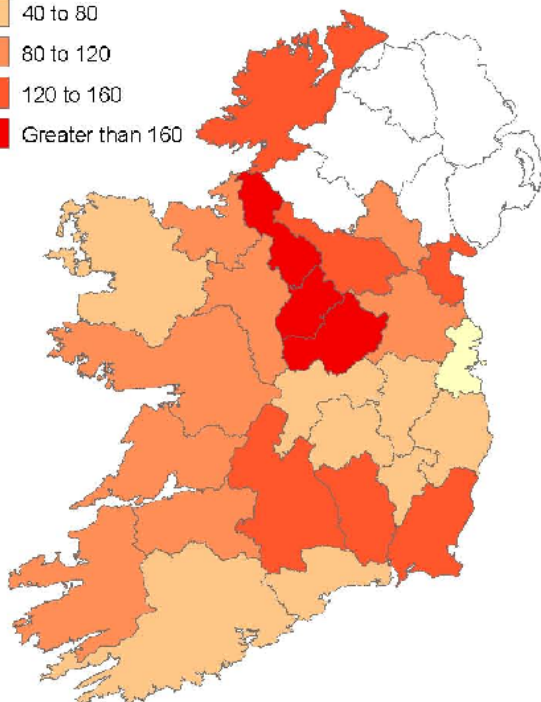
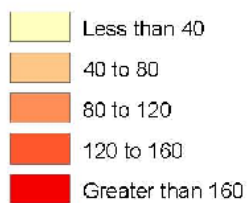
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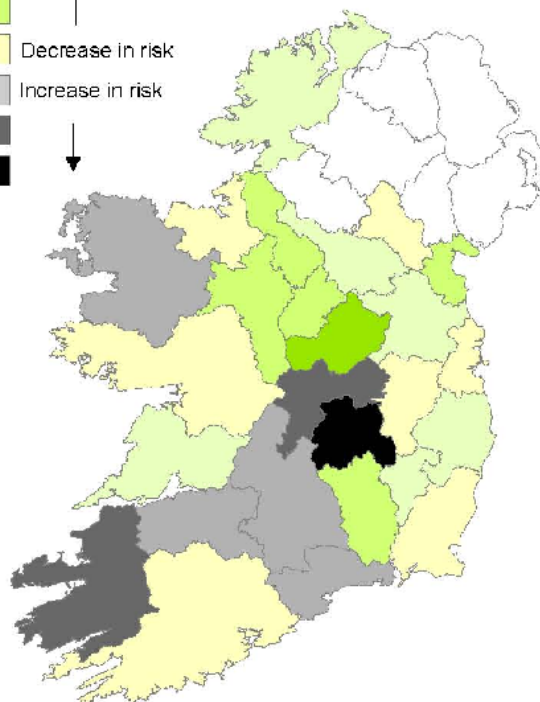
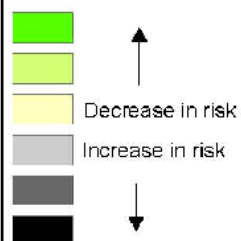
2008 Roads Fatalities by County Killed per million population



2007 Road Fatalities by County Killed per million population



Relative Change 2007 to 2008 Killed per million population



CONTENTS

	<i>Page No.</i>
OVERVIEW	v
Chapter 1 Trends in Road Traffic Collisions	1
Chapter 2 Date and Time	11
Chapter 3 Location	13
TABLES	
Table A Collision Rates per Thousand Population (2006), per Thousand Registered Vehicles (2008) and per 10 Million Vehicle-Kilometres of Travel (2008 Estimates), for each county	14
Section 1 Trends in Road Traffic Collisions	
Table 1 Collisions Classified by Type and Vehicles Licensed, 1999-2008	15
Table 2 Persons Killed and Injured, 1999-2008	16
Table 3 Persons Killed Classified by Road User Type, 1999-2008	16
Table 4 All Casualties Classified by Road User Type, 1999-2008	16
Table 5 Persons Killed and Injured in Each County, 2004-2008	17
Section 2 General Tables	
Table 6 Traffic Collisions and Casualties Classified by Month of Year	18
Table 7 Fatal and Injury Collisions and Casualties Classified by Hour of Day	19
Table 8 Fatal and Injury Collisions and Casualties Classified by Day of Week	20
Table 9 Fatal and Injury Collisions and Casualties Classified by Light Condition	20
Table 10 Fatal and Injury Collisions Classified by Primary Weather Conditions	21
Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions	21
Table 12 Fatal and Injury Collisions Classified by Road Character	21
Table 13 Collisions Classified by Road Surface Condition and by Occurrence of Skidding	22
Table 14 Collisions on Wet Roads Classified by Road Character and by Occurrence of Skidding	22
Table 15 Fatal and Injury Collisions Inside and Outside Built-up Areas Classified by Accident Type	22
Table 16 Single Vehicle Collisions not Involving Pedestrians Classified by Type of Collision	23
Table 17 Fatal and Injury Collisions Classified by Possible Contributory Factor Where Specified	23
Section 3 Casualties	
Table 18 All Casualties Classified by Road User Type	24
Table 19 All Casualties Classified by Road User Type and by Age	25
Table 20 Male Casualties Classified by Road User Type and by Age Where Specified	26
Table 21 Female Casualties Classified by Road User Type and by Age Where Specified	27
Table 22 All Casualties Classified by Age and Sex	28
Table 23 All Casualties Classified by Age, Inside and Outside Built-up Areas	28
Table 24 Casualties Classified by Road User Type Inside and Outside Built-up Areas	29
Table 25 Pedestrian Casualties Classified by Light Condition and by Location Type	29
Table 26 Pedestrian Casualties Classified by Pedestrian Action, Age of Pedestrian and by Darkness or Daylight	30

Section 4 Drivers and Vehicles

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

Section 5 Location

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

Appendix

Notes and Definitions	50
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OVERVIEW

Introduction

Road deaths in the Republic of Ireland have fallen to the lowest level they have been since records were officially taken in 1959. In terms of fatalities per million population, the rate is now 63, just half of the rate in 1998 (124) when the first Government Road Safety Strategy commenced.

There was an increase in reported injury collisions in 2008, which was contrary to the decreasing trends of recent years. However this increase may be related to improved reporting procedures between an Garda Síochána and the Road Safety Authority. Analysis of injury collisions will have to be carried out over the next few years to fully assess the trend.

In recent years, road deaths reached a plateau around 340-390 until 2007, but had fallen in 2008 to historically lowest annual fatalities since 1959. In 1998, the fatality rate per million registered vehicles was 303. By 2008, the rate had fallen to 112 per million registered vehicles.

In 2008, of the 28,464 Garda-recorded motor vehicle traffic collisions, 279 people were killed, 9,758 people were injured of which 835 were seriously injured, and 21,728 collisions involved property or material damage only.

The fatality rate per million population was 63 in 2008, a decrease of 19 per cent from the 2007 rate of 78.

The estimated cost of all road collisions reported to, and recorded by, An Garda Síochána in 2008 was €1.2 billion. This is a reduction of 12.7 per cent since 2007.

This report covers all road traffic collisions reported to the Garda Síochána, where details have been recorded and forwarded to the Road Safety Authority, involving fatalities, personal injury or material damage which occurred on public roads in Ireland in 2008. It details when and where road collisions occurred, who was involved, contributory actions and contributory factors and the cost of collisions to the public.

Collisions on private property, such as railway station approaches or private lanes and car parks are excluded.

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

“In 2008, the fatality rate per million population was 63. The 1998 rate was 124 per million population.”

“Road layout contributed to 6 road deaths and 11 serious injuries in 2008.”

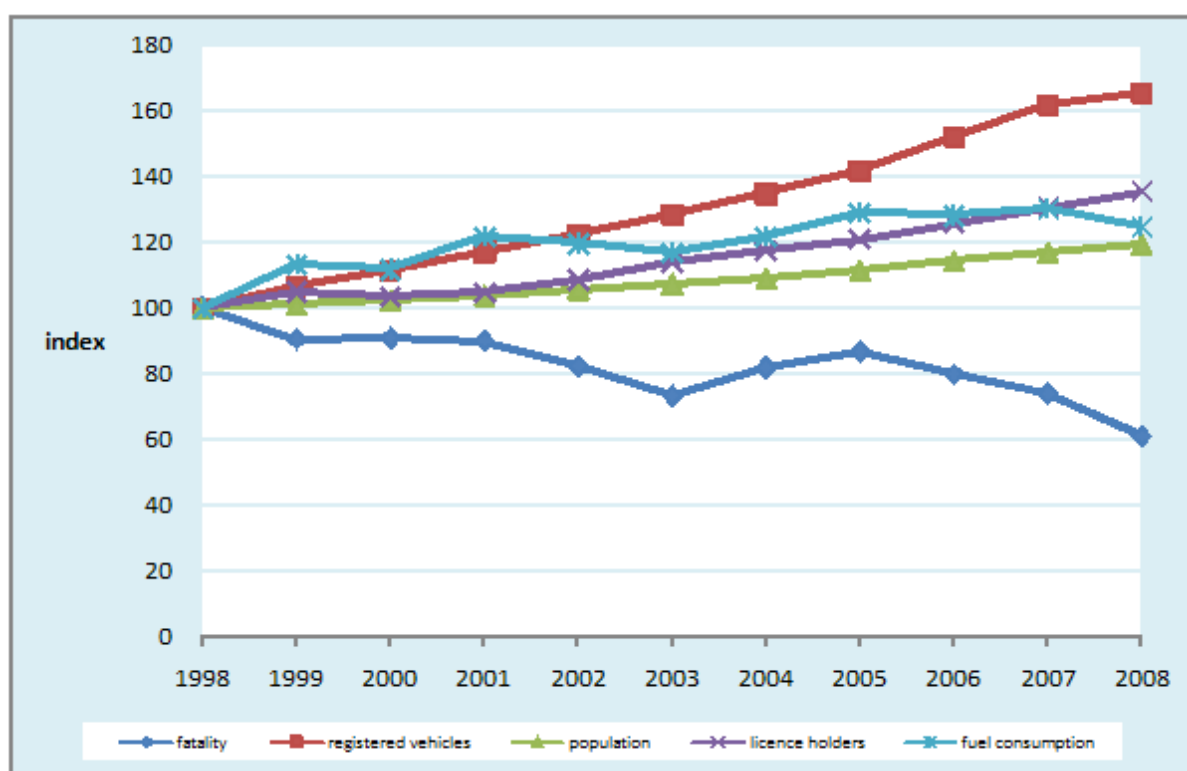
“45% of all motor vehicles involved in 2008 collisions were registered in the year 2000 or earlier.”

IRELAND'S ROAD SAFETY PERFORMANCE

Despite an increase in population, as well as growing numbers of driver licence holders and registered vehicles, the annual number of fatalities has been declining since 1998. Data trends in the Republic of Ireland between 1998 and 2008 for registered vehicles, driver licence holders, population and fatalities are shown in Figure A1. As illustrated in the graph below there is a decrease in the number of fatalities.

Since 1998, the population has increased by 19 per cent, registered motor vehicles has increased by 65 per cent, number of driver licence holders (both full and provisional) has increased by 35 per cent, fuel consumption for road transport has increased by 25 per cent whereas the number of fatalities has decreased by 39 per cent.

Figure A1- Data trends in Ireland 1998-2008
Increasing motorisation versus a decreasing road toll



IRELAND'S ROAD SAFETY PERFORMANCE

In 2008 there were 279 road collision fatalities, an average of 23 deaths per month, which is the lowest recorded number of fatalities since 1959 when the safety record began.

In 2008 there were 9,758 injuries as a result of road collisions. The number of recorded injuries resulting from road collisions has been gradually decreasing between 2005 and 2007, but increased in 2008. This increase is partly due to the improvement in reporting of minor injury collision.

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

Increased population

Between 1998 and 2008 the Republic of Ireland population grew approximately 19 per cent.

Increased number of driver licence holders

The number of driver licence holders overall (full and provisional) has increased from 1,943,184 in 1998 to 2,632,136 in 2008. Contributing to the increase is an increase in the proportion of individual licence holders to adult population (17 years and over). This was 67 per cent in 1996 but by 2008 this proportion had increased to 77 per cent.

Increased number of registered vehicles

The number of registered motor vehicles and motor cycles increased by 65 per cent from 1,510,853 in 1998 to 2,497,568 in 2008.

Table A1: Annual fatalities and injuries as per million vehicles registered and per million population in Ireland, 1998 - 2008

Year	Fatalities per million vehicles registered	Fatalities per million population	Injuries per million vehicles registered	Injuries per million population
1998	303	124	8,454	3,450
1999	257	110	7,673	3,300
2000	247	110	7,159	3,180
2001	232	107	5,776	2,660
2002	203	96	4,976	2,350
2003	173	84	4,264	2,080
2004	184	92	3,863	1,950
2005	185	96	4,357	2,260
2006	159	86	3,734	2,020
2007	138	78	3,197	1,803
2008	112	63	3,907	2,207

IRELAND'S ROAD SAFETY PERFORMANCE

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

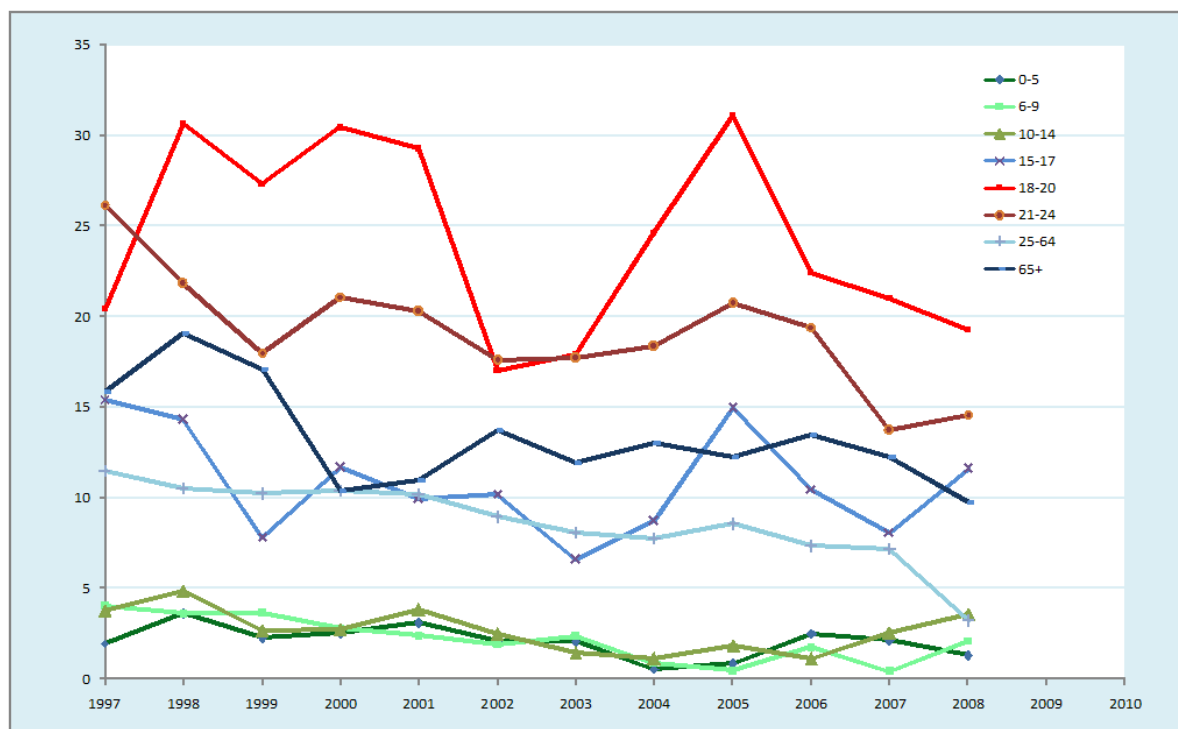
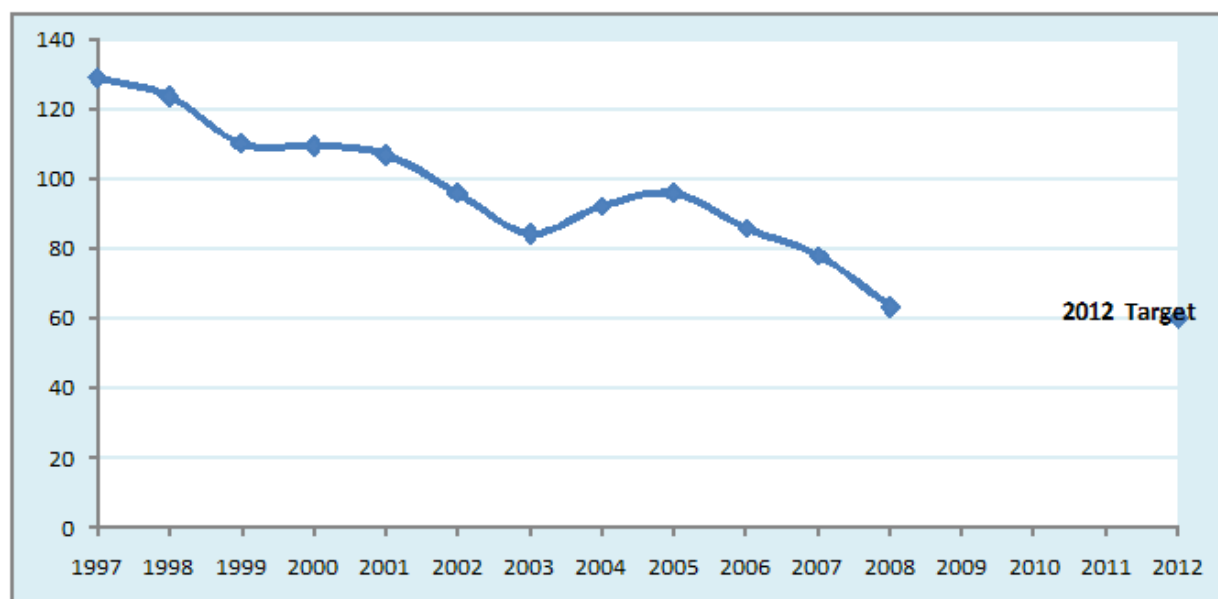


Figure A3 - Fatalities per million population in Ireland



Casualties

Cars

“11 per cent of car drivers killed in traffic crashes in 2008 were not using seat belts.”

In 2008, 160 car occupants were killed in collisions accounting for 57 per cent of all fatalities, and an additional 6,945 were injured. Sixty-eight per cent of car occupants killed were drivers and 21 percent were front seat passengers. Most of the car drivers killed were male (68%).

Eleven per cent of car drivers and 9 per cent of front seat car passengers killed in fatal collisions were not using a seat belt.

