



RSA

Road Casualties and Collisions in Ireland 2014 Tables

Research Department

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Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Road Casualties and Collisions in Ireland 2014 - Tables

Introduction

These tables include all road traffic collisions reported to An Garda Síochána and forwarded to the RSA via an electronic data transfer of collision records (see Appendix: Methodological Note). The information provided in the records are based on preliminary information collected at the scene of a collision, and does not encompass definitive results from the forensic collision investigation. This information is used to populate the 2014 road collision database which was then analysed to produce this report. It contains details of fatalities and personal injury collisions which occurred on public roads in Ireland in 2014; it also contains overall figures for all material damage collisions that year. Injury collisions on private property, such as private lanes and car parks, are excluded.

Notes on terminology:

- Casualties are persons killed or injured in a road collision.
- Injured persons can be further divided by severity into those who were seriously injured and those with minor injuries.
- Goods vehicles include light goods vehicles, such as vans, and heavy goods vehicles, such as articulated trucks.
- The vehicle category 'other' includes vehicles that are not accounted for in other options and would include vehicles such as agricultural tractors.
- An urban area is one where the speed limit was 60km/h or less in 2014 and a rural area is one where the speed limit was greater than 60km/h in 2014.

All data referenced in this document is sourced from the road collision database of the Road Safety Authority for 2014 and previous years unless otherwise cited. If you wish to reference information from this document, please use the following citation:

Road Safety Authority (2017) *Road Casualties and Collisions in Ireland 2014 - Tables* [Online]. Available at: <http://www.rsa.ie/en/RSA/Road-Safety/Our-Research/Collision-Statistics/>.

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Section 1: Trends in collisions and casualties

Table 1 Collisions Classified by Type and Vehicles Licensed, 2005 - 2014

| Collision Type | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Fatal | 360 | 321 | 309 | 254 | 220 | 185 | 172 | 152 | 179 | 179 |
| Injury | 6,173 | 5,697 | 5,158 | 6,482 | 6,395 | 5,595 | 5,058 | 5,458 | 4,797 | 5,618 |
| Material Damage | 21,274 | 22,399 | 23,769 | 21,728 | 19,880 | 21,305 | 21,863 | 20,561 | 21,734 | 33,510 |
| TOTAL | 27,807 | 28,417 | 29,236 | 28,464 | 26,495 | 27,085 | 27,093 | 26,171 | 26,710 | 39,307 |
| Vehicles current licences (thousands) | 2,138 | 2,296 | 2,442 | 2,498 | 2,468 | 2,416 | 2,425 | 2,403 | 2,483 | 2,515 |

Table 2 Persons Killed and Injured, 2005-2014

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Killed | 396 | 365 | 338 | 279 | 238 | 212 | 186 | 163 | 188 | 193 |
| Injured | 9,318 | 8,575 | 7,806 | 9,758 | 9,742 | 8,270 | 7,235 | 7,942 | 6,880 | 8,079 |
| TOTAL | 9,714 | 8,940 | 8,144 | 10,037 | 9,980 | 8,482 | 7,421 | 8,105 | 7,069 | 8,272 |

Table 3 Persons Killed Classified by Road User Type, 2005-2014

| Road User Type | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Pedestrians | 74 | 73 | 81 | 49 | 40 | 44 | 47 | 29 | 31 | 42 |
| Pedal Cyclists | 10 | 9 | 15 | 13 | 7 | 5 | 9 | 8 | 5 | 13 |
| Motor Cyclists | 56 | 29 | 33 | 29 | 25 | 17 | 18 | 19 | 26 | 24 |
| Car Users | 222 | 226 | 171 | 160 | 146 | 130 | 95 | 90 | 107 | 103 |
| Other Road User* | 34 | 28 | 38 | 28 | 20 | 16 | 17 | 17 | 19 | 11 |
| TOTAL | 396 | 365 | 338 | 279 | 238 | 212 | 186 | 163 | 188 | 193 |

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

Table 4 All Casualties Classified by Road User Type, 2005-2014

| Road User Type | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|------------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Pedestrians | 1,063 | 1,017 | 965 | 1,173 | 1,115 | 967 | 977 | 1,038 | 926 | 1,107 |
| Pedal Cyclists | 233 | 220 | 272 | 349 | 370 | 404 | 404 | 638 | 642 | 877 |
| Motor Cyclists | 591 | 534 | 410 | 523 | 467 | 408 | 342 | 357 | 299 | 315 |
| Car Users | 6,628 | 6,024 | 5,638 | 7,105 | 7,260 | 5,944 | 5,025 | 5,492 | 4,642 | 5,340 |
| Other Road User* | 1,199 | 1,145 | 859 | 887 | 768 | 759 | 673 | 580 | 560 | 633 |
| TOTAL | 9,714 | 8,940 | 8,144 | 10,037 | 9,980 | 8,482 | 7,421 | 8,105 | 7,069 | 8,272 |

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

Table 5 Persons Killed and Injured in Each County, 2010-2014

| County | Persons Killed | | | | | Persons Injured | | | | |
|-------------------------|-----------------------|-------------|-------------|-------------|-------------|------------------------|--------------|--------------|--------------|--------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2010 | 2011 | 2012 | 2013 | 2014 |
| Leinster | | | | | | | | | | |
| Carlow | 5 | 3 | 2 | 2 | 5 | 120 | 99 | 67 | 89 | 103 |
| Dublin | 20 | 11 | 12 | 19 | 29 | 1,761 | 1,607 | 1,974 | 1,410 | 2,125 |
| Kildare | 11 | 15 | 1 | 15 | 4 | 357 | 268 | 260 | 338 | 335 |
| Kilkenny | 6 | 6 | 3 | 4 | 3 | 144 | 133 | 176 | 119 | 137 |
| Laois | 9 | 1 | 5 | 2 | 7 | 135 | 119 | 118 | 95 | 150 |
| Longford | 2 | 2 | 7 | 2 | 4 | 106 | 67 | 100 | 86 | 102 |
| Louth | 8 | 6 | 14 | 4 | 6 | 306 | 249 | 343 | 294 | 318 |
| Meath | 6 | 4 | 7 | 9 | 5 | 363 | 279 | 296 | 227 | 330 |
| Offaly | 4 | 4 | 0 | 5 | 2 | 151 | 107 | 128 | 135 | 107 |
| Westmeath | 7 | 6 | 5 | 5 | 6 | 162 | 127 | 138 | 105 | 161 |
| Wexford | 9 | 5 | 9 | 7 | 4 | 257 | 232 | 283 | 201 | 225 |
| Wicklow | 5 | 3 | 3 | 6 | 7 | 263 | 255 | 264 | 183 | 202 |
| Munster | | | | | | | | | | |
| Clare | 4 | 2 | 2 | 2 | 5 | 225 | 172 | 194 | 181 | 173 |
| Cork | 18 | 27 | 21 | 18 | 19 | 867 | 773 | 742 | 707 | 816 |
| Kerry | 11 | 7 | 7 | 14 | 14 | 254 | 249 | 239 | 250 | 347 |
| Limerick | 18 | 15 | 5 | 6 | 10 | 393 | 429 | 385 | 401 | 400 |
| Tipperary | 6 | 11 | 5 | 12 | 14 | 312 | 243 | 237 | 248 | 266 |
| Waterford | 5 | 7 | 3 | 2 | 6 | 211 | 189 | 201 | 195 | 165 |
| Connacht | | | | | | | | | | |
| Galway | 6 | 13 | 19 | 13 | 5 | 573 | 437 | 505 | 467 | 515 |
| Leitrim | 3 | 1 | 0 | 2 | 1 | 75 | 87 | 71 | 40 | 56 |
| Mayo | 7 | 12 | 7 | 6 | 12 | 280 | 207 | 269 | 216 | 216 |
| Roscommon | 9 | 5 | 3 | 4 | 6 | 166 | 158 | 146 | 119 | 141 |
| Sligo | 3 | 3 | 4 | 5 | 1 | 142 | 131 | 133 | 149 | 100 |
| Ulster (part of) | | | | | | | | | | |
| Cavan | 7 | 5 | 10 | 3 | 1 | 197 | 174 | 161 | 163 | 166 |
| Donegal | 19 | 6 | 7 | 13 | 9 | 361 | 314 | 390 | 355 | 310 |
| Monaghan | 4 | 6 | 2 | 8 | 8 | 89 | 130 | 122 | 107 | 113 |
| TOTAL | 212 | 186 | 163 | 188 | 193 | 8,270 | 7,235 | 7,942 | 6,880 | 8,079 |