Motorcycles

The 29 motorcyclist fatalities that occurred in 2008 accounted for 10 per cent of all fatalities. An additional 494 motorcyclists were injured.

In 2008, the risk of road death per vehicle kilometres travelled for a motorcyclist is about 23 times higher than that for a car occupant.

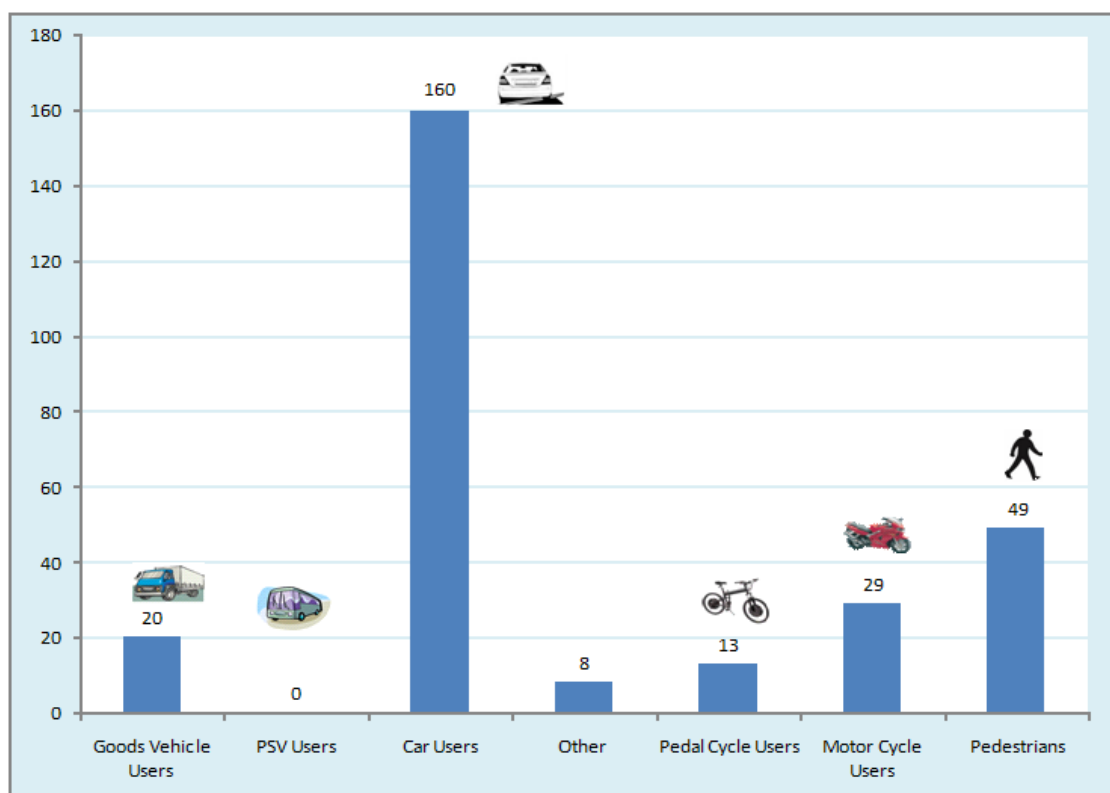
Pedalcycles

In 2008, 13 pedalcyclists were killed and additional 336 were injured in collisions. Pedalcyclists made up approximately 5 per cent of all fatalities. Three out of 4 pedalcyclists killed and 2 out of 3 injured were male. In 2008, 30 per cent of all the pedal cycle traffic fatalities reported involved goods vehicle.

Pedestrians

In 2008, 49 pedestrians were killed. Twenty-five per cent of the pedestrian killed were aged 65 and over. The number of pedestrians killed in hours of darkness has been reduced by 57 per cent between 2007 and 2008.

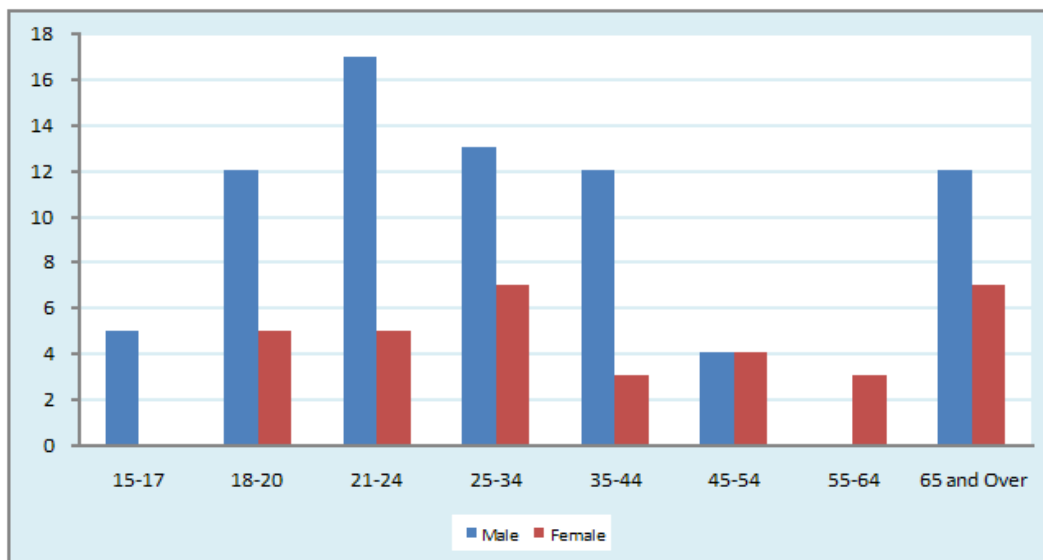
Figure A4: Road Deaths by Road User Type in 2008



Gender

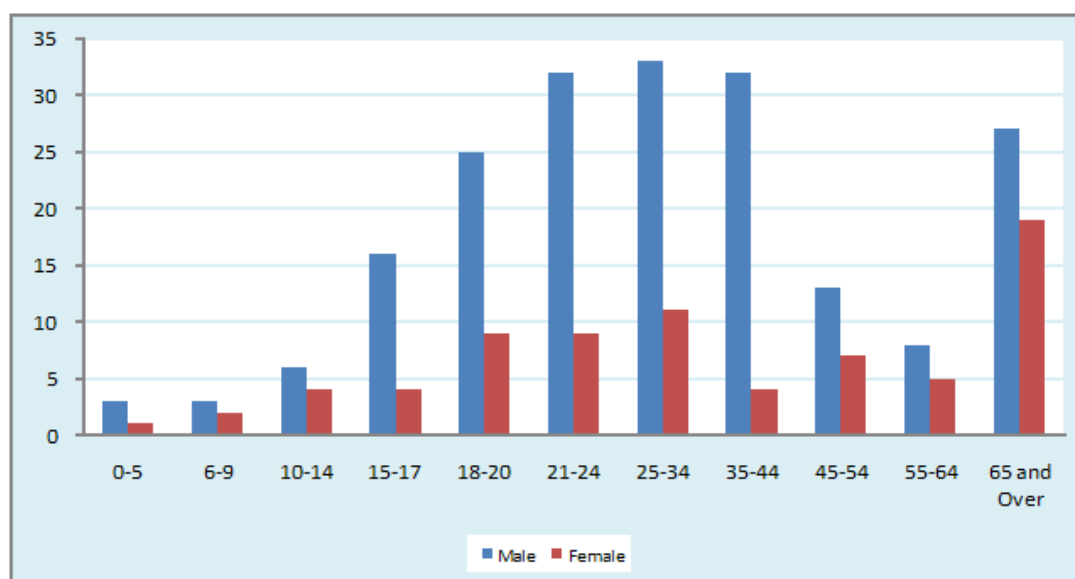
Overall, more males were killed in 2008. However, among all casualties including minor injuries, female car passengers were almost twice as likely to be injured than male car passengers.

Figure A5. Car Drivers Fatalities by Age and Sex, 2008



“The number of 65 & over pedestrian fatalities has reduced by 63 per cent between 2008 and 2007 .”

Figure A6: Overall Fatalities by Age and Sex, 2008



“In 2008, Among all casualties including minor injuries, female car passengers were twice as likely to be injured than male car passengers”

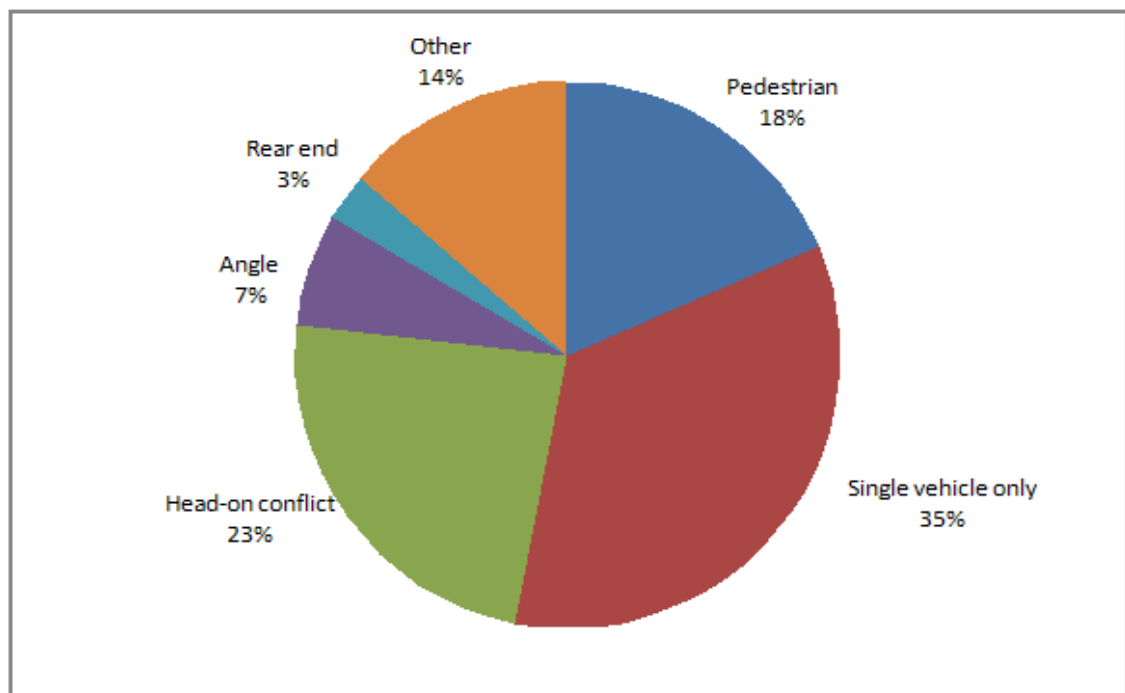
Primary Collision Type

Thirty-five per cent of all fatal collisions in 2008 were single vehicle only collisions. This collision type, which involves no other road user, is most probably associated with a number of causal factors, including excessive speed, fatigue and/or alcohol/drug consumption. Single vehicle only collisions accounted for 25 per cent of injury collisions.

Head-on collisions accounted for 23 per cent of fatal collisions and 14 per cent of injury collisions. Collisions involving pedestrians accounted for 18 per cent of all fatal collisions and 16 per cent of all injury collisions.

Three out of 4 of all fatal collisions were either single vehicle, head-on collision or pedestrian collisions. This indicates that single vehicle, head-on conflict or pedestrian collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which together accounted for 45 per cent of injury collisions but only 24 per cent of fatal collisions.

Figure A7: Primary Fatal Collision Type in 2008



Date and Time

The worst month for fatalities in 2008 was February when 32 people died in 27 collisions. The month of May recorded the fewest number of collisions, in which 19 persons died.

The number of fatal collisions between the hours of 9.00 pm and 3.00 am, the hours most strongly associated with drinking and driving, was 68 in 2008, with 70 people being killed in these collisions. This period accounted for 27 per cent of fatal collisions and 25 per cent of fatalities in 2008.

The number of persons killed during the later hours of darkness (between 3.00 am and 6.00 am), was 18. This represents 36 per cent reduction from the 2007 figures. Fatalities that occurred during these hours accounted for approximately 7 per cent of all road collision fatalities in 2008.

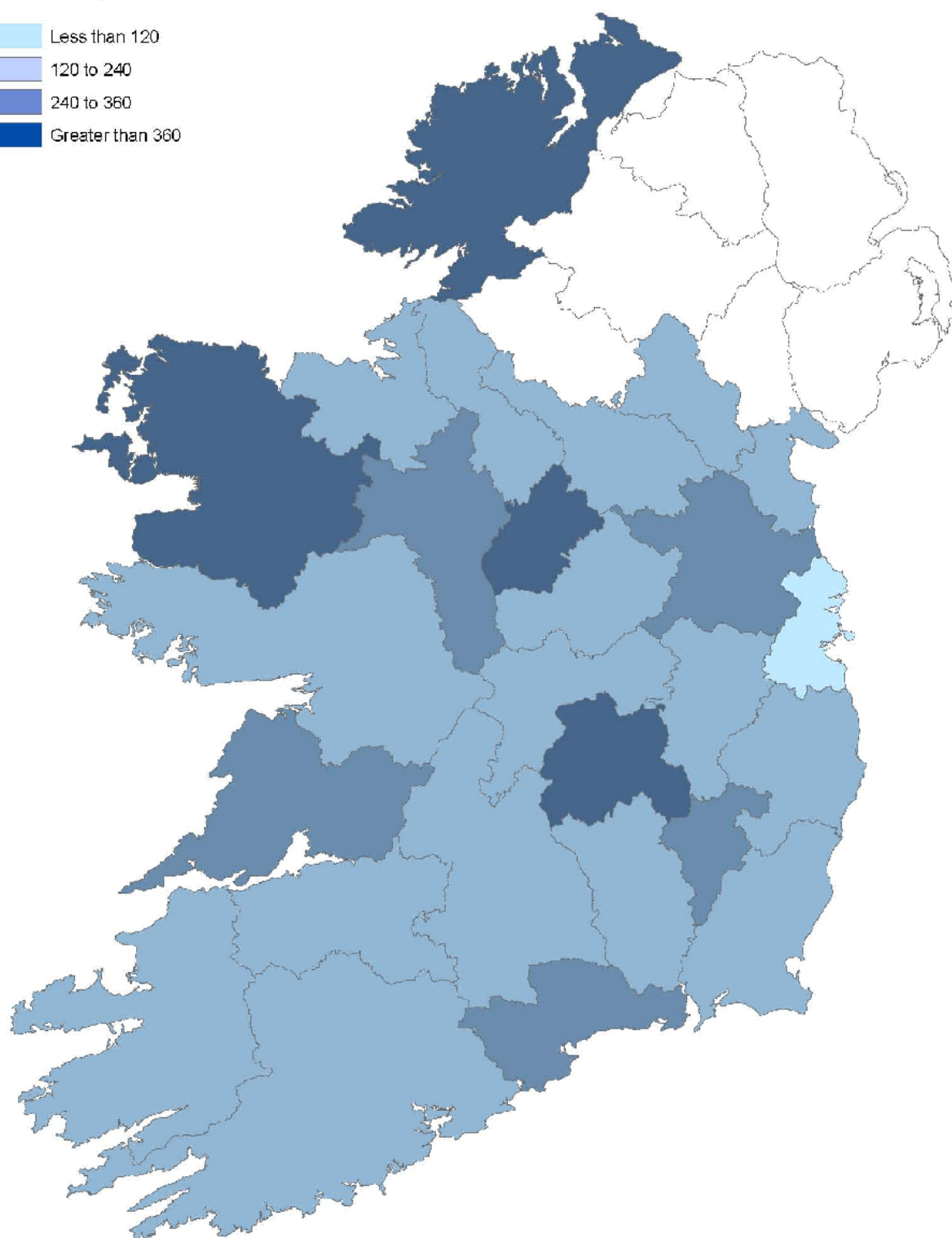
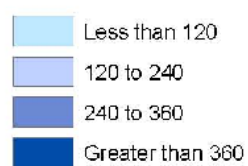
The worst days of the week for fatalities during 2008 were Saturday and Sunday. These two days together accounted for 109 fatalities, or 39 per cent of the total. The day of the week with the fewest associated fatalities was Wednesday, when 31 people, or 11 per cent of the total, died.

Location

Twenty-eight per cent of all fatal collisions in 2008 occurred on urban roads. The percentage of fatal collisions occurring on rural roads increased marginally from 71 per cent in 2007 to 72 per cent in 2008.

On a county-by-county basis, Louth experienced the highest number of collisions per population (2.4 per 1,000 persons). Louth had the highest number of collisions per 1,000 registered vehicles (4.8 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per Vehicle Kilometers of Travel (approximately 2.3 per 10 million Vehicle Kilometers of Travel).

Legend
2008 Road Injuries by County
Serious injuries per million population



1. Trends in Road Traffic Collisions

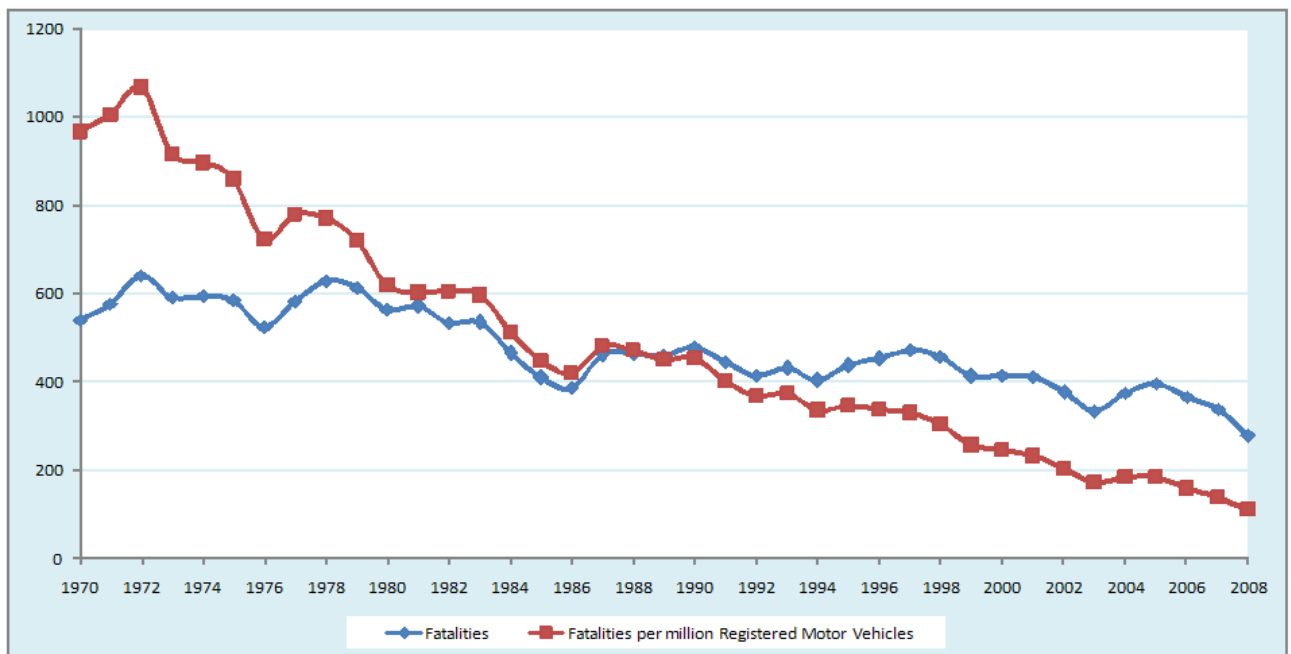
This report examines trends in collisions, fatalities and injuries over time, in the last decade as well as the most recent trends in various cross sections of road traffic and transport systems.

1.1 Road Fatalities

A total of 279 people were killed in 254 collisions on Irish roads in 2008, which is the lowest annual fatalities since 1959 when the safety record began. This represents a decrease of 59 fatalities (17%) on 2007. The trend of the number of road fatalities in the period 1970-2008 is shown in Figure 1. The number of fatalities decreased (in the period 1970-1999). This downward trend became less pronounced in the period 1999-2001. After that, the downward trend was maintained until 2003. The reduction in fatalities reversed after 2003. The lower figure noted for 2003 may have been influenced by the introduction of the penalty points system for speeding offences on 1st November, 2002. Between 2005 and 2008 the number of fatalities has decreased by 30 per cent.

“In 2008, there were 28,464 Garda-reported traffic collisions, in which 279 people were killed and 9,758 people were injured; 21,728 collisions involved property or material damage only.”

Figure 1: Fatalities and Fatalities per Million Registered Motor Vehicles, 1970-2008

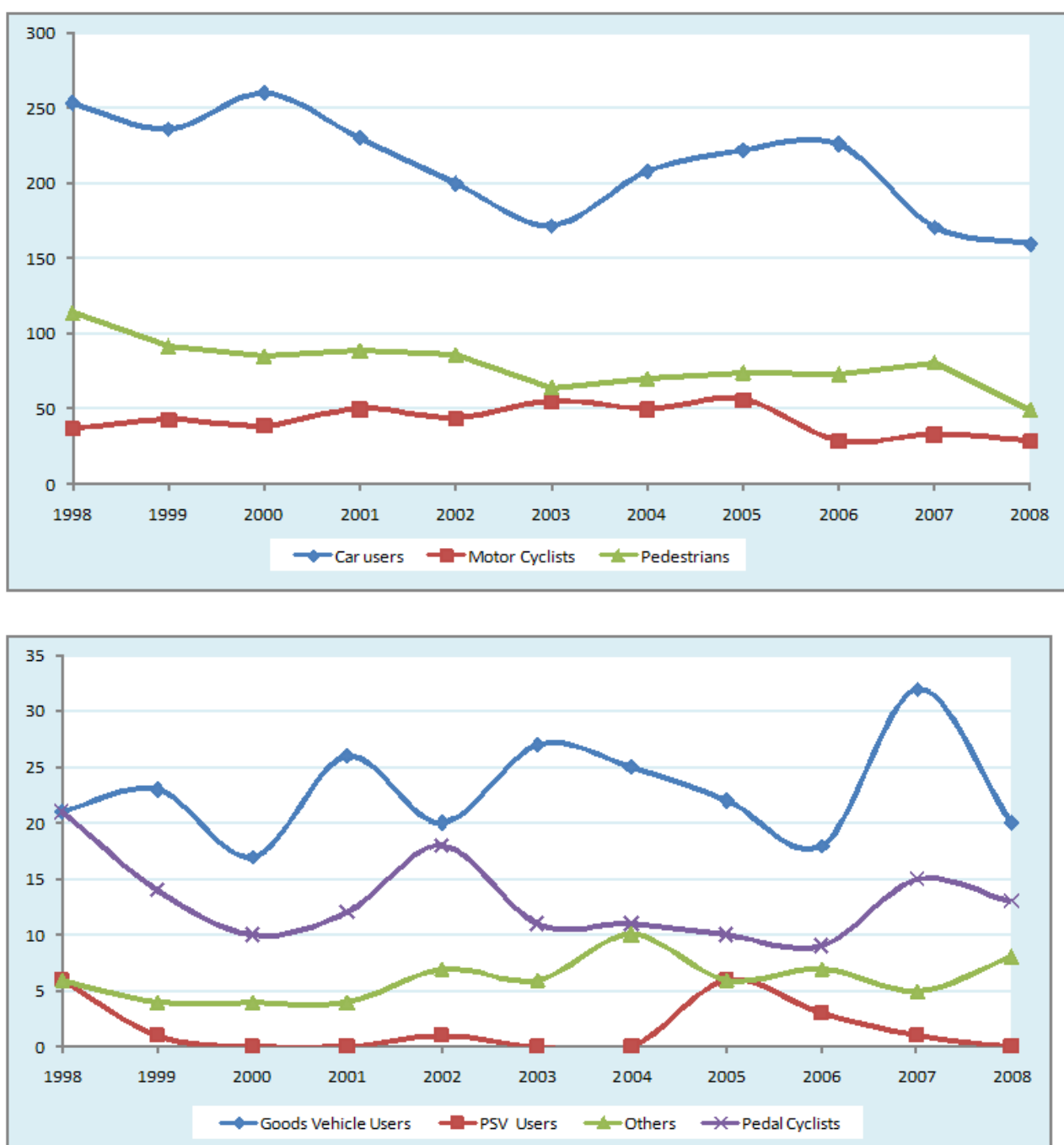


1.2 Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 1998-2008 is given in Figure 2. The number of car user fatalities increased between 1998-2000. After that, the car user fatalities decreased sharply until 2003. During the period 2003-2006, the number of car user fatalities has however increased gradually. Between the period 2006-2008, 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 1998-2003. However, the number of pedestrian fatalities increased in the period 2003-2007. The downward trend has been maintained in pedal cyclist fatalities over the period 2003-2006, with a sharp increase in 2007. This number has been reduced by 40 per cent in 2008. The number of motorcyclist fatalities generally showed an upward trend in the period 1998-2005, then fell by 48 per cent in 2006, marginally increased in 2007 and returned to the 2006 figure in 2008. The trend for PSV user, goods vehicle user and other road user fatalities (miscellaneous types of motor vehicles) was sporadic.

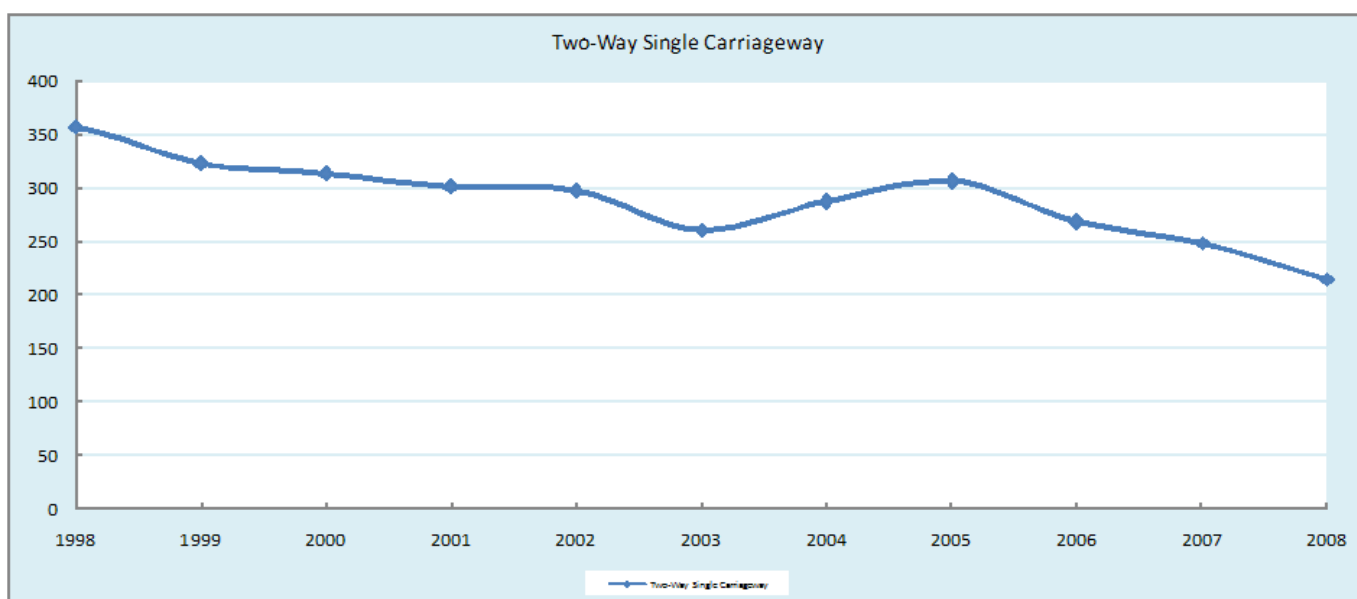
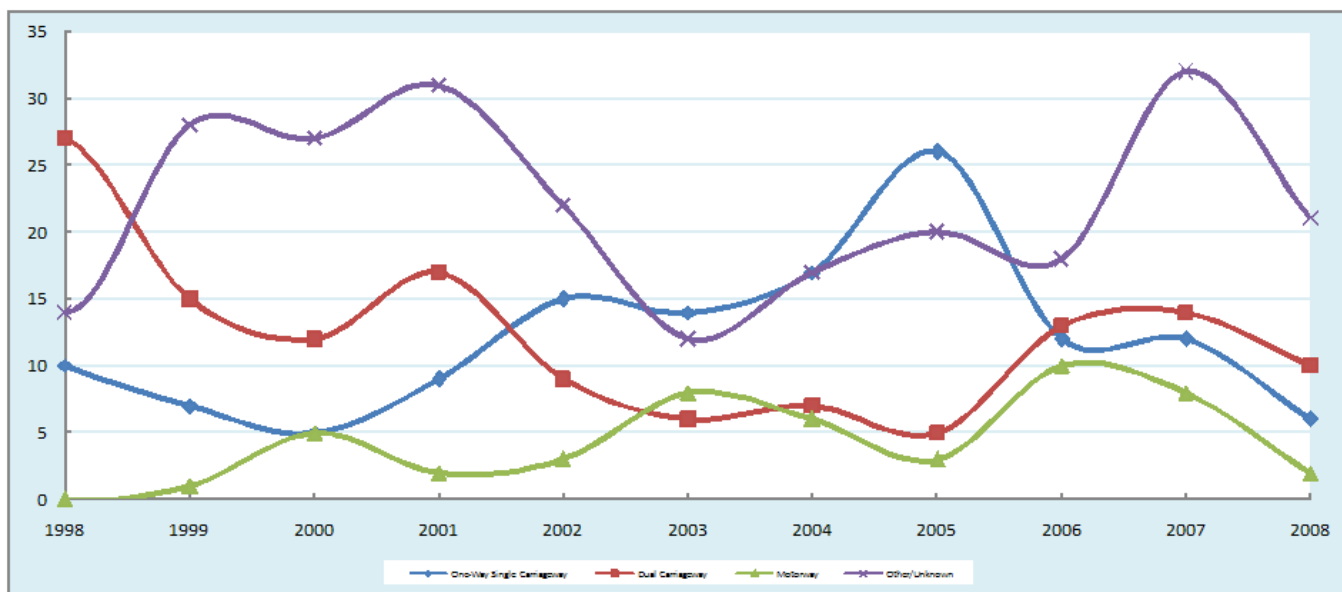
Figure 2: Number of Fatalities by Transport Mode, 1998-2008



1.3 Trends in Fatalities by Road Types

In 2008, 215 fatal collisions occurred on two-way single carriageways. Over the period 1998-2008 there has been a general downward trend in the number of fatal collisions on two-way single carriageways. There has also been a general downward trend in the number of fatal collisions on dual carriageways over the period 2001-2005 and an upward trend in 2005-2007. This trend has now reversed. Over the period 2000-2008, there has been an up-and-down fluctuation trend in the number of fatal collisions on motorway and other/unknown road types.

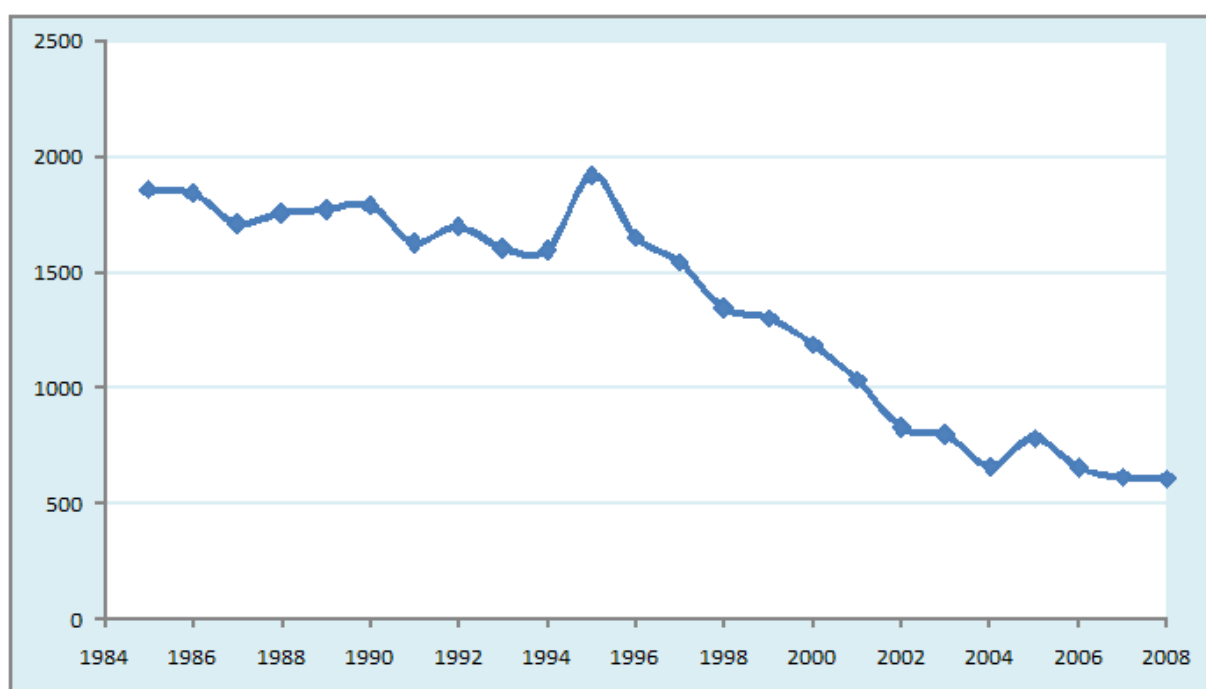
Figure 3: Number of Fatal Collisions By Road Type, 1998- 2008



1.4 Trends in Injury Collisions

Figure 4 shows the time trend in serious injury collisions. The number of serious injury collisions has been steadily falling since 1995 (exception 2005). 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. The reported minor injury collisions increased from 4,540 in 2007 to 5,869 in 2008. The improved crash reporting in 2008, in part, contributed to a significant increase in injuries.

Figure 4: Number of Serious Injury Collisions, 1985-2008



1.5 Material Damage Collisions

The number of material damage collisions (where no injuries or fatalities are sustained but material damage is caused to vehicle and / or property) both reported to and recorded by An Garda Síochána decreased from 23,237 in 2007 to 21,728 in 2008.

1.6 Road User Category

Compared to 2007 there has been a substantial reductions in all road user categories with highest reduction in pedestrian casualties. The number of pedestrians killed in hours of darkness has been reduced by 57 per cent between 2007 and 2008.

1.7 Vulnerable Road Users

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

2 in 5 of those who died on our roads in 2008 were vulnerable road users,
1 in 6 were pedestrians,
1 in 10 were motorcyclists, and
1 in 24 were pedalcyclists.

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

1.8 Young Children Casualties (under 14 years)

Twenty children (14 years of age or younger) were killed on our roads in 2008. Out of these, 9 were car passengers and 8 were pedestrians.