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 | 15 | 430 | 445 | 7.7 | 16 | 636 | 652 | 7.9 |
| February | 13 | 397 | 410 | 7.1 | 13 | 577 | 590 | 7.1 |
| March | 14 | 407 | 421 | 7.3 | 15 | 575 | 590 | 7.1 |
| April | 13 | 443 | 456 | 7.9 | 14 | 642 | 656 | 7.9 |
| May | 18 | 452 | 470 | 8.1 | 18 | 653 | 671 | 8.1 |
| June | 14 | 466 | 480 | 8.3 | 18 | 680 | 698 | 8.4 |
| July | 16 | 470 | 486 | 8.4 | 18 | 685 | 703 | 8.5 |
| August | 14 | 480 | 494 | 8.5 | 15 | 741 | 756 | 9.1 |
| September | 11 | 496 | 507 | 8.7 | 11 | 681 | 692 | 8.4 |
| October | 16 | 504 | 520 | 9.0 | 18 | 726 | 744 | 9.0 |
| November | 18 | 569 | 587 | 10.1 | 20 | 791 | 811 | 9.8 |
| December | 17 | 504 | 521 | 9.0 | 17 | 692 | 709 | 8.6 |
| TOTAL | 179 | 5,618 | 5,797 | 100 | 193 | 8,079 | 8,272 | 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 | 2 | 117 | 119 | 2.1 | 3 | 161 | 164 | 2.0 |
| 1 | 9 | 91 | 100 | 1.7 | 10 | 151 | 161 | 1.9 |
| 2 | 7 | 95 | 102 | 1.8 | 7 | 133 | 140 | 1.7 |
| 3 | 4 | 83 | 87 | 1.5 | 5 | 126 | 131 | 1.6 |
| 4 | 8 | 60 | 68 | 1.2 | 9 | 93 | 102 | 1.2 |
| 5 | 2 | 45 | 47 | 0.8 | 2 | 77 | 79 | 1.0 |
| 6 | 4 | 83 | 87 | 1.5 | 5 | 97 | 102 | 1.2 |
| 7 | 5 | 146 | 151 | 2.6 | 9 | 171 | 180 | 2.2 |
| 8 | 8 | 306 | 314 | 5.4 | 8 | 403 | 411 | 5.0 |
| 9 | 9 | 319 | 328 | 5.7 | 10 | 396 | 406 | 4.9 |
| 10 | 5 | 254 | 259 | 4.5 | 5 | 344 | 349 | 4.2 |
| 11 | 8 | 278 | 286 | 4.9 | 9 | 371 | 380 | 4.6 |
| 12 | 9 | 278 | 287 | 5.0 | 9 | 400 | 409 | 4.9 |
| 13 | 8 | 332 | 340 | 5.9 | 8 | 459 | 467 | 5.6 |
| 14 | 10 | 356 | 366 | 6.3 | 10 | 508 | 518 | 6.3 |
| 15 | 9 | 404 | 413 | 7.1 | 9 | 589 | 598 | 7.2 |
| 16 | 9 | 405 | 414 | 7.1 | 9 | 582 | 591 | 7.1 |
| 17 | 12 | 458 | 470 | 8.1 | 13 | 691 | 704 | 8.5 |
| 18 | 15 | 400 | 415 | 7.2 | 16 | 582 | 598 | 7.2 |
| 19 | 7 | 335 | 342 | 5.9 | 8 | 499 | 507 | 6.1 |
| 20 | 12 | 288 | 300 | 5.2 | 12 | 468 | 480 | 5.8 |
| 21 | 8 | 203 | 211 | 3.6 | 8 | 319 | 327 | 4.0 |
| 22 | 5 | 155 | 160 | 2.8 | 5 | 251 | 256 | 3.1 |
| 23 | 4 | 127 | 131 | 2.3 | 4 | 208 | 212 | 2.6 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 179 | 5,618 | 5,797 | 100 | 193 | 8,079 | 8,272 | 100 |

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

| Day | Collisions | | | | Casualties | | | |
|--------------|------------|--------|-------|------|------------|---------|-------|------|
| | Fatal | Injury | Total | % | Killed | Injured | Total | % |
| Sunday | 29 | 666 | 695 | 12.0 | 30 | 1,050 | 1,080 | 13.1 |
| Monday | 26 | 841 | 867 | 15.0 | 26 | 1,248 | 1,274 | 15.4 |
| Tuesday | 18 | 799 | 817 | 14.1 | 18 | 1,143 | 1,161 | 14.0 |
| Wednesday | 23 | 765 | 788 | 13.6 | 25 | 1,062 | 1,087 | 13.1 |
| Thursday | 35 | 811 | 846 | 14.6 | 38 | 1,113 | 1,151 | 13.9 |
| Friday | 24 | 905 | 929 | 16.0 | 27 | 1,251 | 1,278 | 15.4 |
| Saturday | 24 | 831 | 855 | 14.7 | 29 | 1,212 | 1,241 | 15.0 |
| TOTAL | 179 | 5,618 | 5,797 | 100 | 193 | 8,079 | 8,272 | 100 |

Table 9 Fatal and Injury Collisions and Casualties by Light Condition**COLLISIONS**

| Light Condition | Inside Built-up Areas | | | | Outside Built-up Areas | | | |
|-----------------------|-----------------------|--------|-------|-------|------------------------|--------|-------|-------|
| | Fatal | Injury | Total | % | Fatal | Injury | Total | % |
| Day - Good visibility | 31 | 2,813 | 2,844 | 63.2 | 72 | 2,203 | 2,275 | 60.3 |
| Day - Poor visibility | 3 | 189 | 192 | 4.3 | 5 | 215 | 220 | 5.8 |
| Dark - Good lighting | 17 | 1,039 | 1,056 | 23.5 | 6 | 159 | 165 | 4.4 |
| Dark - Poor lighting | 9 | 212 | 221 | 4.9 | 7 | 151 | 158 | 4.2 |
| Dark - Unlit lighting | 0 | 10 | 10 | 0.2 | 5 | 47 | 52 | 1.4 |
| Dark - No Lighting | 1 | 103 | 104 | 2.3 | 37 | 851 | 888 | 23.5 |
| Unknown | 0 | 60 | 60 | 1.3 | 0 | 8 | 8 | 0.2 |
| Not Stated | 0 | 11 | 11 | 0.2 | 0 | 7 | 7 | 0.2 |
| TOTAL | 60 | 3,369 | 3,429 | 100.0 | 119 | 2,248 | 2,367 | 100.0 |

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| Light Condition | Inside Built-up Areas | | | | Outside Built-up Areas | | | |
|-----------------------|-----------------------|---------|-------|------|------------------------|---------|-------|------|
| | Killed | Injured | Total | % | Killed | Injured | Total | % |
| Day - Good visibility | 20 | 2,254 | 2,274 | 61.6 | 78 | 1,965 | 2,043 | 60.5 |
| Day - Poor visibility | 1 | 145 | 146 | 4.0 | 4 | 215 | 219 | 6.5 |
| Dark - Good lighting | 16 | 843 | 859 | 23.3 | 4 | 149 | 153 | 4.5 |
| Dark - Poor lighting | 2 | 165 | 167 | 4.5 | 6 | 103 | 109 | 3.2 |
| Dark - Unlit lighting | 1 | 6 | 7 | 0.2 | 0 | 7 | 7 | 0.2 |
| Dark - No Lighting | 4 | 150 | 154 | 4.2 | 50 | 738 | 788 | 23.3 |
| Unknown | 1 | 82 | 83 | 2.2 | 1 | 44 | 45 | 1.3 |
| Not Stated | 0 | 2 | 2 | 0.1 | 0 | 12 | 12 | 0.4 |
| TOTAL | 61 | 4,437 | 4,498 | 100 | 132 | 3,641 | 3,773 | 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 | 132 | 485 | 3674 | 4,291 | 74.0 |
| Wet | 44 | 121 | 1030 | 1,195 | 20.6 |
| Frost/Ice | 1 | 8 | 54 | 63 | 1.1 |
| Snow | 0 | 1 | 13 | 14 | 0.2 |
| Fog/Mist | 2 | 8 | 53 | 63 | 1.1 |
| High Winds | 0 | 3 | 4 | 7 | 0.1 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 18 | 129 | 147 | 2.5 |
| Not Specified | 0 | 2 | 15 | 17 | 0.3 |
| TOTAL | 179 | 646 | 4,972 | 5,797 | 100.0 |