Figure 5a: Fatalities Classified by Road User and Age in 2008

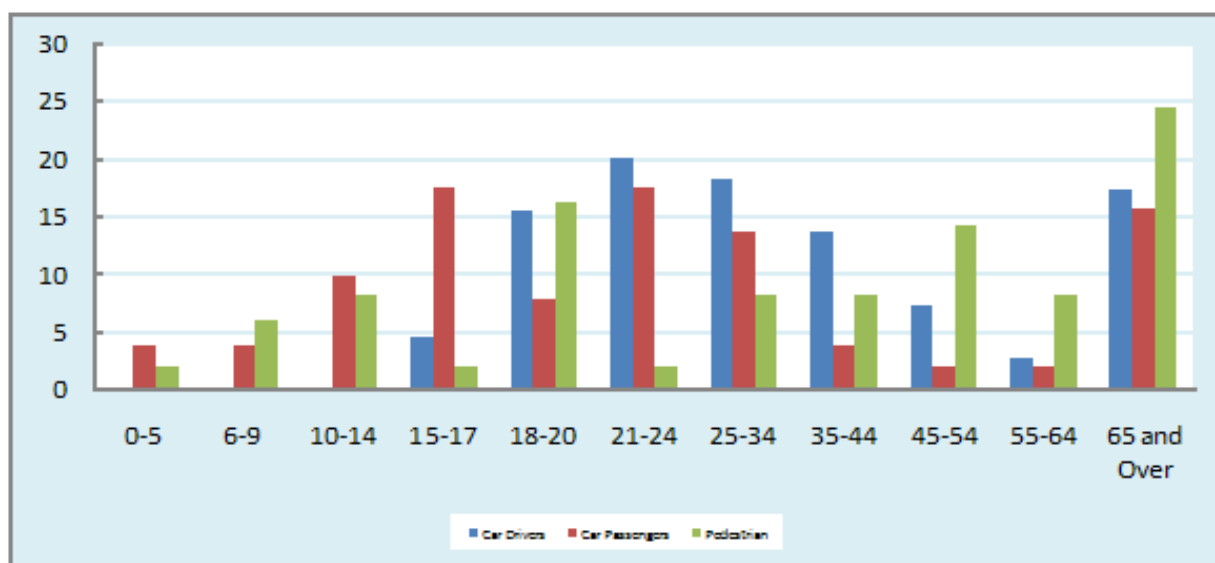


Figure 5b: Motor Cyclist and Pedal Cyclist Killed, Percentage of Total, 1973-2008

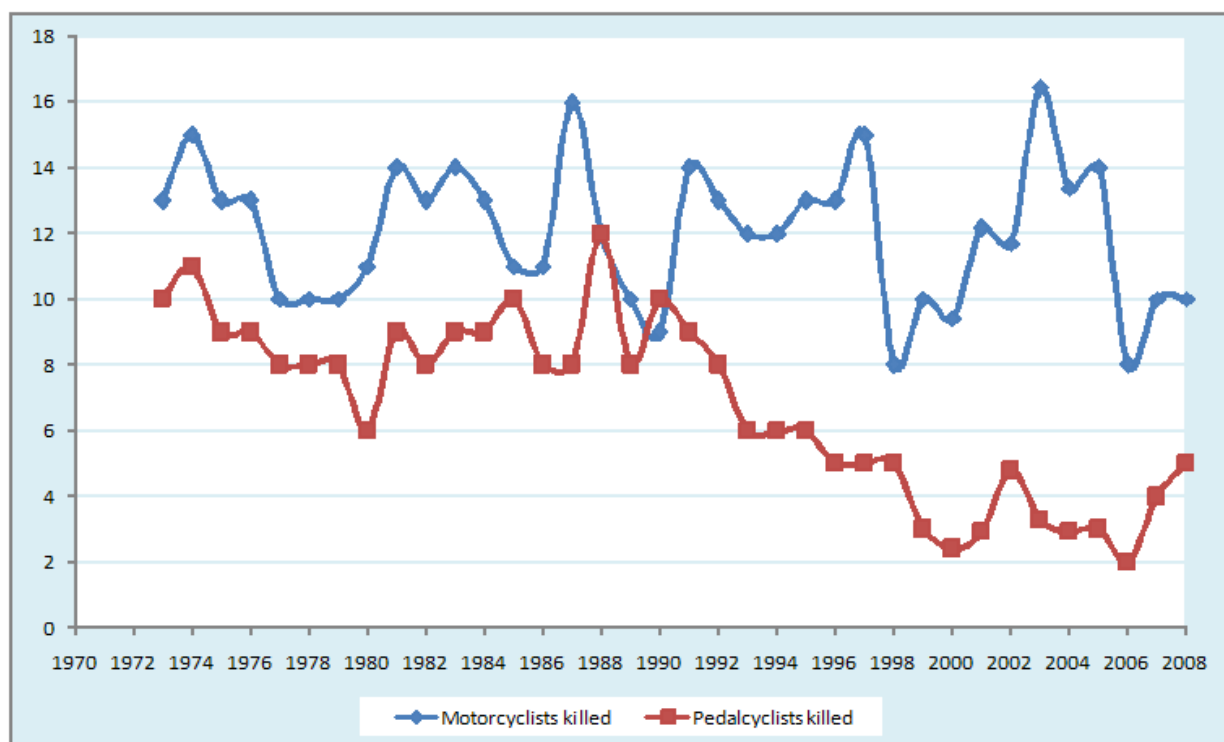
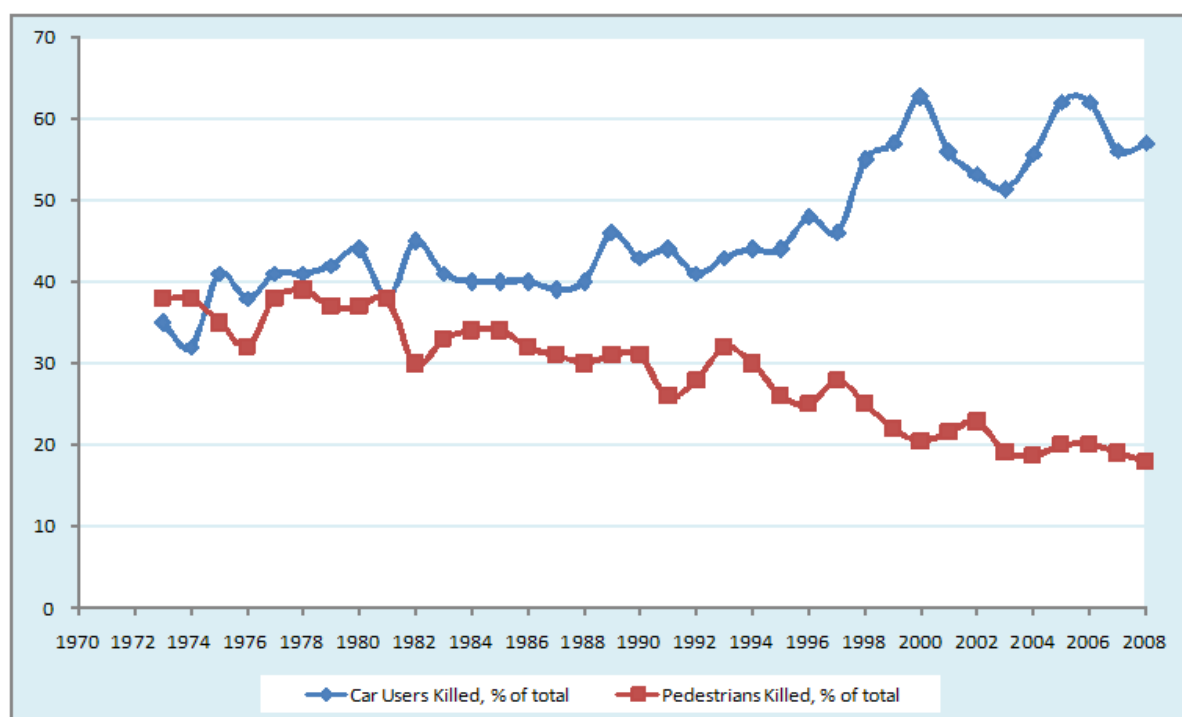


Figure 6: Pedestrians and Car Users Killed, Percentage of Total, 1973-2008



1.9 Primary Collision Type

Thirty-five per cent of all fatal collisions in 2008 were single vehicle only collisions. This collision type, which involves no other road user, is strongly associated with two causal factors, namely excessive speed and / or alcohol/drug consumption. Single vehicle only collisions accounted for 25 per cent of injury collisions.

Head-on collisions accounted for 24 per cent of fatal collisions and 13 per cent of injury collisions. Collisions involving pedestrians accounted for 19 per cent of all fatal collisions and 16 per cent of all injury collisions.

Three out of 4 of all fatal collisions were either single vehicle, head-on 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 45 per cent of injury collisions but only 24 per cent of fatal collisions.

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

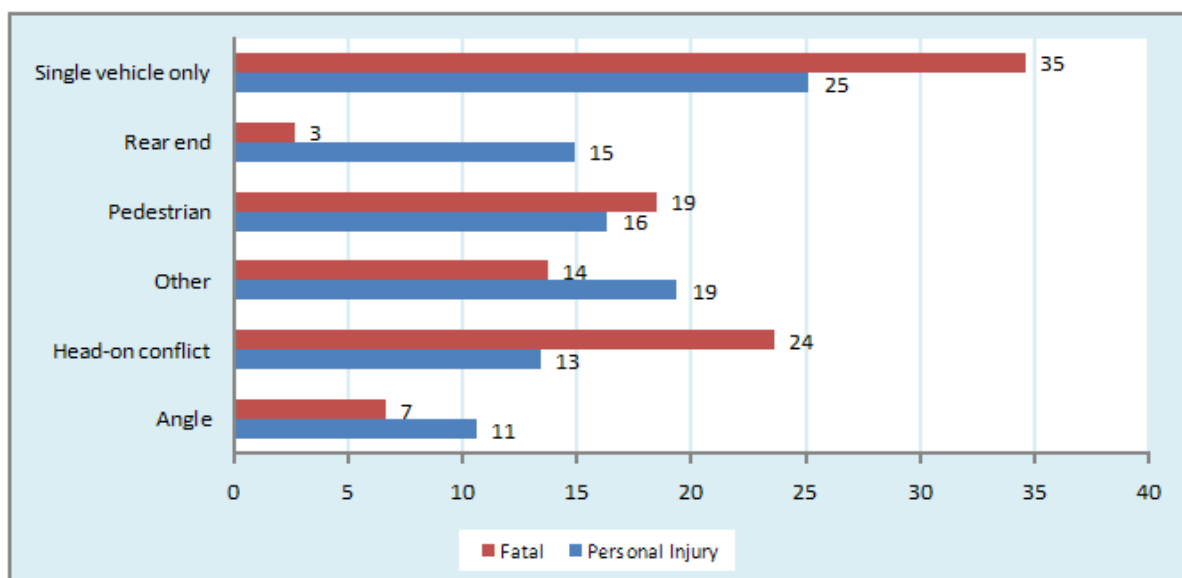
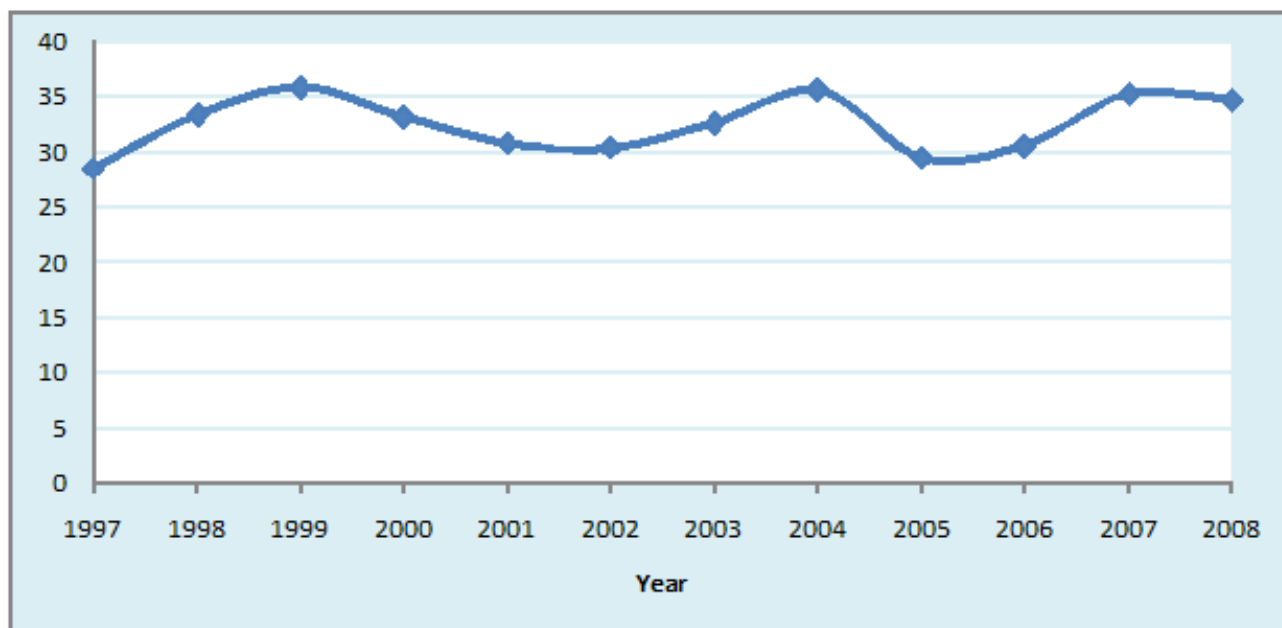


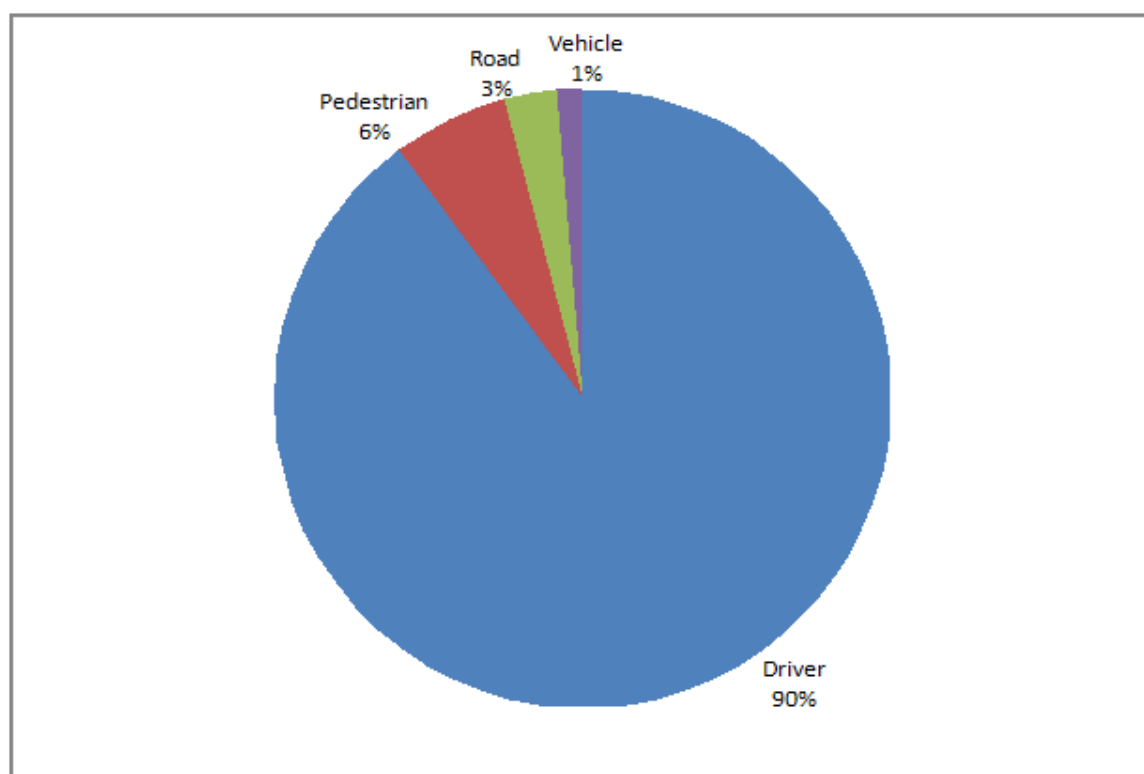
Figure 7b: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1997-2008



1.10 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 23). Driver error accounted for 90 per cent of all contributory factors identified in fatal collisions, while the next most-listed factor, pedestrian error, accounted for 6 per cent. Road factors accounted for 3 per cent of all listed contributory factors. The breakdown of contributory factors to fatal collisions are shown in Figure 8 below.

Figure 8: Contributory Factors to Fatal Road Collisions



1.11 Contributory Actions to Road Collisions

In single vehicle fatal collisions, exceeding safe speed limit was cited as the main contributory action in 54 per cent of collisions.

However, in two vehicle only 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' (17 per cent), 'exceeded safe speed limit' (15 per cent), 'drove through stop / yield' (15 per cent) and 'improper overtaking' (2 per cent).

“In single vehicle fatal collisions, 54 per cent exceeded safe speed limit.”

1.12 Collision Costs

The cost of collisions was based on those as outlined in the 2004 Goodbody Economic Consultants report entitled 'Cost Benefit Parameters and Application Rules for Transport Project Appraisal' which was commissioned by the Department of Transport. Using the updating mechanism as set out in the Goodbody Economic Consultant's report which is to inflate the year 2002 cost values to 2008 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 2008 is €1.2 billion. There is a decrease in cost of collisions.

Table A2: Total Cost of Road Collisions in 2008

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	254	2,758,111	700,560,306
Serious	613	368,474	225,874,569
Minor	5,864	36,291	212,991,527
Material Damage	21,728	2,903	63,082,364
Total	28,464	N/A	1,202,508,765

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

1.13 International Comparisons

On the basis of road deaths per million population, in 2008, the latest year for which international comparative information is available, Ireland is ranked sixth out of the EU-25.

(Sources: IRTAD and ETSC)

Figure 9: Two Vehicle Fatal Collisions in 2008 Classified by Contributory Action

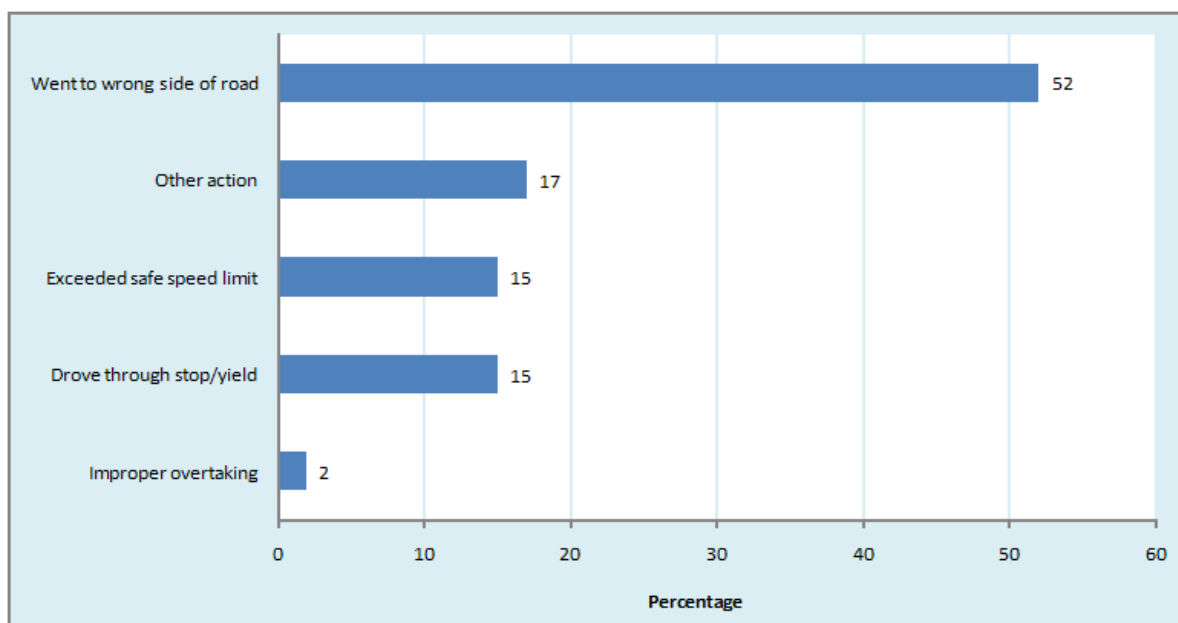
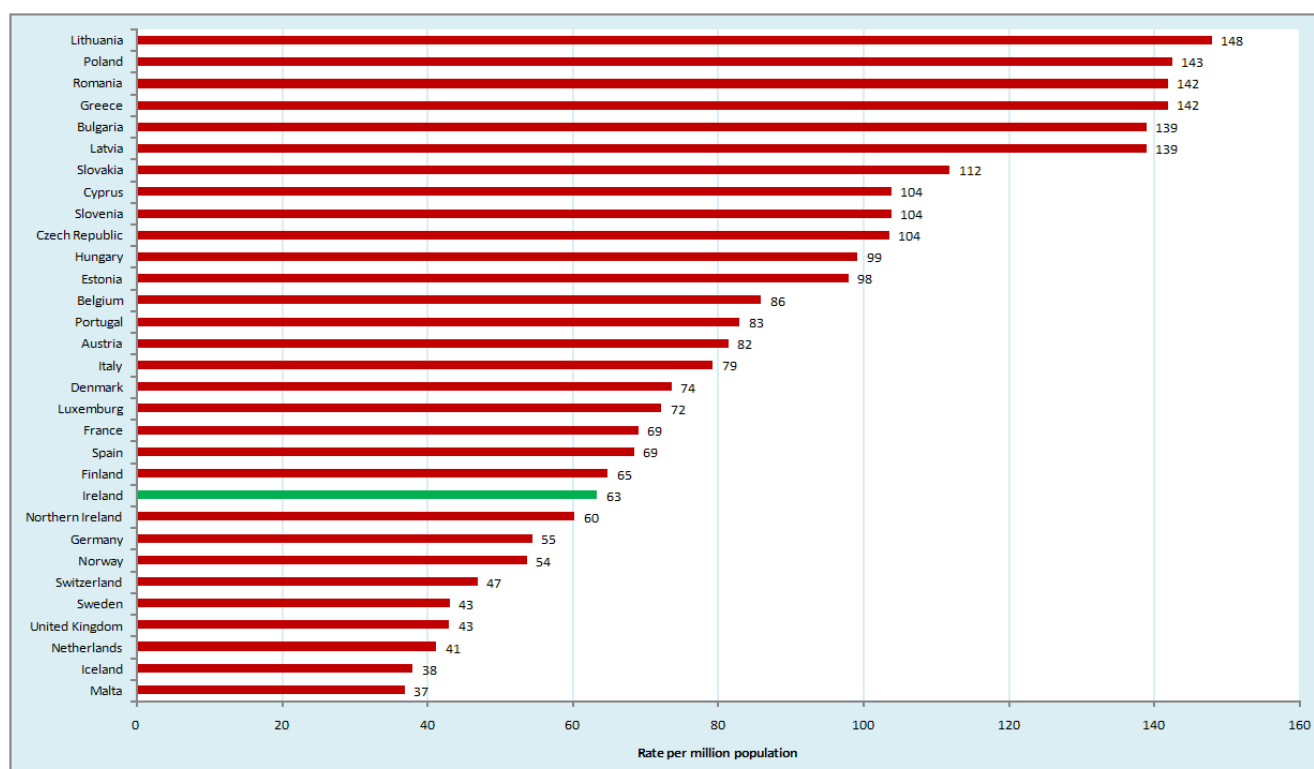