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

| Road Surface | Fatal | Serious Injury | Minor Injury | Total | % |
|---------------------|--------------|-----------------------|---------------------|--------------|--------------|
| Dry | 97 | 393 | 3038 | 3,528 | 60.9 |
| Wet | 78 | 219 | 1685 | 1,982 | 34.2 |
| Frost/Ice | 3 | 12 | 82 | 97 | 1.7 |
| Snow | 0 | 1 | 13 | 14 | 0.2 |
| Other | 1 | 1 | 8 | 10 | 0.2 |
| Unknown | 0 | 18 | 131 | 149 | 2.6 |
| Not Specified | 0 | 2 | 15 | 17 | 0.3 |
| TOTAL | 179 | 646 | 4,972 | 5,797 | 100.0 |

Table 12 Fatal and Injury Collisions Classified by Road Character and Road Gradient

| Road Character | Fatal | Serious Injury | Minor Injury | Total | % |
|-----------------------|--------------|-----------------------|---------------------|--------------|--------------|
| Straight | 112 | 458 | 3948 | 4,518 | 77.9 |
| Bend | 67 | 186 | 1018 | 1,271 | 21.9 |
| Not Specified | 0 | 2 | 6 | 8 | 0.1 |
| TOTAL | 179 | 646 | 4,972 | 4,976 | 100.0 |

| Road Gradient | Fatal | Serious Injury | Minor Injury | Total | % |
|---------------|-------|----------------|--------------|-------|-------|
| Hillcrest | 1 | 9 | 50 | 60 | 1.0 |
| Some Gradient | 27 | 69 | 405 | 501 | 8.6 |
| Up Hill | 12 | 38 | 310 | 360 | 6.2 |
| Down Hill | 24 | 51 | 358 | 433 | 7.5 |
| No Gradient | 115 | 476 | 3832 | 4,423 | 76.3 |
| Not Specified | 0 | 3 | 17 | 20 | 0.4 |
| TOTAL | 179 | 646 | 4972 | 5797 | 100.0 |

Table 13 Collisions classified by Road Surface Conditions and by Occurrence of Skidding

| Road Surface | Skidding Occurred | No Skidding | Not Stated | Total | Skidding Rate (%)* |
|---------------|-------------------|-------------|------------|-------|--------------------|
| Dry | 394 | 2737 | 397 | 3528 | 12.6 |
| Wet | 342 | 1187 | 453 | 1982 | 22.4 |
| Frost/Ice | 56 | 28 | 13 | 97 | 66.7 |
| Snow | 6 | 4 | 4 | 14 | 60.0 |
| Other | 2 | 8 | 0 | 10 | 20.0 |
| Unknown | 1 | 25 | 123 | 149 | 3.8 |
| Not Specified | 0 | 0 | 17 | 17 | 0.0 |
| TOTAL | 801 | 3,989 | 1,007 | 5,797 | 16.7 |

Table 14 Collisions on Wet Roads Classified by Road Character & Road Gradient and by Occurrence of Skidding

| Road Character | Skidding Occurred | No Skidding | Not Stated | Total | Rate (%)* |
|----------------|-------------------|-------------|------------|-------|-----------|
| Straight | 211 | 914 | 306 | 1431 | 18.8 |
| Bend | 131 | 273 | 147 | 551 | 32.4 |
| TOTAL | 342 | 1,187 | 453 | 1,982 | 22.4 |

*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 | Rate (%)* |
|----------------|----------------------|----------------|---------------|-------------|--------------|
| Hillcrest | 9 | 12 | 3 | 24 | 42.9 |
| Some Gradient | 42 | 87 | 53 | 182 | 32.6 |
| Up Hill | 33 | 71 | 26 | 130 | 31.7 |
| Down Hill | 41 | 96 | 36 | 173 | 29.9 |
| No Gradient | 217 | 918 | 324 | 1459 | 19.1 |
| TOTAL | 342 | 1184 | 442 | 1968 | 22.4 |

*Excludes not stated category

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

| Collision Type | Inside Built-up Areas | | | | Outside Built-up Areas | | | |
|--------------------------------|-----------------------|--------------|--------------|------------|------------------------|--------------|--------------|--------------|
| | Fatal | Injury | Total | % | Fatal | Injury | Total | % |
| Single Vehicle and Pedestrian | 30 | 918 | 948 | 27.6 | 12 | 92 | 104 | 4.4 |
| Single Vehicle Only | 14 | 348 | 362 | 10.6 | 47 | 907 | 954 | 40.3 |
| Two or more Vehicle Collisions | 16 | 2103 | 2119 | 61.8 | 60 | 1249 | 1309 | 55.3 |
| TOTAL | 60 | 3,369 | 3,429 | 100 | 119 | 2,248 | 2,367 | 100.0 |

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 | 13 | 14 | 1.1 |
| Parked Vehicle | 0 | 83 | 83 | 6.3 |
| Parked Trailer/Skip | 0 | 1 | 1 | 0.1 |
| Pole | 4 | 103 | 107 | 8.1 |
| Tree | 15 | 90 | 105 | 8.0 |
| Animal | 0 | 19 | 19 | 1.4 |
| Wall/Gate | 10 | 234 | 244 | 18.5 |
| Ditch | 20 | 442 | 462 | 35.1 |
| Other/Unknown | 11 | 269 | 280 | 21.3 |
| Not Stated | 0 | 1 | 1 | 0.1 |
| TOTAL | 61 | 1,255 | 1,316 | 100.0 |

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

TO BE UPDATED – PLEASE SEE METHODOGOLOGICAL NOTE

Section 3: Casualties

Table 18 All Casualties Classified by Road User Type

| Casualty Class | Killed | Serious Injury | Minor Injury | Total | % |
|---------------------|------------|----------------|--------------|--------------|--------------|
| Pedestrians | 42 | 180 | 884 | 1,106 | 13.6 |
| Pedal Cycle Users | 13 | 107 | 755 | 875 | 10.7 |
| Motor Cycle Users | 24 | 87 | 202 | 313 | 3.8 |
| Car Users | 103 | 351 | 4809 | 5,263 | 64.7 |
| PSV Users | 0 | 2 | 67 | 69 | 0.8 |
| Goods Vehicle Users | 8 | 22 | 346 | 376 | 4.6 |
| Other | 3 | 9 | 124 | 136 | 1.7 |
| TOTAL | 193 | 758 | 7,187 | 8,138 | 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 | 2 | 68 | 70 | 6.3 | 0 | 3 | 3 | 0.3 | 0 | 0 | 0 | 0.0 |
| 6-9 | 2 | 57 | 59 | 5.3 | 0 | 15 | 15 | 1.7 | 0 | 0 | 0 | 0.0 |
| 10-14 | 2 | 103 | 105 | 9.5 | 0 | 46 | 46 | 5.3 | 0 | 3 | 3 | 1.0 |
| 15-17 | 1 | 58 | 59 | 5.3 | 0 | 39 | 39 | 4.5 | 0 | 2 | 2 | 0.6 |
| 18-20 | 1 | 65 | 66 | 6.0 | 0 | 42 | 42 | 4.8 | 1 | 9 | 10 | 3.2 |
| 21-24 | 1 | 75 | 76 | 6.9 | 0 | 63 | 63 | 7.2 | 1 | 13 | 14 | 4.5 |
| 25-34 | 5 | 153 | 158 | 14.3 | 2 | 225 | 227 | 26.1 | 8 | 87 | 95 | 30.4 |
| 35-44 | 6 | 110 | 116 | 10.5 | 4 | 183 | 187 | 21.5 | 7 | 75 | 82 | 26.2 |
| 45-54 | 1 | 106 | 107 | 9.7 | 3 | 132 | 135 | 15.5 | 3 | 60 | 63 | 20.1 |
| 55-64 | 5 | 90 | 95 | 8.6 | 1 | 66 | 67 | 7.7 | 2 | 31 | 33 | 10.5 |
| 65 and Over | 16 | 168 | 184 | 16.6 | 3 | 34 | 37 | 4.3 | 2 | 8 | 10 | 3.2 |
| Unknown | 0 | 11 | 11 | 1.0 | 0 | 9 | 9 | 1.0 | 0 | 1 | 1 | 0.3 |
| TOTAL | 42 | 1064 | 1106 | 100 | 13 | 857 | 870 | 100 | 24 | 289 | 313 | 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 | 2 | 122 | 124 | 6.0 | 2 | 123 | 125 | 2.4 | 0 | 6 | 6 | 1.0 |
| 6-9 | 0 | 1 | 1 | 0.0 | 1 | 118 | 119 | 5.7 | 1 | 119 | 120 | 2.3 | 1 | 3 | 4 | 0.7 |
| 10-14 | 0 | 1 | 1 | 0.0 | 2 | 155 | 157 | 7.6 | 2 | 156 | 158 | 3.0 | 0 | 14 | 14 | 2.4 |
| 15-17 | 2 | 28 | 30 | 0.9 | 2 | 175 | 177 | 8.5 | 4 | 203 | 207 | 3.9 | 1 | 9 | 10 | 1.7 |
| 18-20 | 6 | 190 | 196 | 6.2 | 3 | 239 | 242 | 11.7 | 9 | 429 | 438 | 8.3 | 1 | 35 | 36 | 6.2 |
| 21-24 | 9 | 327 | 336 | 10.6 | 4 | 229 | 233 | 11.2 | 13 | 556 | 569 | 10.8 | 1 | 36 | 37 | 6.3 |
| 25-34 | 12 | 737 | 749 | 23.5 | 4 | 371 | 375 | 18.1 | 16 | 1,108 | 1,124 | 21.4 | 2 | 142 | 144 | 24.6 |
| 35-44 | 8 | 726 | 734 | 23.1 | 5 | 245 | 250 | 12.0 | 13 | 971 | 984 | 18.7 | 1 | 126 | 127 | 21.7 |
| 45-54 | 11 | 462 | 473 | 14.9 | 1 | 130 | 131 | 6.3 | 12 | 592 | 604 | 11.5 | 1 | 99 | 100 | 17.1 |
| 55-64 | 3 | 285 | 288 | 9.0 | 4 | 95 | 99 | 4.8 | 7 | 380 | 387 | 7.4 | 2 | 55 | 57 | 9.7 |
| 65 and Over | 15 | 336 | 351 | 11.0 | 6 | 136 | 142 | 6.8 | 21 | 472 | 493 | 9.4 | 1 | 41 | 42 | 7.2 |
| Unknown | 1 | 23 | 24 | 0.8 | 2 | 26 | 28 | 1.3 | 3 | 49 | 52 | 1.0 | 0 | 8 | 8 | 1.4 |
| TOTAL | 67 | 3,117 | 3,184 | 100 | 36 | 2,041 | 2,077 | 100 | 103 | 5,158 | 5,261 | 100.0 | 11 | 574 | 585 | 100.0 |

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

| Pedestrians | | | | | Pedal Cyclists | | | | Motor Cyclists | | | | | | | |
|-------------|--------|---------|-------|----------------|----------------|---------|-------|-----------------|----------------|---------|-------|------------------|----|-----|-----|------|
| Age Groups | Killed | Injured | Total | % | Killed | Injured | Total | % | Killed | Injured | Total | % | | | | |
| 0-5 | 0 | 48 | 48 | 7.7 | 0 | 1 | 1 | 0.2 | 0 | 0 | 0 | 0.0 | | | | |
| 6-9 | 2 | 41 | 43 | 6.9 | 0 | 13 | 13 | 2.0 | 0 | 0 | 0 | 0.0 | | | | |
| 10-14 | 2 | 60 | 62 | 9.9 | 0 | 39 | 39 | 5.9 | 0 | 2 | 2 | 0.7 | | | | |
| 15-17 | 0 | 30 | 30 | 4.8 | 0 | 35 | 35 | 5.3 | 0 | 2 | 2 | 0.7 | | | | |
| 18-20 | 0 | 30 | 30 | 4.8 | 0 | 36 | 36 | 5.4 | 1 | 7 | 8 | 2.8 | | | | |
| 21-24 | 0 | 36 | 36 | 5.8 | 0 | 52 | 52 | 7.8 | 1 | 13 | 14 | 4.9 | | | | |
| 25-34 | 4 | 93 | 97 | 15.5 | 1 | 156 | 157 | 23.6 | 8 | 79 | 87 | 30.5 | | | | |
| 35-44 | 3 | 75 | 78 | 12.5 | 3 | 146 | 149 | 22.4 | 7 | 71 | 78 | 27.4 | | | | |
| 45-54 | 1 | 62 | 63 | 10.1 | 3 | 96 | 99 | 14.9 | 2 | 51 | 53 | 18.6 | | | | |
| 55-64 | 2 | 39 | 41 | 6.6 | 0 | 48 | 48 | 7.2 | 2 | 29 | 31 | 10.9 | | | | |
| 65 and Over | 7 | 86 | 93 | 14.9 | 3 | 29 | 32 | 4.8 | 2 | 7 | 9 | 3.2 | | | | |
| Unknown | 0 | 4 | 4 | 0.6 | 0 | 4 | 4 | 0.6 | 0 | 1 | 1 | 0.4 | | | | |
| | | | | | | | | | | | | | | | | |
| TOTAL | 21 | 604 | 625 | 100 | 10 | 655 | 665 | 100 | 23 | 262 | 285 | 100 | | | | |
| | | | | | | | | | | | | | | | | |
| Car Drivers | | | | Car Passengers | | | | Total Car Users | | | | Other Road Users | | | | |
| Age Groups | K | I | T | % | K | I | T | % | K | I | T | % | K | I | T | % |
| 0-5 | 0 | 0 | 0 | 0.0 | 2 | 66 | 68 | 7.4 | 2 | 66 | 68 | 2.6 | 0 | 3 | 3 | 0.6 |
| 6-9 | 0 | 1 | 1 | 0.1 | 0 | 65 | 65 | 7.1 | 0 | 66 | 66 | 2.6 | 1 | 3 | 4 | 0.8 |
| 10-14 | 0 | 1 | 1 | 0.1 | 0 | 82 | 82 | 9.0 | 0 | 83 | 83 | 3.2 | 0 | 11 | 11 | 2.2 |
| 15-17 | 2 | 23 | 25 | 1.5 | 2 | 76 | 78 | 8.5 | 4 | 99 | 103 | 4.0 | 1 | 7 | 8 | 1.6 |
| 18-20 | 6 | 126 | 132 | 7.9 | 2 | 110 | 112 | 12.2 | 8 | 236 | 244 | 9.5 | 1 | 29 | 30 | 6.1 |
| 21-24 | 7 | 183 | 190 | 11.4 | 4 | 131 | 135 | 14.7 | 11 | 314 | 325 | 12.6 | 1 | 25 | 26 | 5.3 |
| 25-34 | 10 | 360 | 370 | 22.2 | 4 | 182 | 186 | 20.3 | 14 | 542 | 556 | 21.6 | 2 | 120 | 122 | 24.8 |
| 35-44 | 5 | 347 | 352 | 21.2 | 2 | 89 | 91 | 9.9 | 7 | 436 | 443 | 17.2 | 1 | 118 | 119 | 24.2 |
| 45-54 | 5 | 226 | 231 | 13.9 | 1 | 29 | 30 | 3.3 | 6 | 255 | 261 | 10.1 | 1 | 89 | 90 | 18.3 |
| 55-64 | 1 | 137 | 138 | 8.3 | 1 | 24 | 25 | 2.7 | 2 | 161 | 163 | 6.3 | 2 | 44 | 46 | 9.4 |
| 65 and Over | 10 | 198 | 208 | 12.5 | 3 | 28 | 31 | 3.4 | 13 | 226 | 239 | 9.3 | 1 | 30 | 31 | 6.3 |
| Unknown | 0 | 15 | 15 | 0.9 | 1 | 12 | 13 | 1.4 | 1 | 27 | 28 | 1.1 | 0 | 1 | 1 | 0.2 |
| | | | | | | | | | | | | | | | | |
| TOTAL | 46 | 1,617 | 1,663 | 100 | 22 | 894 | 916 | 100 | 68 | 2,511 | 2,579 | 100 | 11 | 480 | 491 | 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 | 2 | 20 | 22 | 4.6 | 0 | 2 | 2 | 1.0 | 0 | 0 | 0 | 0.0 |
| 6-9 | 0 | 16 | 16 | 3.4 | 0 | 2 | 2 | 1.0 | 0 | 0 | 0 | 0.0 |
| 10-14 | 0 | 43 | 43 | 9.0 | 0 | 7 | 7 | 3.5 | 0 | 1 | 1 | 3.6 |
| 15-17 | 1 | 28 | 29 | 6.1 | 0 | 4 | 4 | 2.0 | 0 | 0 | 0 | 0.0 |
| 18-20 | 1 | 35 | 36 | 7.6 | 0 | 6 | 6 | 3.0 | 0 | 2 | 2 | 7.1 |
| 21-24 | 1 | 39 | 40 | 8.4 | 0 | 10 | 10 | 5.1 | 0 | 0 | 0 | 0.0 |
| 25-34 | 1 | 59 | 60 | 12.6 | 1 | 69 | 70 | 35.4 | 0 | 8 | 8 | 28.6 |
| 35-44 | 3 | 35 | 38 | 8.0 | 1 | 36 | 37 | 18.7 | 0 | 4 | 4 | 14.3 |
| 45-54 | 0 | 43 | 43 | 9.0 | 0 | 36 | 36 | 18.2 | 1 | 9 | 10 | 35.7 |
| 55-64 | 3 | 51 | 54 | 11.3 | 1 | 18 | 19 | 9.6 | 0 | 2 | 2 | 7.1 |
| 65 and Over | 9 | 82 | 91 | 19.1 | 0 | 5 | 5 | 2.5 | 0 | 1 | 1 | 3.6 |
| Unknown | 0 | 4 | 4 | 0.8 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0.0 |
| TOTAL | 21 | 455 | 476 | 100 | 3 | 195 | 198 | 100 | 1 | 27 | 28 | 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 | 0.1 | 0 | 56 | 56 | 4.9 | 0 | 57 | 57 | 2.1 | 0 | 3 | 3 | 3.4 |
| 6-9 | 0 | 0 | 0 | 0.0 | 1 | 53 | 54 | 4.7 | 1 | 53 | 54 | 2.0 | 0 | 0 | 0 | 0.0 |
| 10-14 | 0 | 0 | 0 | 0.0 | 2 | 73 | 75 | 6.5 | 2 | 73 | 75 | 2.8 | 0 | 3 | 3 | 3.4 |
| 15-17 | 0 | 5 | 5 | 0.3 | 0 | 99 | 99 | 8.6 | 0 | 104 | 104 | 3.9 | 0 | 2 | 2 | 2.3 |
| 18-20 | 0 | 64 | 64 | 4.3 | 1 | 129 | 130 | 11.3 | 1 | 193 | 194 | 7.3 | 0 | 6 | 6 | 6.8 |
| 21-24 | 2 | 144 | 146 | 9.7 | 0 | 98 | 98 | 8.5 | 2 | 242 | 244 | 9.2 | 0 | 11 | 11 | 12.5 |
| 25-34 | 2 | 373 | 375 | 24.9 | 0 | 188 | 188 | 16.3 | 2 | 561 | 563 | 21.2 | 0 | 22 | 22 | 25.0 |
| 35-44 | 3 | 378 | 381 | 25.3 | 3 | 156 | 159 | 13.8 | 6 | 534 | 540 | 20.3 | 0 | 8 | 8 | 9.1 |
| 45-54 | 6 | 233 | 239 | 15.9 | 0 | 101 | 101 | 8.8 | 6 | 334 | 340 | 12.8 | 0 | 10 | 10 | 11.4 |
| 55-64 | 2 | 146 | 148 | 9.8 | 3 | 71 | 74 | 6.4 | 5 | 217 | 222 | 8.4 | 0 | 11 | 11 | 12.5 |
| 65 and Over | 5 | 137 | 142 | 9.4 | 3 | 107 | 110 | 9.5 | 8 | 244 | 252 | 9.5 | 0 | 11 | 11 | 12.5 |
| Unknown | 0 | 4 | 4 | 0.3 | 0 | 8 | 8 | 0.7 | 0 | 12 | 12 | 0.5 | 0 | 1 | 1 | 1.1 |
| TOTAL | 20 | 1,485 | 1,505 | 100 | 13 | 1,139 | 1,152 | 100 | 33 | 2,624 | 2,657 | 100 | 0 | 88 | 88 | 100 |