Figure 10: Road Fatalities per Million Population in 2008

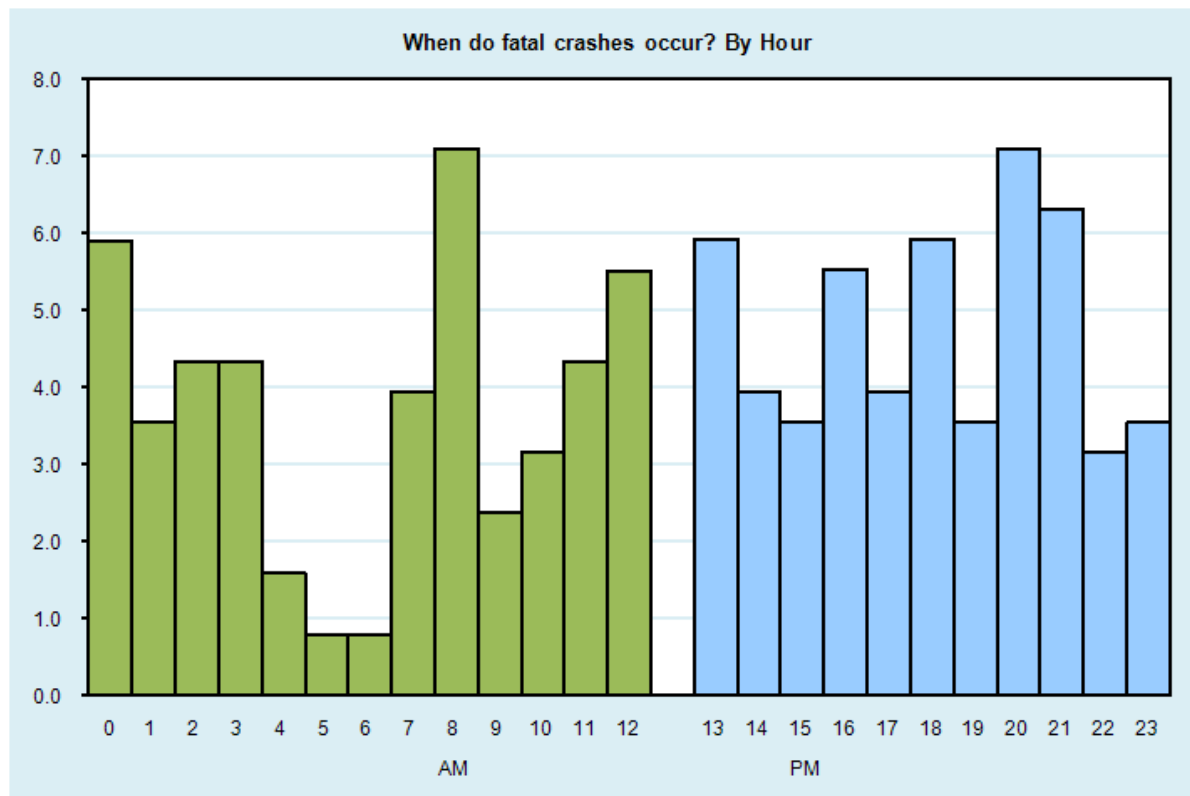


2. Date and Time

2.1 The Month of the Year

The worst month for fatalities in 2008 was February when 32 people died in 27 collisions. May recorded the fewest collisions when 19 people died in 16 collisions.

Figure 11: Percentage of Fatal Collisions by Hour in 2008



2.2 Persons Killed or Injured by Hour of Day

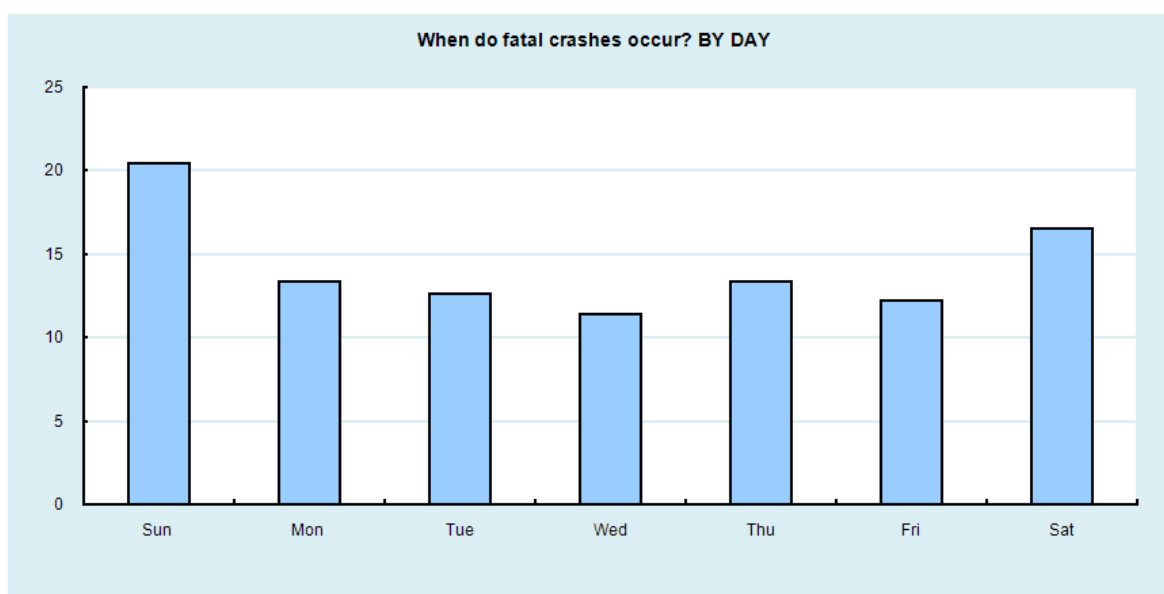
Figures 11 and 12 give the number of fatalities by hour of the day and the day of the week respectively. The highest number of fatalities occurred in the morning and afternoon rush hours (i.e. 7:00-9:00 and 16:00-18:00), the hours most probably associated with fatigue, since this is the time most people 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 68 in 2008, with 70 people being killed in these collisions. This period accounted for 27 per cent of fatal collisions and 25 per cent of fatalities in 2008.

The number of people killed during the later hours of darkness (between 3.00 am and 6.00 am) was 18. Fatalities that occurred during these hours accounted for approximately 7 per cent of all road collision fatalities in 2008.

2.3 Fatalities by Days of the Week

Figure 12: Percentage of Fatal Collisions by Days of the Week in 2008



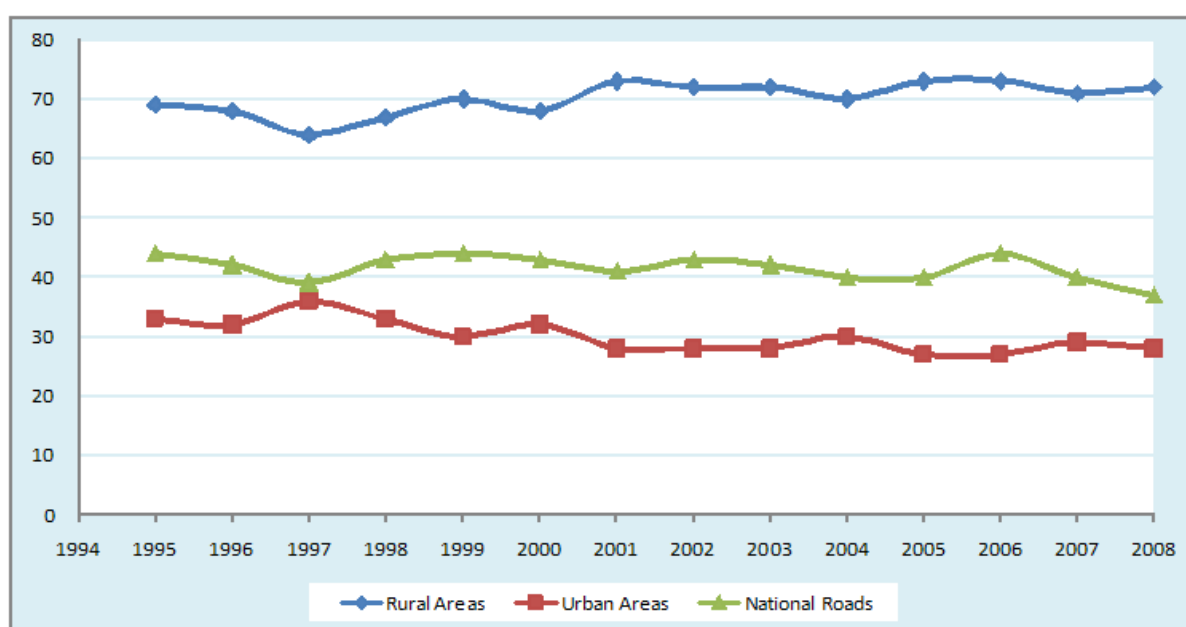
The worst days of the week for fatalities during 2008 were Saturdays and Sundays. These two days together accounted for 109 fatalities, or 39 per cent of the total. The day of the week with fewest associated fatalities was Wednesday, on when 31 people, or just under 11 per cent of the total, died.

3. Location

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

Twenty-eight per cent of all fatal collisions in 2008 occurred on urban roads. Thirty-four per cent of all fatal collisions occurred on national roads, a decrease of three percentage points on the 2007 figure. It should be noted that there has been reclassifications of some national roads to regional status within 2008. Some of the fatal collisions registered on national roads in 2008 might have occurred before or after the reclassification.

Figure 13: Percentage of Fatal Collisions in Rural, Urban Areas and on the National Routes, 1995-2008



3.2 On a County-by-County Basis

The collision rates per thousand population, per thousand registered vehicles in 2008 and per 10 million Vehicle-Kilometres of Travel in 2008, for each county are given in Table A.

On a county-by-county basis, Louth experienced the highest number of collisions per population (2.4 per 1,000 persons). Louth had the highest number of collisions per 1,000 registered vehicles (4.8 per 1,000 registered vehicles). Louth experienced the highest number of collisions per 10 million Vehicle Kilometers of Travel (approximately 2.3 per 10 million Vehicle Kilometers of Travel).

Table A: Collision Rates per Thousand Population (2006), per Thousand Registered Vehicles (2008), and per 10 Million Vehicle-Kilometres of Travel (2008), 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	1.3	1.8	0.8
Dublin	1.3	2.5	1.5
Kildare	1.3	2.2	0.9
Kilkenny	1.7	2.7	1.1
Laois	2.0	3.2	1.3
Longford	2.1	3.5	1.2
Louth	2.4	4.8	2.3
Meath	1.9	3.2	1.1
Offaly	1.5	2.6	1.3
Westmeath	1.5	2.5	0.8
Wexford	1.7	2.6	1.3
Wicklow	1.5	2.5	1.4
Munster			
Clare	1.7	2.6	0.6
Cork	1.5	2.3	1.8
Kerry	1.8	2.8	1.1
Limerick	1.9	3.2	1.5
Tipperary NR	1.8	2.6	1.0
Tipperary SR	1.4	2.3	1.0
Waterford	1.4	2.3	1.5
Connaught			
Galway	1.6	2.8	1.2
Leitrim	1.5	2.4	0.7
Mayo	1.6	2.6	1.1
Roscommon	2.0	3.2	1.3
Sligo	1.8	3.0	1.3
Ulster			
Cavan	1.8	3.0	0.8
Donegal	2.2	3.9	1.4
Monaghan	1.9	3.2	1.2
TOTAL	1.6	2.7	1.3

¹ Based on 2006 Census of Population

² Based on 2008 Registered Vehicle Data

³ Based on 2008 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, 1999-2008

Collision Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatal	374	362	360	346	301	334	360	321	309	254
Injury	7,433	7,395	6,549	6,279	5,684	5,447	6,173	5,697	5,158	6,482
Material Damage	24,995	25,066	21,191	17,915	17,930	16,525	21,274	22,399	23,770	21,728
TOTAL	32,802	32,823	28,100	24,540	23,915	22,306	27,807	28,417	29,237	28,464
Vehicles current licence (thousands)	1,608	1,682	1,770	1,850	1,937	2,036	2,138	2,296	2,442	2,498

Table 2 Persons Killed and Injured, 1999-2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Killed	413	415	411	376	335	374	396	365	338	279
Injured	12,340	12,043	10,222	9,206	8,262	7,867	9,318	8,575	7,806	9,758
TOTAL	12,753	12,458	10,633	9,582	8,597	8,241	9,714	8,940	8,144	10,037

Table 3 Persons Killed Classified by Road User Type, 1999-2008.

Road User Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians	92	85	89	86	64	70	74	73	81	49
Pedal Cyclists	14	10	12	18	11	11	10	9	15	13
Motor Cyclists	43	39	50	44	55	50	56	29	33	29
Car Users	236	260	230	200	172	208	222	226	171	160
PSV Users	1	0	0	1	0	0	6	3	1	0
Goods Vehicle	23	17	26	20	27	25	22	18	32	20
Other or Unknown	4	4	4	7	6	10	6	7	5	8
TOTAL	413	415	411	376	335	374	396	365	338	279

Table 4 All Casualties Classified by Road User Type, 1999-2008.

Road User Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Pedestrians	1,398	1,332	1,202	1,196	1,115	982	1,063	1,017	965	1,173
Pedal Cyclists	475	451	363	296	307	298	233	220	272	349
Motor Cyclists	986	1,179	1,084	1,031	840	681	591	534	410	523
Car Users	8,933	8,395	7,033	6,225	5,521	5,395	6,628	6,024	5,638	7,105
Other Road User*	961	1,101	951	834	814	885	1,199	1,145	859	887
TOTAL	12,753	12,458	10,633	9,582	8,597	8,241	9,714	8,940	8,144	10,037

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

Table 5 Persons Killed and Injured in Each County, 2004-2008

County	Persons Killed					Persons Injured				
	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
Leinster										
Carlow	7	9	7	3	1	73	127	83	76	106
Dublin	45	41	34	35	22	1,621	1,716	1,713	1,217	1,992
Kildare	19	14	23	13	13	288	356	266	279	388
Kilkenny	9	6	4	12	5	186	240	199	227	222
Laois	8	14	8	5	12	143	187	181	170	198
Longford	5	9	6	6	3	104	104	90	105	117
Louth	9	14	14	16	7	316	367	308	368	405
Meath	22	30	22	14	9	296	420	397	388	442
Offaly	4	8	9	5	8	116	167	180	188	174
Westmeath	13	12	18	14	3	177	194	168	240	176
Wexford	16	21	20	17	16	295	377	395	311	329
Wicklow	14	8	11	9	4	238	318	234	188	291
Munster										
Clare	8	12	9	12	7	143	237	236	209	288
Cork	29	39	33	31	24	880	1,025	898	840	976
Kerry	14	11	21	14	19	241	344	348	394	387
Limerick	17	17	16	16	18	458	487	466	470	539
Tipperary NR	10	10	15	6	12	151	179	181	102	171
Tipperary SR	9	5	11	12	9	195	163	176	255	177
Waterford	4	9	8	6	7	233	298	234	240	225
Connacht										
Galway	25	21	19	24	24	340	404	421	264	567
Leitrim	4	8	3	7	5	45	78	72	63	61
Mayo	12	14	11	9	10	225	250	232	217	328
Roscommon	9	5	5	7	3	178	167	163	140	219
Sligo	9	11	4	7	7	124	205	143	115	172
Ulster (part of)										
Cavan	8	10	7	10	8	243	291	187	182	171
Donegal	29	27	19	22	18	397	448	444	409	503
Monaghan	16	11	8	6	5	161	169	160	149	134
TOTAL	374	396	365	338	279	7,867	9,318	8,575	7,806	9,758