Table 22 All Casualties Classified by Age and Sex

| Age Groups | Male | | | Female | | | Overall Total | % |
|--------------|--------|---------|-------|--------|---------|-------|------------------|-------|
| | Killed | Injured | Total | Killed | Injured | Total | | |
| | | | | | | | | |
| 0-5 | 2 | 118 | 120 | 2 | 82 | 84 | 204 | 2.5 |
| 6-9 | 3 | 123 | 126 | 1 | 71 | 72 | 198 | 2.4 |
| 10-14 | 2 | 195 | 197 | 2 | 127 | 129 | 326 | 4.0 |
| 15-17 | 5 | 173 | 178 | 1 | 138 | 139 | 317 | 3.9 |
| 18-20 | 10 | 338 | 348 | 2 | 242 | 244 | 592 | 7.3 |
| 21-24 | 13 | 440 | 453 | 3 | 302 | 305 | 758 | 9.4 |
| 25-34 | 29 | 990 | 1,019 | 4 | 719 | 723 | 1,742 | 21.5 |
| 35-44 | 21 | 846 | 867 | 10 | 617 | 627 | 1,494 | 18.5 |
| 45-54 | 13 | 553 | 566 | 7 | 432 | 439 | 1,005 | 12.4 |
| 55-64 | 8 | 321 | 329 | 9 | 299 | 308 | 637 | 7.9 |
| 65 and Over | 26 | 378 | 404 | 17 | 343 | 360 | 764 | 9.4 |
| Unknown | 1 | 37 | 38 | 0 | 17 | 17 | 55 | 0.7 |
| TOTAL | 133 | 4,512 | 4,645 | 58 | 3,389 | 3,447 | 8,092 | 100.0 |

Note: Collisions omitted where sex of casualty is not specified.

Table 23 All Casualties Classified by Age, Inside and Outside Built-up Areas

| Age Groups | Inside Built-up Areas | | | | Outside Built-up Areas | | | | Overall Total | % | Pop. (000s) (2011 Census) | Cas. per 1000 pop |
|--------------|-----------------------|---------|-------|------|------------------------|---------|-------|-----|------------------|------|------------------------------------|----------------------------|
| | Killed | Injured | Total | % | Killed | Injured | Total | % | | | | |
| | | | | | | | | | | | | |
| 0-5 | 2 | 115 | 117 | 2.6 | 2 | 85 | 87 | 2 | 204 | 2.5 | 421 | 0.5 |
| 6-9 | 2 | 111 | 113 | 2.5 | 2 | 83 | 85 | 2 | 198 | 2.4 | 256 | 0.8 |
| 10-14 | 1 | 224 | 225 | 5.0 | 3 | 98 | 101 | 3 | 326 | 3.9 | 302 | 1.1 |
| 15-17 | 2 | 184 | 186 | 4.1 | 4 | 127 | 131 | 3 | 317 | 3.8 | 169 | 1.9 |
| 18-20 | 2 | 282 | 284 | 6.3 | 10 | 298 | 308 | 8 | 592 | 7.2 | 174 | 3.4 |
| 21-24 | 6 | 368 | 374 | 8.3 | 10 | 375 | 385 | 10 | 759 | 9.2 | 237 | 3.2 |
| 25-34 | 7 | 972 | 979 | 21.8 | 26 | 742 | 768 | 20 | 1,747 | 21.1 | 755 | 2.3 |
| 35-44 | 11 | 818 | 829 | 18.4 | 20 | 647 | 667 | 18 | 1,496 | 18.1 | 695 | 2.2 |
| 45-54 | 5 | 530 | 535 | 11.9 | 15 | 459 | 474 | 13 | 1,009 | 12.2 | 580 | 1.7 |
| 55-64 | 5 | 339 | 344 | 7.6 | 12 | 283 | 295 | 8 | 639 | 7.7 | 463 | 1.4 |
| 65 and Over | 17 | 397 | 414 | 9.2 | 26 | 326 | 352 | 9 | 766 | 9.3 | 535 | 1.4 |
| Unknown | 1 | 97 | 98 | 2.2 | 2 | 118 | 120 | 3 | 218 | 2.6 | | |
| TOTAL | 61 | 4,437 | 4,498 | 100 | 132 | 3,641 | 3,773 | 100 | 8,271 | 100 | 4588 | 1.8 |

Note: Collisions omitted when speed limit is unknown

Table 24 Casualties Classified by Road User Type, Inside and Outside Built-up Areas

| Casualty Class | Inside Built-up Areas | | | | Outside Built-up Areas | | | |
|---------------------|-----------------------|--------------|--------------|------------|------------------------|--------------|--------------|------------|
| | Killed | Injured | Total | % | Killed | Injured | Total | % |
| Pedestrians | 30 | 968 | 998 | 22.2 | 12 | 97 | 109 | 2.9 |
| Pedal Cycle Users | 7 | 754 | 761 | 16.9 | 6 | 110 | 116 | 3.1 |
| Motor Cycle Users | 4 | 166 | 170 | 3.8 | 20 | 125 | 145 | 3.8 |
| Car Users | 18 | 2,284 | 2,302 | 51.2 | 85 | 2,953 | 3,038 | 80.5 |
| PSV Users | 0 | 61 | 61 | 1.4 | 0 | 44 | 44 | 1.2 |
| Goods Vehicle Users | 1 | 140 | 141 | 3.1 | 7 | 239 | 246 | 6.5 |
| Other | 1 | 63 | 64 | 1.4 | 2 | 73 | 75 | 2.0 |
| Unknown | 0 | 1 | 1 | 0.0 | 0 | 0 | 0 | 0.0 |
| TOTAL | 61 | 4,437 | 4,498 | 100 | 132 | 3,641 | 3,773 | 100 |