SECTION 2: GENERAL TABLES

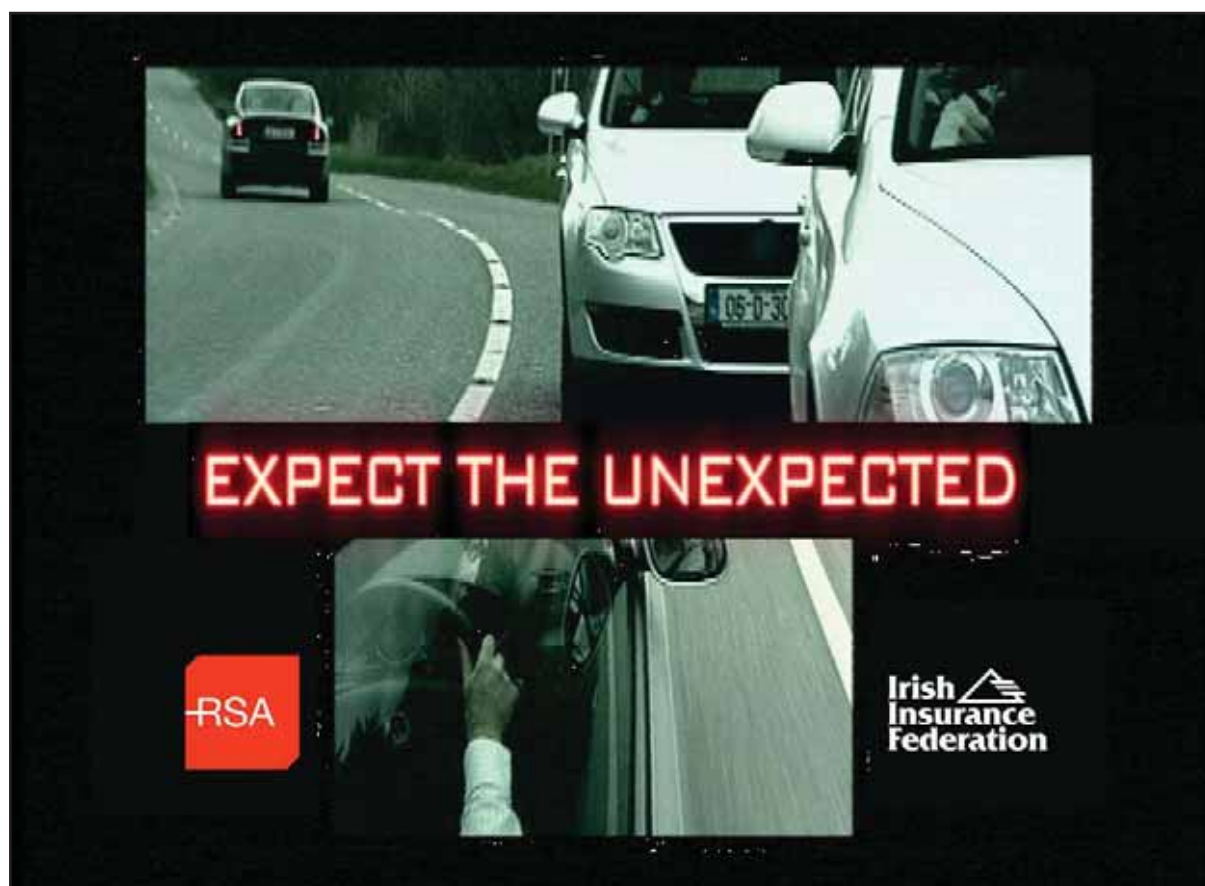


Table 6 Traffic Collisions and Casualties Classified by Month of Year

Month	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
January	25	544	569	8.4	25	818	843	8.4
February	27	563	590	8.8	32	845	877	8.7
March	18	535	553	8.2	20	808	828	8.2
April	19	518	537	8.0	19	783	802	8.0
May	16	574	590	8.8	19	919	938	9.3
June	23	508	531	7.9	28	794	822	8.2
July	24	501	525	7.8	26	770	796	7.9
August	25	483	508	7.5	28	757	785	7.8
September	19	542	561	8.3	19	778	797	7.9
October	21	558	579	8.6	22	815	837	8.3
November	20	585	605	9.0	22	833	855	8.5
December	17	571	588	8.7	19	838	857	8.5
TOTAL	254	6,482	6,736	100.0	279	9,758	10,037	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	15	136	151	2.2	15	237	252	2.5
1	9	134	143	2.1	10	225	235	2.3
2	11	118	129	1.9	12	188	200	2.0
3	11	116	127	1.9	11	180	191	1.9
4	4	84	88	1.3	5	116	121	1.2
5	2	66	68	1.0	2	96	98	1.0
6	2	104	106	1.6	3	137	140	1.4
7	10	206	216	3.2	10	272	282	2.8
8	18	359	377	5.6	19	472	491	4.9
9	6	327	333	4.9	9	477	486	4.8
10	8	283	291	4.3	10	412	422	4.2
11	11	289	300	4.5	11	411	422	4.2
12	14	337	351	5.2	17	473	490	4.9
13	15	404	419	6.2	17	562	579	5.8
14	10	351	361	5.4	11	536	547	5.4
15	9	404	413	6.1	10	600	610	6.1
16	14	465	479	7.1	17	724	741	7.4
17	10	527	537	8.0	10	839	849	8.5
18	15	417	432	6.4	16	628	644	6.4
19	9	400	409	6.1	11	615	626	6.2
20	18	322	340	5.0	20	513	533	5.3
21	16	250	266	3.9	16	408	424	4.2
22	8	212	220	3.3	8	343	351	3.5
23	9	171	180	2.7	9	294	303	3.0
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	254	6,482	6,736	100.0	279	9,758	10,037	100.0

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

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	52	891	943	14.0	59	1,474	1,533	15.3
Monday	34	920	954	14.2	38	1,347	1,385	13.8
Tuesday	32	963	995	14.8	34	1,421	1,455	14.5
Wednesday	29	892	921	13.7	31	1,279	1,310	13.1
Thursday	34	923	957	14.2	36	1,339	1,375	13.7
Friday	31	978	1,009	15.0	33	1,440	1,473	14.7
Saturday	42	915	957	14.2	48	1,458	1,506	15.0
TOTAL	254	6,482	6,736	100.0	279	9,758	10,037	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	35	1,954	1,989	58.1	83	1,817	1,900	57.3
Daylight poor visibility	4	195	199	5.8	8	258	266	8.0
Dark road well-lighted	18	733	751	22.0	6	115	121	3.7
Dark road poorly-lighted	7	288	295	8.6	8	162	170	5.1
Dark unlit lighting	0	16	16	0.5	6	35	41	1.2
Dark no Lighting	7	75	82	2.4	60	667	727	21.9
Unknown	1	32	33	1.0	10	8	18	0.5
Not Stated	0	56	56	1.6	1	71	72	2.2
TOTAL	72	3,349	3,421	100.0	182	3,133	3,315	100.0

CASUALTIES

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	38	2,559	2,597	56.6	98	3,007	3,105	57.0
Daylight poor visibility	5	271	276	6.0	8	403	411	7.5
Dark road well-lighted	18	1,050	1,068	23.3	6	174	180	3.3
Dark road poorly-lighted	8	407	415	9.0	9	255	264	4.8
Dark unlit lighting	0	18	18	0.4	6	75	81	1.5
Dark no Lighting	7	108	115	2.5	63	1,159	1,222	22.4
Unknown	1	34	35	0.8	11	40	51	0.9
Not Stated	0	66	66	1.4	1	132	133	2.4
TOTAL	77	4,513	4,590	100.0	202	5,245	5,447	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	166	412	3,901	4,479	66.5
Wet	62	149	1,459	1,670	24.8
Frost/Ice	3	10	172	185	2.7
Snow	0	0	24	24	0.4
Fog/Mist	5	11	62	78	1.2
High Winds	2	2	24	28	0.4
Other	0	0	4	4	0.1
Unknown	15	2	30	47	0.7
Not Specified	1	27	193	221	3.3
TOTAL	254	613	5,869	6,736	100.0

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	134	339	3,227	3,700	54.9
Wet	100	230	2,176	2,506	37.2
Frost/Ice	6	17	224	247	3.7
Snow	0	0	19	19	0.3
Other	13	2	32	47	0.7
Unknown/ Not Specified	1	25	191	217	3.2
TOTAL	254	613	5,869	6,736	100.0

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	123	353	3,457	3,933	58.4
Bend	70	115	1,075	1,260	18.7
Hillcrest	10	19	113	142	2.1
Some Gradient	13	23	189	225	3.3
Other	10	23	176	209	3.1
Not Specified	28	80	859	967	14.4
TOTAL	254	613	5,869	6,736	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	624	1,823	1,253	3,700	25.5
Wet	530	945	1,031	2,506	35.9
Frost/Ice	142	29	76	247	83.0
Snow	10	2	7	19	83.3
Other	6	5	36	47	54.5
Not Specified	4	15	198	217	21.1
TOTAL	1,316	2,819	2,601	6,736	31.8

* 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	262	564	571	1,397	31.7
Bend	174	195	251	620	47.2
Hillcrest	20	17	24	61	54.1
Some Gradient	15	43	31	89	25.9
Other	13	30	30	73	30.2
Not Specified	46	96	124	266	32.4
TOTAL	530	945	1,031	2,506	35.9

* 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	25	917	942	27.5	22	111	133	4.0
Single Vehicle Only	23	415	438	12.8	65	1,189	1,254	37.8
Two or more Vehicle Accidents	24	2,017	2,041	59.7	95	1,833	1,928	58.2
TOTAL	72	3,349	3,421	100.0	182	3,133	3,315	100.0
Breakdown of two or more vehicle collisions								
Rear End	1	567	568	27.8	6	401	407	21.1
Angle	0	366	366	17.9	17	325	342	17.7
Head-On	11	308	319	15.6	49	570	619	32.1
Other/Not Known	12	776	788	38.6	23	537	560	29.0

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	34	35	2.1
Parked Car	0	48	48	2.8
Parked Truck	1	3	4	0.2
Parked Trailer/Skip	0	2	2	0.1
Pole	5	99	104	6.1
Tree	17	85	102	6.0
Animal	1	26	27	1.6
Wall/Gate	19	305	324	19.1
Ditch	21	691	712	42.1
Other/Unknown	23	302	325	19.2
Not Stated	0	9	9	0.5
TOTAL	88	1,604	1,692	100.0

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

Contributory Factor	Fatal	Injury	Total	%
Driver	132	4,362	4,494	84.2
Pedestrian	9	424	433	8.1
Road	3	261	264	4.9
Vehicle	2	16	18	0.3
Environment	1	129	130	2.4
TOTAL	147	5,192	5,339	100.0

Note: More than one factor is specified in certain collisions

SECTION 3: CASUALTIES

Figure 14: Percentage of Persons Killed or Injured by Road User Type, 2008

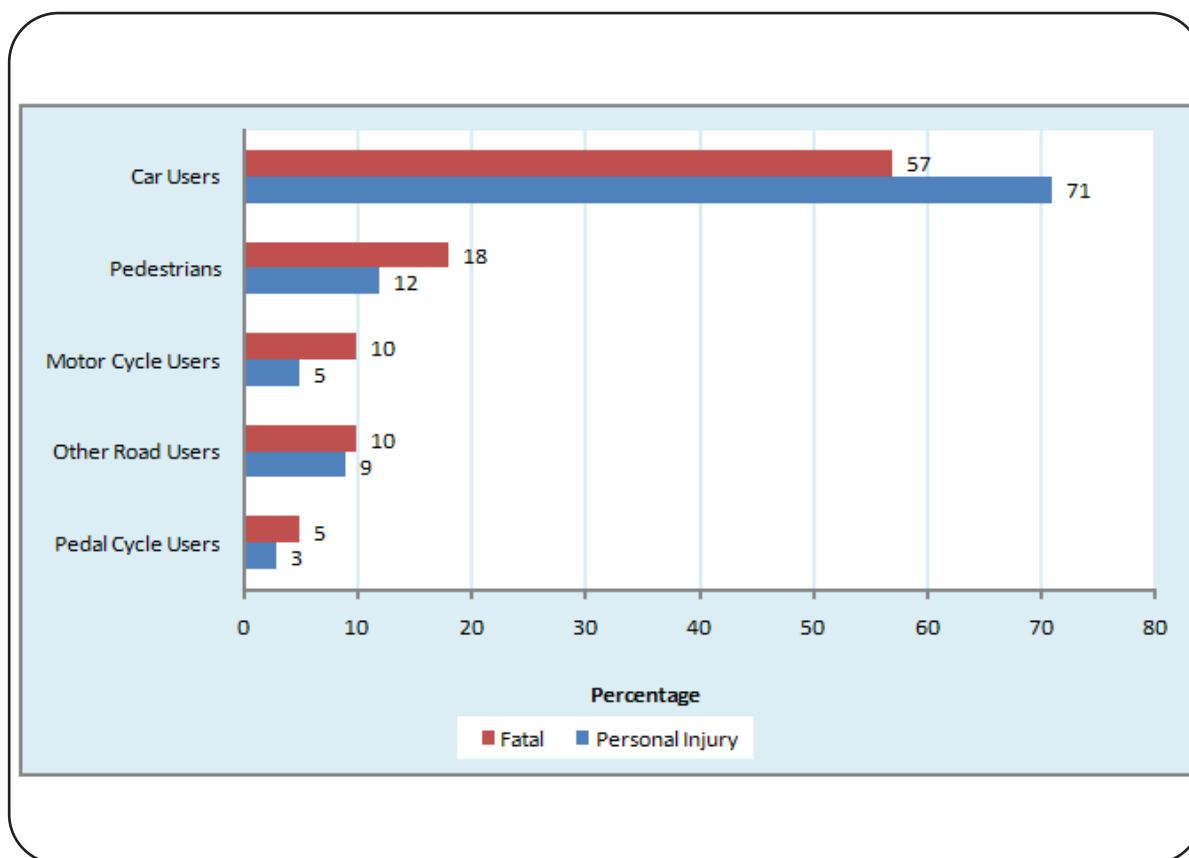


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	49	137	977	1,163	11.9
Pedal Cycle Users	13	27	308	348	3.6
Motor Cycle Users	29	62	431	522	5.3
Car Users	160	554	6,209	6,923	70.6
PSV Users	0	1	84	85	0.9
Goods Vehicle Users	20	43	547	610	6.2
Other	8	11	130	149	1.5
TOTAL	279	835	8,686	9,800	100.0

Note: Collisions omitted when injury severity unknown

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	1	85	86	7.3	0	0	0	0.0	0	0	0	0.0
6-9	3	82	85	7.2	0	9	9	2.6	0	1	1	0.2
10-14	4	109	113	9.6	1	21	22	6.3	0	2	2	0.4
15-17	1	59	60	5.1	3	16	19	5.4	1	20	21	4.0
18-20	8	68	76	6.5	0	15	15	4.3	3	20	23	4.4
21-24	1	72	73	6.2	0	28	28	8.0	7	52	59	11.3
25-34	4	151	155	13.2	0	99	99	28.4	9	132	141	27.0
35-44	4	114	118	10.1	1	50	51	14.6	8	97	105	20.1
45-54	7	86	93	7.9	4	30	34	9.7	0	58	58	11.1
55-64	4	86	90	7.7	2	23	25	7.2	1	13	14	2.7
65 and Over	12	148	160	13.6	2	15	17	4.9	0	5	5	1.0
Unknown	0	64	64	5.5	0	30	30	8.6	0	94	94	18.0
TOTAL	49	1,124	1,173	100.0	13	336	349	100.0	29	494	523	100.0

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	1	1	0.0	2	202	204	7.9	2	203	205	3.0	2	5	7	0.8
6-9	0	0	0	0.0	2	129	131	5.0	2	129	131	1.9	0	5	5	0.6
10-14	0	1	1	0.0	5	157	162	6.2	5	158	163	2.4	0	10	10	1.1
15-17	5	92	97	2.2	9	247	256	9.9	14	339	353	5.1	1	25	26	2.9
18-20	17	402	419	9.7	4	357	361	13.9	21	759	780	11.3	2	69	71	8.0
21-24	22	473	495	11.4	9	327	336	12.9	31	800	831	12.0	2	71	73	8.2
25-34	20	965	985	22.8	7	417	424	16.3	27	1,382	1,409	20.3	4	202	206	23.2
35-44	15	616	631	14.6	2	204	206	7.9	17	820	837	12.1	7	125	132	14.9
45-54	8	421	429	9.9	1	149	150	5.8	9	570	579	8.4	1	106	107	12.1
55-64	3	267	270	6.2	1	138	139	5.4	4	405	409	5.9	2	66	68	7.7
65 and Over	19	263	282	6.5	8	143	151	5.8	27	406	433	6.3	6	30	36	4.1
Unknown	0	717	717	16.6	1	76	77	3.0	1	793	794	11.5	1	145	146	16.5
TOTAL	109	4,218	4,327	100.0	51	2,546	2,597	100.0	160	6,764	6,924	100.0	28	859	887	100.0

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	1	54	55	8.6	0	0	0	0.0	0	0	0	0.0
6-9	2	50	52	8.1	0	9	9	3.6	0	1	1	0.2
10-14	3	70	73	11.4	1	19	20	8.0	0	2	2	0.4
15-17	0	28	28	4.4	3	16	19	7.6	1	16	17	3.7
18-20	6	42	48	7.5	0	12	12	4.8	2	20	22	4.8
21-24	0	40	40	6.2	0	18	18	7.2	7	49	56	12.2
25-34	2	95	97	15.1	0	68	68	27.3	9	113	122	26.5
35-44	4	67	71	11.0	1	36	37	14.9	8	88	96	20.9
45-54	5	46	51	7.9	2	22	24	9.6	0	48	48	10.4
55-64	2	42	44	6.8	2	18	20	8.0	1	10	11	2.4
65 and Over	6	59	65	10.1	2	9	11	4.4	0	5	5	1.1
Unknown	0	19	19	3.0	0	11	11	4.4	0	80	80	17.4
TOTAL	31	612	643	100.0	11	238	249	100.0	28	432	460	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	97	97	8.4	0	97	97	2.8	2	3	5	0.8
6-9	0	0	0	0.0	1	69	70	6.1	1	69	70	2.0	0	2	2	0.3
10-14	0	1	1	0.0	2	75	77	6.7	2	76	78	2.3	0	8	8	1.2
15-17	5	63	68	3.0	6	123	129	11.1	11	186	197	5.8	1	15	16	2.4
18-20	12	243	255	11.3	3	179	182	15.7	15	422	437	12.8	2	57	59	8.9
21-24	17	226	243	10.7	6	162	168	14.5	23	388	411	12.0	2	52	54	8.2
25-34	13	477	490	21.6	5	196	201	17.4	18	673	691	20.2	4	168	172	26.0
35-44	12	315	327	14.4	0	89	89	7.7	12	404	416	12.2	7	103	110	16.6
45-54	4	194	198	8.7	1	41	42	3.6	5	235	240	7.0	1	77	78	11.8
55-64	0	149	149	6.6	1	36	37	3.2	1	185	186	5.4	2	53	55	8.3
65 and Over	12	164	176	7.8	1	32	33	2.9	13	196	209	6.1	6	21	27	4.1
Unknown	0	358	358	15.8	1	31	32	2.8	1	389	390	11.4	0	75	75	11.3
TOTAL	75	2,190	2,265	100.0	27	1,130	1,157	100.0	102	3,320	3,422	100.0	27	634	661	100.0

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	0	30	30	6.0	0	0	0	0.0	0	0	0	0.0
6-9	1	31	32	6.4	0	0	0	0.0	0	0	0	0.0
10-14	1	39	40	8.0	0	2	2	2.4	0	0	0	0.0
15-17	1	30	31	6.2	0	0	0	0.0	0	2	2	5.4
18-20	2	25	27	5.4	0	3	3	3.6	1	0	1	2.7
21-24	1	31	32	6.4	0	9	9	10.8	0	3	3	8.1
25-34	2	56	58	11.7	0	31	31	37.3	0	14	14	37.8
35-44	0	46	46	9.3	0	11	11	13.3	0	6	6	16.2
45-54	1	39	40	8.0	2	8	10	12.0	0	6	6	16.2
55-64	2	42	44	8.9	0	4	4	4.8	0	2	2	5.4
65 and Over	6	86	92	18.5	0	5	5	6.0	0	0	0	0.0
Unknown	0	25	25	5.0	0	8	8	9.6	0	3	3	8.1
TOTAL	17	480	497	100.0	2	81	83	100.0	1	36	37	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	92	93	6.9	1	92	93	2.9	0	2	2	1.6
6-9	0	0	0	0.0	1	55	56	4.2	1	55	56	1.7	0	3	3	2.4
10-14	0	0	0	0.0	3	75	78	5.8	3	75	78	2.4	0	1	1	0.8
15-17	0	26	26	1.4	3	123	126	9.4	3	149	152	4.7	0	9	9	7.2
18-20	5	153	158	8.3	1	171	172	12.8	6	324	330	10.2	0	10	10	8.0
21-24	5	233	238	12.5	3	157	160	11.9	8	390	398	12.3	0	15	15	12.0
25-34	7	465	472	24.9	2	212	214	15.9	9	677	686	21.2	0	29	29	23.2
35-44	3	284	287	15.1	1	113	114	8.5	4	397	401	12.4	0	13	13	10.4
45-54	4	213	217	11.4	0	102	102	7.6	4	315	319	9.8	0	19	19	15.2
55-64	3	105	108	5.7	0	95	95	7.1	3	200	203	6.3	0	9	9	7.2
65 and Over	7	93	100	5.3	6	107	113	8.4	13	200	213	6.6	0	7	7	5.6
Unknown	0	293	293	15.4	0	19	19	1.4	0	312	312	9.6	0	8	8	6.4
TOTAL	34	1,865	1,899	100.0	21	1,321	1,342	100.0	55	3,186	3,241	100.0	0	125	125	100.0

Table 22 All Casualties Classified by Age and Sex

Age Groups	Male			Female			Overall Total	%
	Killed	Injured	Total	Killed	Injured	Total		
0-5	3	154	157	1	124	125	282	3.0
6-9	3	131	134	2	89	91	225	2.4
10-14	6	175	181	4	117	121	302	3.2
15-17	16	261	277	4	190	194	471	5.0
18-20	25	553	578	9	362	371	949	10.1
21-24	32	547	579	9	448	457	1,036	11.0
25-34	33	1,117	1,150	11	807	818	1,968	20.9
35-44	32	698	730	4	473	477	1,207	12.8
45-54	13	428	441	7	387	394	835	8.9
55-64	8	308	316	5	257	262	578	6.1
65 and Over	27	290	317	19	298	317	634	6.7
Unknown	1	574	575	0	356	356	931	9.9
TOTAL	199	5,236	5,435	75	3,908	3,983	9,418	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						
	Killed	Injured	Total	%	Killed	Injured	Total	Overall Total	%	Pop. (000s) (2008 Est.)	Cas. per 1000 pop
0-5	1	149	150	3.3	4	143	147	297	3.0	379	0.8
6-9	1	136	137	3.0	4	90	94	231	2.3	239	1.0
10-14	4	174	178	3.9	6	126	132	310	3.1	279	1.1
15-17	5	198	203	4.4	15	261	276	479	4.8	172	2.8
18-20	6	390	396	8.6	28	541	569	965	9.6	171	5.6
21-24	13	425	438	9.5	28	598	626	1,064	10.6	281	3.8
25-34	12	922	934	20.3	32	1,044	1,076	2,010	20.0	787	2.6
35-44	3	565	568	12.4	34	641	675	1,243	12.4	657	1.9
45-54	8	393	401	8.7	13	457	470	871	8.7	545	1.6
55-64	2	276	278	6.1	11	317	328	606	6.0	433	1.4
65 and Over	21	288	309	6.7	26	316	342	651	6.5	486	1.3
Unknown	1	597	598	13.0	1	711	712	1,310	13.1		
TOTAL	77	4,513	4,590	100.0	202	5,245	5,447	10,037	100.0	4,430	2.3

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	25	1,003	1,028	22.4	24	121	145	2.7
Pedal Cycle Users	6	293	299	6.5	7	43	50	0.9
Motor Cycle Users	9	340	349	7.6	20	154	174	3.2
Car Users	33	2,571	2,604	56.7	127	4,374	4,501	82.6
PSV Users	0	54	54	1.2	0	66	66	1.2
Goods Vehicle Users	2	184	186	4.1	18	416	434	8.0
Other	2	68	70	1.5	6	71	77	1.4
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	77	4,513	4,590	100.0	202	5,245	5,447	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	15	568	583	56.7	10	52	62	42.8
Daylight poor visibility	0	44	44	4.3	1	9	10	6.9
Dark road well-lighted	2	232	234	22.8	1	9	10	6.9
Dark road poorly-lighted	4	117	121	11.8	2	15	17	11.7
Dark unlit lighting	0	6	6	0.6	0	4	4	2.8
Dark no Lighting	3	7	10	1.0	8	29	37	25.5
Unknown	1	16	17	1.7	1	1	2	1.4
Not Stated	0	13	13	1.3	1	2	3	2.1
TOTAL	25	1,003	1,028	100.0	24	121	145	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	39	0	10	0	9	0	58	58	
Otherwise crossing	2	55	4	52	4	33	10	140	150	
Walking with traffic	0	2	1	4	1	5	2	11	13	
Walking against traffic	0	2	3	1	0	0	3	3	6	
Standing in roadway	0	1	1	3	0	1	1	5	6	
Playing in roadway	0	26	0	0	0	0	0	26	26	
Lying on roadway	1	0	0	0	0	0	1	0	1	
Other	2	66	1	15	1	14	4	95	99	
Unknown	1	37	1	18	3	23	5	78	83	
TOTAL		6	228	11	103	9	85	26	416	442
DARKNESS										
Crossing masked by Parked Car	0	6	0	14	1	2	1	22	23	
Otherwise crossing	1	10	5	109	1	18	7	137	144	
Walking with traffic	1	1	1	8	0	1	2	10	12	
Walking against traffic	0	2	2	14	1	1	3	17	20	
Standing in roadway	0	0	2	23	0	4	2	27	29	
Playing in roadway	0	6	0	0	0	0	0	6	6	
Lying on roadway	0	0	1	3	0	0	1	3	4	
Other	0	14	5	76	0	11	5	101	106	
Unknown	0	7	2	75	0	8	2	90	92	
TOTAL		2	46	18	322	3	45	23	413	436
OVERALL TOTAL		8	274	29	425	12	130	49	829	878

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	13	332	4	349	3.3
Motor Cycle	26	463	43	532	5.1
Car	109	4,315	3,492	7,916	75.8
PSV	0	37	109	146	1.4
Goods Vehicle	18	481	722	1,221	11.7
Other or Unknown	4	104	166	274	2.6
TOTAL	170	5,732	4,536	10,438	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	11	238	3	252	3.8
Motor Cycle	26	419	40	485	7.2
Car	75	2,190	2,247	4,512	67.3
PSV	0	28	95	123	1.8
Goods Vehicle	17	419	679	1,115	16.6
Other or Unknown	5	67	142	214	3.2
TOTAL	134	3,361	3,206	6,701	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	81	1	84	2.7
Motor Cycle	0	20	3	23	0.7
Car	34	1,865	1,064	2,963	93.9
PSV	0	3	6	9	0.3
Goods Vehicle	0	30	16	46	1.5
Other or Unknown	0	21	9	30	1.0
TOTAL	36	2,020	1,099	3,155	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	0	0	0	0	0	0	0	0	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	1	0	1	0	0	0	0	1	0.0
15-17	5	63	43	111	0	26	9	35	146	2.0
18-20	12	243	155	410	5	153	55	213	623	8.3
21-24	17	226	239	482	5	233	122	360	842	11.3
25-34	13	477	509	999	7	465	258	730	1,729	23.1
35-44	12	315	366	693	3	284	207	494	1,187	15.9
45-54	4	194	243	441	4	213	118	335	776	10.4
55-64	0	149	175	324	3	105	71	179	503	6.7
65 and Over	12	164	117	293	7	93	49	149	442	5.9
Unknown	0	358	400	758	0	293	175	468	1,226	16.4
TOTAL	75	2,190	2,247	4,512	34	1,865	1,064	2,963	7,475	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	0.0
6-9	0	1	0	1	0	0	0	0	1	0.2
10-14	0	1	1	2	0	0	0	0	2	0.4
15-17	1	12	3	16	0	2	0	2	18	3.5
18-20	1	19	2	22	0	0	0	0	22	4.3
21-24	7	46	3	56	0	1	0	1	57	11.2
25-34	8	110	11	129	0	8	1	9	138	27.2
35-44	8	87	3	98	0	2	1	3	101	19.9
45-54	0	48	4	52	0	2	0	2	54	10.6
55-64	1	10	0	11	0	2	0	2	13	2.6
65 and Over	0	5	0	5	0	0	0	0	5	1.0
Unknown	0	80	13	93	0	3	1	4	97	19.1
TOTAL	26	419	40	485	0	20	3	23	508	100.0

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

Age Group	Male				Female				Overall Total	% of Total
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total		
0-5	0	0	0	0	0	0	0	0	0	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	1	0	1	0	0	0	0	1	0.1
15-17	0	9	7	16	0	1	1	2	18	1.2
18-20	2	32	28	62	0	1	1	2	64	4.2
21-24	2	37	55	94	0	4	3	7	101	6.6
25-34	3	123	207	333	0	10	3	13	346	22.5
35-44	6	89	225	320	0	8	8	16	336	21.9
45-54	1	68	124	193	0	7	2	9	202	13.1
55-64	2	43	65	110	0	3	3	6	116	7.5
65 and Over	5	15	23	43	0	2	0	2	45	2.9
Unknown	1	97	182	280	0	18	10	28	308	20.0
TOTAL	22	514	916	1,452	0	54	31	85	1,537	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	44	2,097	1,599	3,740	47.8
Seat Belt Not in Use	12	103	30	145	1.9
Unknown	43	1,354	1,195	2,592	33.2
Not Stated	10	663	668	1,341	17.2
TOTAL	109	4,217	3,492	7,818	100.0
Passengers (front seat)					
Seat Belt in Use	17	791	*	808	54.1
Seat Belt Not in Use	3	47	*	50	3.3
Unknown	13	476	*	489	32.8
Not Stated	0	146	*	146	9.8
TOTAL	33	1,460	*	1,493	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	3	18	2	23	4.3
Crash Helmet Not in Use	9	157	12	178	33.5
Unknown	7	61	11	79	14.9
Not Stated	7	226	18	251	47.3
TOTAL	26	462	43	531	100.0
Pillion					
Crash Helmet in Use	0	1	*	1	3.1
Crash Helmet Not in Use	1	14	*	15	46.9
Unknown	0	2	*	2	6.3
Not Stated	2	12	*	14	43.8
TOTAL	3	29	*	32	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	156	5,570	5,726	95.9
Northern Ireland	1	76	77	1.3
Britain	3	40	43	0.7
Other	10	112	122	2.0
TOTAL	170	5,798	5,968	100.0
GOODS				
Ireland	54	853	907	94.0
Northern Ireland	4	18	22	2.3
Britain	1	5	6	0.6
Other	2	28	30	3.1
TOTAL	61	904	965	100.0

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	7	94	101	17.0
Exceeded Safe Speed	7	49	56	9.4
Went to Wrong Side of Road	25	192	217	36.5
Improper Overtaking	1	25	26	4.4
Drove Through Traffic Signal	0	38	38	6.4
Failed to Signal	0	9	9	1.5
Other Action	8	140	148	24.9
TOTAL	48	547	595	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	6	297	303	5.6	7	41	48	0.9
Motor Cycles	9	364	373	6.9	23	141	164	3.2
Cars	51	3,950	4,001	74.1	183	3,888	4,071	78.6
PSVs	2	100	102	1.9	7	45	52	1.0
Goods Vehicles	24	498	522	9.7	49	672	721	13.9
Other or Unknown	5	90	95	1.8	11	113	124	2.4
TOTAL	97	5,299	5,396	100.0	280	4,900	5,180	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	7	7	0.6	1	17	18	1.0
Motor Cycles	0	32	32	2.9	11	91	102	5.9
Cars	27	841	868	78.7	66	1,351	1,417	82.6
PSVs	1	34	35	3.2	0	10	10	0.6
Goods Vehicles	16	117	133	12.1	5	144	149	8.7
Other or Unknown	3	25	28	2.5	5	14	19	1.1
TOTAL	47	1,056	1,103	100.0	88	1,627	1,715	100.0

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	1	8	9	1	11	12
Pedal Cycle-Car	4	243	247	4	249	253
Pedal Cycle-PSV	1	9	10	1	9	10
Pedal Cycle-Goods	4	41	45	4	44	48
Pedal Cycle-Other/Unknown	1	2	3	1	2	3
TOTAL	11	303	314	11	315	326

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motor Cycle-Pedal Cycle	1	8	9	1	11	12
Motor Cycle-Motor Cycle	3	2	5	4	4	8
Motor Cycle-Car	7	298	305	7	328	335
Motor Cycle-PSV	1	2	3	1	2	3
Motor Cycle-Goods	2	32	34	2	36	38
Motor Cycle-Other/Unknown	2	6	8	2	7	9
TOTAL	16	348	364	17	388	405

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	4	243	247	4	249	253
Car-Motor Cycle	7	298	305	7	328	335
Car-Car	38	1,765	1,803	45	3,183	3,228
Car-PSV	5	68	73	6	140	146
Car-Goods	23	566	589	29	915	944
Car-Other/Unknown	3	110	113	4	172	176
TOTAL	80	3,050	3,130	95	4,987	5,082

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
PSV-Pedal Cycle	1	9	10	1	9	10
PSV-Motor Cycle	1	2	3	1	2	3
PSV-Car	5	68	73	6	140	146
PSV-PSV	0	0	0	0	0	0
PSV-Goods	0	10	10	0	19	19
PSV-Other/Unknown	0	2	2	0	4	4
TOTAL	7	91	98	8	174	182

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	4	41	45	4	44	48
Goods-Motor Cycle	2	32	34	2	36	38
Goods-Car	23	566	589	29	915	944
Goods-PSV	0	10	10	0	19	19
Goods-Goods	6	59	65	6	86	92
Goods-Other/Unknown	0	27	27	0	32	32
TOTAL	35	735	770	41	1,132	1,173

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	1	2	3	1	2	3
Other-Motor Cycle	2	6	8	2	7	9
Other-Car	3	110	113	4	172	176
Other-PSV	0	2	2	0	4	4
Other-Goods	0	27	27	0	0	0
Other-Other/Unknown	1	0	1	2	32	34
TOTAL	7	147	154	9	217	226

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000's) (2006)	Reg. Motor Vehicle (000's) (2008)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	50	36	1	64	65	1.0	1	106	107	1.1
Dublin	1,187	622	21	1,523	1,544	22.9	22	1,992	2,014	20.1
Kildare	186	111	12	237	249	3.7	13	388	401	4.0
Kilkenny	88	56	4	148	152	2.3	5	222	227	2.3
Laois	67	41	9	123	132	2.0	12	198	210	2.1
Longford	34	21	3	70	73	1.1	3	117	120	1.2
Louth	111	56	7	264	271	4.0	7	405	412	4.1
Meath	163	99	9	307	316	4.7	9	442	451	4.5
Offaly	71	42	6	102	108	1.6	8	174	182	1.8
Westmeath	79	48	3	117	120	1.8	3	176	179	1.8
Wexford	132	88	16	214	230	3.4	16	329	345	3.4
Wicklow	126	78	4	189	193	2.9	4	291	295	2.9
Munster										
Clare	111	71	7	177	184	2.7	7	288	295	2.9
Cork	481	305	24	687	711	10.6	24	976	1,000	10.0
Kerry	140	88	17	231	248	3.7	19	387	406	4.0
Limerick	184	111	15	342	357	5.3	18	539	557	5.5
Tipperary NR	66	47	10	110	120	1.8	12	171	183	1.8
Tipperary SR	83	53	9	110	119	1.8	9	177	186	1.9
Waterford	108	67	6	150	156	2.3	7	225	232	2.3
Connacht										
Galway	232	134	21	355	376	5.6	24	567	591	5.9
Leitrim	29	18	5	39	44	0.7	5	61	66	0.7
Mayo	124	75	10	186	196	2.9	10	328	338	3.4
Roscommon	59	38	2	118	120	1.8	3	219	222	2.2
Sligo	61	37	7	103	110	1.6	7	172	179	1.8
Ulster										
(Part of)										
Cavan	64	39	8	110	118	1.8	8	171	179	1.8
Donegal	147	82	14	306	320	4.8	18	503	521	5.2
Monaghan	56	33	4	100	104	1.5	5	134	139	1.4
TOTAL	4,240	2,498	254	6,482	6,736	100.0	279	9,758	10,037	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	18	300	318	4.7	18	463	481	4.8
Carlow / Kildare	14	327	341	5.1	15	537	552	5.5
Clare	9	187	196	2.9	9	306	315	3.1
Cork City	5	327	332	4.9	5	442	447	4.5
Cork North	8	165	173	2.6	9	237	246	2.5
Cork West	12	201	213	3.2	12	311	323	3.2
Donegal	1	238	239	3.5	1	311	312	3.1
DMR North Central	8	338	346	5.1	9	477	486	4.8
DMR North	4	254	258	3.8	4	365	369	3.7
DMR South Central	1	206	207	3.1	1	267	268	2.7
DMR South	5	272	277	4.1	5	340	345	3.4
DMR East	2	235	237	3.5	2	275	277	2.8
DMR West	17	227	244	3.6	19	361	380	3.8
Galway West	14	306	320	4.8	18	503	521	5.2
Kerry	13	226	239	3.5	17	375	392	3.9
Laois / Offaly	9	199	208	3.1	10	317	327	3.3
Limerick	10	197	207	3.1	10	347	357	3.6
Longford / Westmeath	11	125	136	2.0	11	205	216	2.2
Louth / Meath	9	286	295	4.4	10	423	433	4.3
Mayo	12	223	235	3.5	13	319	332	3.3
Roscommon / Galway	18	276	294	4.4	21	428	449	4.5
Sligo/Leitrim	17	228	245	3.6	19	382	401	4.0
Tipperary	15	333	348	5.2	18	519	537	5.4
Waterford / Kilkenny	18	620	638	9.5	18	906	924	9.2
Wexford / Wicklow	4	186	190	2.8	5	342	347	3.5
TOTAL	254	6,482	6,736	100.0	279	9,758	10,037	100.0