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 | % |
| Day - Good visibility | 15 | 604 | 619 | 62.0 | 2 | 59 | 61 | 56.0 |
| Day - Poor visibility | 1 | 37 | 38 | 3.8 | 0 | 5 | 5 | 4.6 |
| Dark - Good lighting | 7 | 215 | 222 | 22.2 | 2 | 1 | 3 | 2.8 |
| Dark - Poorly lighting | 6 | 83 | 89 | 8.9 | 1 | 4 | 5 | 4.6 |
| Dark - Unlit lighting | 0 | 3 | 3 | 0.3 | 1 | 1 | 2 | 1.8 |
| Dark - No Lighting | 1 | 7 | 8 | 0.8 | 6 | 27 | 33 | 30.3 |
| Unknown | 0 | 19 | 19 | 1.9 | 0 | 0 | 0 | 0.0 |
| Not Stated | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0.0 |
| TOTAL | 30 | 968 | 998 | 100 | 12 | 97 | 109 | 100 |

Note: Collisions omitted when speed limit is unknown

Table 26 Pedestrian Casualties Classified by Pedestrian Action, Age of Pedestrian and by Darkness or Daylight

| | Age | | | | | | | | |
|-------------------------------|--------|---------|--------|---------|-----------|---------|----------|---------|-------|
| Pedestrian Action | 0-14 | | 15-64 | | 65 & over | | All ages | | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | Total |
| DAYLIGHT | | | | | | | | | |
| Crossing masked by Parked Car | 1 | 16 | 0 | 12 | 0 | 5 | 1 | 33 | 34 |
| Otherwise crossing | 2 | 24 | 2 | 60 | 1 | 22 | 5 | 106 | 111 |
| Walking with traffic | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 8 | 8 |
| Walking against traffic | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 9 | 9 |
| Standing in roadway | 0 | 2 | 0 | 14 | 0 | 1 | 0 | 17 | 17 |
| Playing in roadway | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 13 |
| Lying on roadway | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Other | 1 | 74 | 2 | 105 | 0 | 43 | 3 | 222 | 225 |
| Unknown | 1 | 51 | 2 | 185 | 5 | 51 | 8 | 287 | 295 |
| | | | | | | | | | |
| TOTAL | 5 | 183 | 7 | 390 | 6 | 122 | 18 | 695 | 713 |
| | | | | | | | | | |
| DARKNESS | | | | | | | | | |
| Crossing masked by Parked Car | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 9 | 9 |
| Otherwise crossing | 0 | 8 | 3 | 37 | 3 | 9 | 6 | 54 | 60 |
| Walking with traffic | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 5 |
| Walking against traffic | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | 4 |
| Standing in roadway | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 5 | 6 |
| Playing in roadway | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Lying on roadway | 0 | 0 | 1 | 3 | 1 | 1 | 2 | 4 | 6 |
| Other | 1 | 14 | 3 | 105 | 4 | 16 | 8 | 135 | 143 |
| Unknown | 0 | 15 | 5 | 105 | 1 | 18 | 6 | 138 | 144 |
| | | | | | | | | | |
| TOTAL | 1 | 44 | 13 | 267 | 10 | 46 | 24 | 357 | 381 |
| | | | | | | | | | |
| OVERALL TOTAL | 6 | 227 | 20 | 657 | 16 | 168 | 42 | 1052 | 1094 |

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 | 13 | 857 | 13 | 883 | 10.0 |
| Motor Cycle | 23 | 275 | 18 | 316 | 3.6 |
| Car | 67 | 3142 | 3245 | 6,454 | 72.9 |
| PSV | 0 | 20 | 115 | 135 | 1.5 |
| Goods Vehicle | 7 | 294 | 581 | 882 | 10.0 |
| Other or Unknown | 2 | 81 | 103 | 186 | 2.1 |
| TOTAL | 112 | 4,669 | 4,075 | 8,856 | 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 | 10 | 655 | 12 | 677 | 11.5 |
| Motor Cycle | 22 | 258 | 18 | 298 | 5.1 |
| Car | 46 | 1617 | 2097 | 3,760 | 64.0 |
| PSV | 0 | 17 | 109 | 126 | 2.1 |
| Goods Vehicle | 7 | 273 | 560 | 840 | 14.3 |
| Other or Unknown | 2 | 69 | 99 | 170 | 2.9 |
| TOTAL | 87 | 2,889 | 2,895 | 5,871 | 100.0 |

*Where gender specified

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

| Female Drivers* | Drivers | | | | |
|------------------|-----------|--------------|--------------|--------------|--------------|
| | Killed | Injured | Uninjured | Total | % |
| Pedal Cycle | 3 | 195 | 1 | 199 | 6.8 |
| Motor Cycle | 1 | 17 | 0 | 18 | 0.6 |
| Car | 20 | 1485 | 1136 | 2,641 | 90.8 |
| PSV | 0 | 1 | 6 | 7 | 0.2 |
| Goods Vehicle | 0 | 13 | 17 | 30 | 1.0 |
| Other or Unknown | 0 | 8 | 4 | 12 | 0.4 |
| TOTAL | 24 | 1,719 | 1,164 | 2,907 | 100.0 |

*Where gender 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 | 1 | 0 | 1 | 1 | 0.0 |
| 06--9 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0.0 |
| 10-14 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 3 | 0.0 |
| 15-17 | 2 | 23 | 15 | 40 | 0 | 5 | 4 | 9 | 49 | 0.8 |
| 18-20 | 6 | 126 | 109 | 241 | 0 | 64 | 41 | 105 | 346 | 5.4 |
| 21-24 | 7 | 183 | 184 | 374 | 2 | 144 | 95 | 241 | 615 | 9.6 |
| 25-34 | 10 | 360 | 473 | 843 | 2 | 373 | 279 | 654 | 1,497 | 23.4 |
| 35-44 | 5 | 347 | 488 | 840 | 3 | 378 | 279 | 660 | 1,500 | 23.4 |
| 45-54 | 5 | 226 | 338 | 569 | 6 | 233 | 206 | 445 | 1,014 | 15.8 |
| 55-64 | 1 | 137 | 230 | 368 | 2 | 146 | 117 | 265 | 633 | 9.9 |
| 65 and Over | 10 | 198 | 245 | 453 | 5 | 137 | 111 | 253 | 706 | 11.0 |
| Unknown | 0 | 15 | 12 | 27 | 0 | 4 | 4 | 8 | 35 | 0.5 |
| TOTAL | 46 | 1,617 | 2,097 | 3,760 | 20 | 1,485 | 1,136 | 2,641 | 6,401 | 100.0 |

Table 31 Motorcycle Drivers Involved in Fatal and Injury Collisions Classified by Age and by Sex

| Age Group | Male | | | | Female | | | | Overall Total | % of Total |
|--------------|-----------|------------|-----------|------------|----------|-----------|-----------|-----------|---------------|------------|
| | Killed | Injured | Uninjured | Total | Killed | Injured | Uninjured | Total | | |
| 0-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 6-9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10-14 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0.3 |
| 15-17 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0.6 |
| 18-20 | 1 | 7 | 0 | 8 | 0 | 2 | 0 | 2 | 10 | 3.2 |
| 21-24 | 1 | 12 | 2 | 15 | 0 | 0 | 0 | 0 | 15 | 4.7 |
| 25-34 | 7 | 78 | 6 | 91 | 0 | 5 | 0 | 5 | 96 | 30.4 |
| 35-44 | 7 | 70 | 4 | 81 | 0 | 3 | 0 | 3 | 84 | 26.6 |
| 45-54 | 2 | 51 | 2 | 55 | 1 | 6 | 0 | 7 | 62 | 19.6 |
| 55-64 | 2 | 29 | 3 | 34 | 0 | 0 | 0 | 0 | 34 | 10.8 |
| 65 and Over | 2 | 7 | 1 | 10 | 0 | 1 | 0 | 1 | 11 | 3.5 |
| Unknown | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0.3 |
| TOTAL | 22 | 258 | 18 | 298 | 1 | 17 | 0 | 18 | 316 | 100 |

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

| Age Group | Male | | | | Female | | | | Overall Total | % of Total |
|--------------|----------|------------|------------|--------------|----------|-----------|-----------|-----------|---------------|------------|
| | Killed | Injured | Uninjured | Total | Killed | Injured | Uninjured | Total | | |
| 0-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 6-9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10-14 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0.3 |
| 15-17 | 1 | 3 | 6 | 10 | 0 | 0 | 0 | 0 | 10 | 0.8 |
| 18-20 | 1 | 19 | 26 | 46 | 0 | 2 | 0 | 2 | 48 | 4.1 |
| 21-24 | 1 | 20 | 42 | 63 | 0 | 2 | 1 | 3 | 66 | 5.6 |
| 25-34 | 1 | 78 | 166 | 245 | 0 | 6 | 4 | 10 | 255 | 21.6 |
| 35-44 | 1 | 95 | 204 | 300 | 0 | 4 | 11 | 15 | 315 | 26.6 |
| 45-54 | 1 | 75 | 170 | 246 | 0 | 3 | 4 | 7 | 253 | 21.4 |
| 55-64 | 2 | 40 | 121 | 163 | 0 | 4 | 5 | 9 | 172 | 14.6 |
| 65 and Over | 1 | 25 | 27 | 53 | 0 | 0 | 0 | 0 | 53 | 4.5 |
| Unknown | 0 | 1 | 4 | 5 | 0 | 0 | 2 | 2 | 7 | 0.6 |
| TOTAL | 9 | 358 | 767 | 1,134 | 0 | 21 | 27 | 48 | 1,182 | 100 |

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 | 34 | 1759 | 1523 | 3,316 | 51.6 |
| Seat Belt Not in Use | 18 | 88 | 35 | 141 | 2.2 |
| Unknown | 15 | 1260 | 1683 | 2,958 | 46.0 |
| Not Stated | 0 | 10 | 4 | 14 | 0.2 |
| TOTAL | 67 | 3,117 | 3,245 | 6,429 | 100.0 |
| Passengers (front seat) | | | | | |
| Seat Belt in Use | 9 | 596 | - | 605 | 55.5 |
| Seat Belt Not in Use | 10 | 40 | - | 50 | 4.6 |
| Unknown | 5 | 427 | - | 432 | 39.6 |
| Not Stated | 0 | 4 | - | 4 | 0.4 |
| TOTAL | 24 | 1,067 | - | 1,091 | 100.0 |

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

| Crash Helmet Usage | Killed | Injured | Uninjured | Total | % |
|-------------------------|-----------|------------|-----------|------------|--------------|
| Crash Helmet in Use | 21 | 218 | 13 | 252 | 79.7 |
| Crash Helmet Not in Use | 1 | 25 | 1 | 27 | 8.5 |
| Unknown | 0 | 2 | 1 | 3 | 0.9 |
| Not Stated | 1 | 30 | 3 | 34 | 10.8 |
| TOTAL | 23 | 275 | 18 | 316 | 100.0 |
| Pillion | | | | | |
| Crash Helmet in Use | 1 | 12 | - | 13 | 81.3 |
| Crash Helmet Not in Use | 0 | 2 | - | 2 | 12.5 |
| Unknown | 0 | 1 | - | 1 | 6.3 |
| Not Stated | 0 | 0 | - | 0 | 0.0 |
| TOTAL | 1 | 15 | - | 16 | 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 | 166 | 6009 | 6,175 | 96.7 |
| Northern Ireland | 2 | 108 | 110 | 1.7 |
| Britain | 1 | 36 | 37 | 0.6 |
| Other | 3 | 60 | 63 | 1.0 |
| TOTAL | 172 | 6,213 | 6,385 | 100 |
| GOODS | | | | |
| Ireland | 30 | 811 | 841 | 96.9 |
| Northern Ireland | 1 | 17 | 18 | 2.1 |
| Britain | 0 | 2 | 2 | 0.2 |
| Other | 0 | 7 | 7 | 0.8 |
| TOTAL | 31 | 837 | 868 | 100 |

**where specified*

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

TO BE UPDATED – PLEASE SEE METHODOLOGICAL NOTE

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 | 7 | 763 | 770 | 14.6 | 7 | 106 | 113 | 3.1 |
| Motor Cycles | 4 | 172 | 176 | 3.3 | 20 | 120 | 140 | 3.9 |
| Cars | 51 | 3625 | 3,676 | 69.9 | 123 | 2667 | 2,790 | 77.4 |
| PSVs | 2 | 98 | 100 | 1.9 | 1 | 32 | 33 | 0.9 |
| Goods Vehicles | 10 | 434 | 444 | 8.4 | 21 | 419 | 440 | 12.2 |
| Other or Unknown | 3 | 91 | 94 | 1.8 | 9 | 79 | 88 | 2.4 |
| TOTAL | 77 | 5,183 | 5,260 | 100 | 181 | 3,423 | 3,604 | 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 | 8 | 8 | 0.8 | 1 | 26 | 27 | 2.1 |
| Motor Cycles | 0 | 11 | 11 | 1.2 | 2 | 56 | 58 | 4.4 |
| Cars | 31 | 722 | 753 | 79.3 | 51 | 1052 | 1,103 | 83.8 |
| PSVs | 0 | 38 | 38 | 4.0 | 0 | 3 | 3 | 0.2 |
| Goods Vehicles | 8 | 116 | 124 | 13.1 | 5 | 99 | 104 | 7.9 |
| Other or Unknown | 2 | 14 | 16 | 1.7 | 2 | 19 | 21 | 1.6 |
| TOTAL | 41 | 909 | 950 | 100.0 | 61 | 1,255 | 1,316 | 100.0 |

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

| | Fatal | Injury | Total | Fatalities | Injuries | Total |
|---------------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Pedal Cycle-Pedal Cycle | 0 | 4 | 4 | 0 | 5 | 5 |
| Pedal Cycle-Motor Cycle | 0 | 7 | 7 | 0 | 9 | 9 |
| Pedal Cycle-Car | 6 | 593 | 599 | 6 | 600 | 606 |
| Pedal Cycle-PSV | 1 | 15 | 16 | 1 | 15 | 16 |
| Pedal Cycle-Goods | 3 | 71 | 74 | 3 | 72 | 75 |
| Pedal Cycle-Other/Unknown | 0 | 5 | 5 | 0 | 5 | 5 |
| TOTAL | 10 | 695 | 705 | 10 | 706 | 716 |

| | Fatal | Injury | Total | Fatalities | Injuries | Total |
|---------------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Motor Cycle-Pedal Cycle | 0 | 7 | 7 | 0 | 9 | 9 |
| Motor Cycle-Motor Cycle | 2 | 4 | 6 | 3 | 8 | 11 |
| Motor Cycle-Car | 10 | 130 | 140 | 10 | 146 | 156 |
| Motor Cycle-PSV | 1 | 2 | 3 | 1 | 2 | 3 |
| Motor Cycle-Goods | 3 | 25 | 28 | 4 | 26 | 30 |
| Motor Cycle-Other/Unknown | 3 | 1 | 4 | 3 | 2 | 5 |
| TOTAL | 19 | 169 | 188 | 21 | 193 | 214 |

| | Fatal | Injury | Total | Fatalities | Injuries | Total |
|-------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Car-Pedal Cycle | 6 | 593 | 599 | 6 | 600 | 606 |
| Car-Motor Cycle | 10 | 130 | 140 | 10 | 146 | 156 |
| Car-Car | 26 | 1275 | 1,301 | 32 | 2329 | 2,361 |
| Car-PSV | 1 | 45 | 46 | 1 | 130 | 131 |
| Car-Goods | 9 | 380 | 389 | 10 | 570 | 580 |
| Car-Other/Unknown | 3 | 94 | 97 | 3 | 140 | 143 |
| TOTAL | 55 | 2,517 | 2,572 | 62 | 3,915 | 3,977 |

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

| | Fatal | Injury | Total | Fatalities | Injuries | Total |
|-------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| PSV-Pedal Cycle | 1 | 15 | 16 | 1 | 15 | 16 |
| PSV-Motor Cycle | 1 | 2 | 3 | 1 | 2 | 3 |
| PSV-Car | 1 | 45 | 46 | 1 | 130 | 131 |
| PSV-PSV | 0 | 1 | 1 | 0 | 2 | 2 |
| PSV-Goods | 0 | 8 | 8 | 0 | 13 | 13 |
| PSV-Other/Unknown | 0 | 6 | 6 | 0 | 11 | 11 |
| TOTAL | 3 | 77 | 80 | 3 | 173 | 176 |

| | Fatal | Injury | Total | Fatalities | Injuries | Total |
|---------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Goods-Pedal Cycle | 3 | 67 | 70 | 3 | 68 | 71 |
| Goods-Motor Cycle | 3 | 25 | 28 | 4 | 26 | 30 |
| Goods-Car | 9 | 380 | 389 | 10 | 570 | 580 |
| Goods-PSV | 0 | 9 | 9 | 0 | 14 | 14 |
| Goods-Goods | 2 | 33 | 35 | 2 | 49 | 51 |
| Goods-Other/Unknown | 0 | 22 | 22 | 0 | 29 | 29 |
| TOTAL | 17 | 536 | 553 | 19 | 756 | 775 |

| | Fatal | Injury | Total | Fatalities | Injuries | Total |
|---------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Other-Pedal Cycle | 0 | 5 | 5 | 0 | 5 | 5 |
| Other-Motor Cycle | 3 | 1 | 4 | 3 | 2 | 5 |
| Other-Car | 3 | 94 | 97 | 3 | 140 | 143 |
| Other-PSV | 0 | 6 | 6 | 0 | 11 | 11 |
| Other-Goods | 0 | 19 | 19 | 0 | 26 | 26 |
| Other-Other/Unknown | 1 | 1 | 2 | 1 | 1 | 2 |
| TOTAL | 7 | 126 | 133 | 7 | 185 | 192 |