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	1	67	68

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	41	42	2	29	31

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	8	634	642	49.4	7	300	307	48.0
Crossroads	6	368	374	28.8	8	224	232	36.3
Y-Junction	2	36	38	2.9	3	39	42	6.6
Roundabout	2	164	166	12.8	0	27	27	4.2
Complex Junction	0	79	79	6.1	2	30	32	5.0
TOTAL	18	1,281	1,299	100.0	20	620	640	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	386	390	20.1
Stop Sign	13	407	420	21.7
Yield Sign	3	114	117	6.0
Road Markings Only	4	78	82	4.2
Roundabout	1	41	42	2.2
Pedestrian Crossing	1	64	65	3.4
Within 50ft of Pedestrian X	0	3	3	0.2
No Control	11	425	436	22.5
Other / Not Stated	1	383	384	19.8
TOTAL	38	1,901	1,939	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	215	5,108	5,323	79.0
One-Way Single Carriageway	6	297	303	4.5
Dual Carriageway	10	255	265	3.9
Motorway	2	80	82	1.2
Other/Unknown	21	742	763	11.3
TOTAL	254	6,482	6,736	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	11	884	895	44.2	11	1,160	1,171	43.9
Dun Laoghaire-Rathdown	309	1	222	223	11.0	1	274	275	10.3
Fingal County	177	2	145	147	7.3	2	183	185	6.9
South Dublin County	153	7	247	254	12.5	8	346	354	13.3
Cork Co.Borough	104	3	196	199	9.8	3	269	272	10.2
Waterford Co.Borough	-	1	60	61	3.0	1	83	84	3.1
Limerick Co.Borough	-	2	141	143	7.1	2	192	194	7.3
Galway Co.Borough	-	3	99	102	5.0	3	131	134	5.0
TOTAL		30	1,994	2,024	100.0	31	2,638	2,669	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	250	1	51	0	44	2	61
Pedal Cycle Users	3	141	0	25	1	13	0	14
Motor Cycle Users	0	133	0	26	0	14	1	35
Car Users	3	567	0	154	1	99	5	207
PSV Users	0	18	0	4	0	3	0	12
Goods Vehicle Users	0	22	0	7	0	10	0	15
Other or Unknown	1	29	0	7	0	0	0	2
TOTAL	11	1,160	1	274	2	183	8	346

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	0	52	1	22	1	32	1	29
Pedal Cycle Users	1	7	0	5	1	13	0	13
Motor Cycle Users	1	21	0	7	0	15	0	8
Car Users	1	180	0	46	0	124	2	77
PSV Users	0	0	0	0	0	1	0	2
Goods Vehicle Users	0	7	0	1	0	6	0	2
Other or Unknown	0	2	0	2	0	1	0	0
TOTAL	3	269	1	83	2	192	3	131

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	145	0	25	1	14	0	13
Motor Cycle	0	154	0	27	0	15	1	34
Car	10	961	0	283	2	166	6	305
PSV	1	51	1	6	0	4	0	5
Goods	2	117	0	16	1	25	1	40
Other or Unknown	0	27	0	2	0	2	0	7
TOTAL	16	1,455	1	359	4	226	8	404

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	1	7	0	4	1	13	0	13
Motor Cycle	1	25	0	7	0	16	0	8
Car	3	263	0	75	1	181	4	122
PSV	0	2	0	1	0	2	0	4
Goods	0	21	1	7	1	17	0	12
Other or Unknown	0	5	0	2	0	1	0	2
TOTAL	5	323	1	96	3	230	4	161

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

Table 50 Fatal and Injury Collisions in Towns

Towns under 50,000 population (2006) with Legally Defined Boundaries	Population (2006)	Collisions 2008			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Arklow	11,712	0	10	10	0.9
Athlone	14,347	0	7	7	0.5
Ballina	10,056	0	14	14	1.4
Bray	27,041	0	25	25	0.9
Carlow	13,623	0	23	23	1.7
Castlebar	10,655	0	6	6	0.6
Clonmel	15,482	1	19	20	1.3
Drogheda	28,973	1	46	47	1.6
Dundalk	29,037	0	59	59	2.0
Ennis	20,142	0	18	18	0.9
Killarney	13,497	0	13	13	1.0
Letterkenny	15,062	1	19	20	1.3
Naas	20,044	0	13	13	0.6
Newbridge	17,042	1	11	12	0.7
Sligo	17,892	0	37	37	2.1
Tralee	20,288	0	29	29	1.4
Tullamore	10,900	0	11	11	1.0
Towns 5,000-10,000 population					
Athy	7,943	0	7	7	0.9
Balbriggan	6,731	0	12	12	1.8
Ballinasloe	6,049	0	15	15	2.5
Carrick-On-Suir	5,856	0	4	4	0.7
Cobh	6,541	0	8	8	1.2
Dungarvan	7,813	0	4	4	0.5
Edenderry	5,617	1	7	8	1.4
Kilkenny	8,661	0	20	20	2.3
Longford	7,622	0	14	14	1.8
Mallow	7,864	0	8	8	1.0
Monaghan	6,221	2	10	12	1.9
Mullingar	8,940	0	17	17	1.9
Nenagh	7,415	1	9	10	1.3
Newcastle	5,098	0	2	2	0.4
Passage West	5,203	0	0	0	0.0
Roscommon	5,017	0	3	3	0.6
Thurles	6,831	1	8	9	1.3
Tramore	9,192	0	6	6	0.7
Westport	5,163	0	10	10	1.9
Wexford	8,854	1	16	17	1.9
Wicklow	6,930	0	3	3	0.4
Youghal	6,393	0	4	4	0.6

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

Towns under 50,000 population (2006) with Legally Defined Boundaries	Population (2006)	Collisions 2008			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	4,301	0	6	6	1.4
Ballybay	401	0	2	2	5.0
Ballyshannon	2,004	0	0	0	0.0
Bandon	1,721	0	5	5	2.9
Bantry	3,309	0	3	3	0.9
Belturbet	1,395	0	0	0	0.0
Birr	4,091	0	6	6	1.5
Boyle	1,599	0	0	0	0.0
Buncrana	3,411	0	5	5	1.5
Bundoran	1,706	0	5	5	2.9
Callan	1,771	0	1	1	0.6
Carrickmacross	1,973	0	8	8	4.1
Cashel	2,431	0	5	5	2.1
Castleblaney	1,822	0	3	3	1.6
Cavan	3,934	0	6	6	1.5
Ceannannus Mor	2,257	1	13	14	6.2
Clonakilty	3,745	0	4	4	1.1
Clones	1,517	0	2	2	1.3
Cootehill	1,243	0	2	2	1.6
Enniscorthy	3,241	0	11	11	3.4
Fermoy	2,275	0	5	5	2.2
Fethard Town	1,374	1	0	1	0.7
Granard	933	0	3	3	3.2
Gorey	3,479	0	11	11	3.2
Kilkee	1,325	0	0	0	0.0
Kilrush	2,657	0	3	3	1.1
Kinsale	2,298	1	2	3	1.3
Lismore	790	0	0	0	0.0
Listowel	3,901	0	6	6	1.5
Loughrea	4,532	0	8	8	1.8
Macroon	3,407	0	6	6	1.8
Midleton	3,934	0	9	9	2.3
Mountmellick	2,872	0	7	7	2.4
Muine Bheag	2,532	0	0	0	0.0
Navan	3,710	0	26	26	7.0
NewRoss	4,677	0	4	4	0.9
Portlaoise	3,281	1	11	12	3.7
Rathkeale	1,494	0	2	2	1.3
Skibbereen	2,338	0	1	1	0.4

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

Towns under 50,000 population (2006) with Legally Defined Boundaries Towns under 5,000 pop.	Population (2006)	Collisions 2008			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	2,255	0	0	0	0.0
Tipperary	4,415	0	2	2	0.5
Trim	1,375	0	8	8	5.8
Tuam	2,997	0	2	2	0.7
Tullow	3,048	0	0	0	0.0

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

National Route	Inside Built-up Areas				Outside Built-up Areas				Overall Total	Rate per 10 ⁶ Veh. Km*
	F	SI	MI	Total	F	SI	MI	Total		
N1	1	0	17	18	2	3	26	31	49	0.09
N2	0	3	19	22	2	9	31	42	64	0.13
N3	1	2	28	31	3	5	33	41	72	0.10
N4	1	2	26	29	2	5	41	48	77	0.06
N5	0	0	10	10	2	5	33	40	50	0.17
N6	2	2	13	17	2	3	34	39	56	0.08
N7	1	0	20	21	6	7	39	52	73	0.06
N8	1	1	15	17	2	5	20	27	44	0.06
N9	1	0	5	6	1	4	23	28	34	0.08
N10	0	0	1	1	0	2	12	14	15	0.14
N11	1	2	36	39	1	7	41	49	88	0.09
N12	0	0	0	0	0	0	0	0	0	0.00
N13	0	0	1	1	3	1	13	17	18	0.13
N14	0	0	2	2	0	1	9	10	12	0.21
N15	0	1	12	13	5	3	12	20	33	0.12
N16	0	0	3	3	0	0	3	3	6	0.12
N17	0	0	5	5	0	5	35	40	45	0.13
N18	0	1	13	14	4	6	17	27	41	0.09
N19	0	0	4	4	0	0	1	1	5	0.11
N20	2	2	26	30	2	7	29	38	68	0.14
N21	0	0	9	9	3	2	15	20	29	0.10
N22	0	1	8	9	2	2	27	31	40	0.11
N23	0	0	0	0	0	0	2	2	2	0.09
N24	0	1	18	19	1	4	28	33	52	0.13
N25	0	1	19	20	4	9	42	55	75	0.08
N26	0	1	3	4	0	1	3	4	8	0.13
N27	0	0	6	6	0	1	1	2	8	0.13
N28	0	0	1	1	0	2	3	5	6	0.09
N29	0	0	0	0	0	0	1	1	1	0.40
N30	0	1	2	3	1	1	8	10	13	0.22
N31	0	0	5	5	0	0	0	0	5	0.10
N32	0	1	3	4	0	0	0	0	4	0.09
N33	0	0	1	1	0	0	1	1	2	0.17
M50	0	1	23	24	0	0	16	16	40	0.05
TOTAL	11	23	354	388	48	100	599	747	1135	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	5	5	0	2	11	13	18	0.22
N52	0	2	21	23	1	5	29	35	58	0.17
N53	0	0	6	6	1	2	1	4	10	0.23
N54	0	0	4	4	1	0	9	10	14	0.23
N55	0	0	2	2	1	1	13	15	17	0.14
N56	0	0	4	4	1	7	20	28	32	0.12
N58	0	0	1	1	1	1	0	2	3	0.21
N59	0	1	10	11	3	4	34	41	52	0.13
N60	0	0	6	6	1	0	10	11	17	0.11
N61	0	0	3	3	0	1	9	10	13	0.11
N62	1	0	5	6	1	1	6	8	14	0.09
N63	0	1	2	3	0	4	15	19	22	0.16
N65	0	0	0	0	0	1	5	6	6	0.14
N66	0	0	0	0	1	0	1	2	2	0.07
N67	0	1	5	6	1	1	3	5	11	0.08
N68	0	1	2	3	1	1	7	9	12	0.16
N69	0	1	4	5	2	1	20	23	28	0.13
N70	2	1	4	7	1	1	13	15	22	0.11
N71	0	4	16	20	0	4	19	23	43	0.10
N72	0	1	4	5	2	2	21	25	30	0.12
N73	0	0	0	0	0	0	2	2	2	0.05
N74	0	0	1	1	0	0	6	6	7	0.28
N75	0	0	0	0	0	0	1	1	1	0.07
N76	0	0	1	1	1	0	8	9	10	0.11
N77	0	0	0	0	0	0	2	2	2	0.03
N78	0	0	6	6	0	1	8	9	15	0.14
N80	0	1	11	12	3	2	21	26	38	0.14
N81	2	2	28	32	3	1	24	28	60	0.21
N82	0	0	0	0	0	0	0	0	0	0.00
N83	0	1	2	3	0	0	1	1	4	0.10
N84	0	0	6	6	1	1	6	8	14	0.10
N85	0	0	0	0	1	0	4	5	5	0.10
N86	0	0	3	3	1	1	4	6	9	0.08
N87	0	0	1	1	0	0	4	4	5	0.17
TOTAL	5	17	163	185	29	45	337	411	596	0.13
OVERALL TOTAL	16	40	517	573	77	145	936	1,158	1,731	0.10

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

Table 52 Material Damage Collisions Classified by Month and by County

	2008												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Carlow	35	38	32	20	13	17	15	15	20	39	16	16	276
Cavan	32	46	44	36	39	37	39	34	53	38	54	70	522
Clare	30	35	35	26	29	26	35	34	25	20	32	39	366
Cork	271	349	298	330	295	295	258	261	282	309	208	315	3,471
Donegal	70	43	41	33	37	48	35	44	48	50	34	56	539
Dublin	359	358	394	334	330	342	250	291	280	312	284	301	3,835
Galway	71	80	76	78	69	73	49	73	68	74	85	66	862
Kerry	66	71	92	77	82	85	97	101	69	103	93	82	1,018
Kildare	75	86	73	104	59	36	116	104	26	91	74	90	934
Kilkenny	50	63	46	39	44	53	40	39	66	48	41	60	589
Laois	32	38	24	38	45	49	53	36	43	43	47	33	481
Leitrim	15	18	14	7	13	22	16	21	21	13	19	17	196
Limerick	230	205	183	153	160	185	140	164	174	182	169	175	2,120
Longford	10	11	11	11	16	8	5	3	2	8	7	3	95
Louth	100	86	93	95	64	79	74	87	85	109	99	116	1,087
Mayo	37	43	34	47	33	54	44	45	45	51	49	49	531
Meath	45	31	36	46	31	43	39	43	47	53	41	33	488
Monaghan	27	24	37	13	21	25	21	22	16	25	16	23	270
Offaly	29	36	33	33	33	36	33	36	45	53	43	45	455
Roscommon	35	45	30	34	32	46	28	33	22	34	25	44	408
Sligo	32	18	9	45	16	11	33	30	31	8	18	10	261
Tipperary	85	82	81	66	65	65	57	71	68	46	69	76	831
Waterford	90	92	65	72	70	80	44	64	74	92	77	69	889
Westmeath	22	11	16	18	11	16	9	17	15	13	9	20	177
Wexford	67	50	45	58	54	51	49	37	67	72	81	69	700
Wicklow	25	27	24	21	26	24	31	32	22	23	35	37	327
TOTAL	1,940	1,986	1,866	1,834	1,687	1,806	1,610	1,737	1,714	1,909	1,725	1,914	21,728

Table 53: International Comparisons

	Number of Road Deaths¹ 2008	Rate per billion Vehicle kilometers 2008	Road Deaths per 100,000 Population 2008
E.U. Countries			
Austria	679	8.87b	8.15
Belgium	1,067a	10.8a	10.08a
Czech Republic	1,076	19.45	10.37
Denmark	406	8.22	7.37
Finland	344	7.14a	6.49
France	4,275	7.74	6.91
Germany	4,477	6.49	5.45
Great Britain	2,538	4.99	4.26
Greece	1,657a	-	14.43a
Hungary	996	-	9.92
Iceland	12	3.87	3.81
Ireland	279	5.66	6.34
Italy	4,731	-	7.94
Luxemburg	35	-	7.23
Netherlands	677	7.7e	4.13
Northern Ireland	107	5.65a	6.03
Poland	5,437	-	14.26
Portugal	974a	-	9.62a
Slovakia	627a	-	11.62a
Slovenia	214	17.18a	10.4
Spain	3,100	-	6.85
Sweden	397	5.14	4.32
United Kingdom	2,645	5.74a	4.31
Other Countries			
Australia	1,442	6.46	6.75
Canada	2,769a	8.22a	8.4a
Israel	412	8.49a	5.27a
Japan	6,023	8.69a	4.72
New Zealand	366	9.13	8.57
Norway	255	6.05a	5.38
South Korea	5,870	20.14	12.7a
Switzerland	357	5.59	4.7
U.S.A.	3,7261	8.46a	12.25

(a) 2007 data ; (b) 2006 data ; (c) 2005 data ; (d) 2004 data ; (e) 2003 data ; (f) 2002 and 2001

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

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

APPENDIX: NOTES AND DEFINITIONS

All Road Collisions

By 'all reported road collisions' is meant all collisions investigated by or brought to the notice of the Garda Síochána where the exact location of the collision can be determined.

Collisions and Casualties

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

Fatal Collision:

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

Serious Injury Collision:

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

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

Minor Injury Collision:

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

Material Damage Collision:

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

Learner Driver

A learner driver is a driver holding a learner permit.

Vehicles

Vehicles are classified as follows -

1. Pedal Cycle

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

2. Motor Cycle

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

3. Car

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

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

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

5. Goods Vehicle

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

6 Other Motor Vehicle

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

Rural Area

A rural area is defined as an area where the speed limit zone was greater than 60 k.p.h in 2007.

Urban Area

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

Built-up Area

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

Dark

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

WHY JUST **ONE** DRINK IMPAIRS YOUR DRIVING



Every Drink of Alcohol Impairs Driving



At the legal limit

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

At under 3/4 of the legal limit

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

At under 1/2 of the legal limit

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

At under 1/3 of the legal limit

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

At under 1/4 of the legal limit

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

At under 1/8 of the legal limit

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



Any alcohol impairs driving and increases the risk of collision.

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



Road Safety Authority

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

To read the scientific evidence go to

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



NEVER **EVER** DRINK & DRIVE

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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