Section 5: Location

Table 40 Traffic Collisions and Casualties in each County

| County and Province | Pop. (000's) 2011 | Reg. Motor Vehicle (000's) 2014 | Collisions | | | | Casualties | | | |
|---------------------|-------------------|---------------------------------|------------|--------|-------|------|------------|---------|-------|------|
| | | | Fatal | Injury | Total | % | Killed | Injured | Total | % |
| Leinster | | | | | | | | | | |
| Carlow | 55 | 37 | 5 | 64 | 69 | 1.2 | 5 | 103 | 108 | 1.3 |
| Dublin | 1,273 | 606 | 29 | 1708 | 1,737 | 30.0 | 29 | 2125 | 2,154 | 26.0 |
| Kildare | 210 | 115 | 3 | 223 | 226 | 3.9 | 4 | 335 | 339 | 4.1 |
| Kilkenny | 95 | 56 | 3 | 95 | 98 | 1.7 | 3 | 137 | 140 | 1.7 |
| Laois | 81 | 42 | 6 | 85 | 91 | 1.6 | 7 | 150 | 157 | 1.9 |
| Longford | 39 | 23 | 4 | 59 | 63 | 1.1 | 4 | 102 | 106 | 1.3 |
| Louth | 123 | 59 | 5 | 198 | 203 | 3.5 | 6 | 318 | 324 | 3.9 |
| Meath | 184 | 99 | 5 | 215 | 220 | 3.8 | 5 | 330 | 335 | 4.0 |
| Offaly | 77 | 42 | 2 | 63 | 65 | 1.1 | 2 | 107 | 109 | 1.3 |
| Westmeath | 86 | 49 | 3 | 105 | 108 | 1.9 | 6 | 161 | 167 | 2.0 |
| Wexford | 145 | 89 | 4 | 158 | 162 | 2.8 | 4 | 225 | 229 | 2.8 |
| Wicklow | 137 | 78 | 7 | 155 | 162 | 2.8 | 7 | 202 | 209 | 2.5 |
| Munster | | | | | | | | | | |
| Clare | 117 | 70 | 4 | 115 | 119 | 2.1 | 5 | 173 | 178 | 2.2 |
| Cork | 519 | 311 | 18 | 569 | 587 | 10.1 | 19 | 816 | 835 | 10.1 |
| Kerry | 146 | 89 | 13 | 217 | 230 | 4.0 | 14 | 347 | 361 | 4.4 |
| Limerick | 192 | 108 | 10 | 281 | 291 | 5.0 | 10 | 400 | 410 | 5.0 |
| Tipperary | 70 | 98 | 12 | 181 | 193 | 3.3 | 14 | 266 | 280 | 3.4 |
| Waterford | 114 | 66 | 5 | 121 | 126 | 2.2 | 6 | 165 | 171 | 2.1 |
| Connacht | | | | | | | | | | |
| Galway | 251 | 140 | 5 | 316 | 321 | 5.5 | 5 | 515 | 520 | 6.3 |
| Leitrim | 32 | 19 | 1 | 37 | 38 | 0.7 | 1 | 56 | 57 | 0.7 |
| Mayo | 131 | 77 | 11 | 133 | 144 | 2.5 | 12 | 216 | 228 | 2.8 |
| Roscommon | 64 | 42 | 6 | 72 | 78 | 1.3 | 6 | 141 | 147 | 1.8 |
| Sligo | 65 | 37 | 1 | 67 | 68 | 1.2 | 1 | 100 | 101 | 1.2 |
| Ulster | | | | | | | | | | |
| (Part of) | | | | | | | | | | |
| Cavan | 73 | 42 | 1 | 107 | 108 | 1.9 | 1 | 166 | 167 | 2.0 |
| Donegal | 161 | 86 | 9 | 200 | 209 | 3.6 | 9 | 310 | 319 | 3.9 |
| Monaghan | 60 | 35 | 7 | 74 | 81 | 1.4 | 8 | 113 | 121 | 1.5 |
| TOTAL | 4,500 | 2,515 | 179 | 5,618 | 5,797 | 100 | 193 | 8,079 | 8,272 | 100 |

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

| Garda Division | Collisions | | | | Casualties | | | |
|--------------------|------------|--------|-------|-----|------------|---------|-------|-----|
| | Fatal | Injury | Total | % | Killed | Injured | Total | % |
| Carlow/Kilkenny | 8 | 155 | 163 | 2.8 | 8 | 234 | 242 | 2.9 |
| Cavan/Monaghan | 8 | 180 | 188 | 3.2 | 9 | 276 | 285 | 3.4 |
| Clare | 3 | 109 | 112 | 1.9 | 4 | 163 | 167 | 2.0 |
| Cork City | 4 | 259 | 263 | 4.5 | 5 | 365 | 370 | 4.5 |
| Cork North | 7 | 158 | 165 | 2.8 | 7 | 219 | 226 | 2.7 |
| Cork West | 7 | 157 | 164 | 2.8 | 7 | 240 | 247 | 3.0 |
| DMR East | 1 | 194 | 195 | 3.4 | 1 | 242 | 243 | 2.9 |
| DMR North | 8 | 289 | 297 | 5.1 | 8 | 373 | 381 | 4.6 |
| DMR North Central | 3 | 251 | 254 | 4.4 | 3 | 291 | 294 | 3.6 |
| DMR South | 4 | 271 | 275 | 4.7 | 4 | 321 | 325 | 3.9 |
| DMR South Central | 5 | 324 | 329 | 5.7 | 5 | 364 | 369 | 4.5 |
| DMR West | 8 | 381 | 389 | 6.7 | 8 | 536 | 544 | 6.6 |
| Donegal | 9 | 200 | 209 | 3.6 | 9 | 310 | 319 | 3.9 |
| Galway | 5 | 318 | 323 | 5.6 | 5 | 518 | 523 | 6.3 |
| Kerry | 13 | 213 | 226 | 3.9 | 14 | 340 | 354 | 4.3 |
| Kildare | 3 | 223 | 226 | 3.9 | 4 | 335 | 339 | 4.1 |
| Laois/Offaly | 8 | 147 | 155 | 2.7 | 9 | 256 | 265 | 3.2 |
| Limerick | 11 | 286 | 297 | 5.1 | 11 | 409 | 420 | 5.1 |
| Louth | 5 | 199 | 204 | 3.5 | 6 | 316 | 322 | 3.9 |
| Mayo | 11 | 135 | 146 | 2.5 | 12 | 218 | 230 | 2.8 |
| Meath | 5 | 215 | 220 | 3.8 | 5 | 335 | 340 | 4.1 |
| Roscommon/Longford | 10 | 128 | 138 | 2.4 | 10 | 236 | 246 | 3.0 |
| Sligo/Leitrim | 2 | 103 | 105 | 1.8 | 2 | 155 | 157 | 1.9 |
| Tipperary | 13 | 180 | 193 | 3.3 | 16 | 265 | 281 | 3.4 |
| Waterford | 4 | 124 | 128 | 2.2 | 4 | 170 | 174 | 2.1 |
| Westmeath | 3 | 107 | 110 | 1.9 | 6 | 166 | 172 | 2.1 |
| Wexford | 4 | 159 | 163 | 2.8 | 4 | 226 | 230 | 2.8 |
| Wicklow | 7 | 153 | 160 | 2.8 | 7 | 200 | 207 | 2.5 |
| TOTAL | 179 | 5,618 | 5,797 | 100 | 193 | 8,079 | 8,272 | 100 |

Table 42 Fatal and Injury Collisions at or near Pedestrians Crossings

| | Fatal | Injury | Total |
|--------------------------------------|-------|--------|-------|
| Total at or near Pedestrian Crossing | 2 | 102 | 104 |

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 | 65 | 65 | 0 | 36 | 36 |

Note: Collision omitted when speed limit is unknown

Table 44 Fatal and Injury Collisions Classified by Junction Type

| Road Layout | Inside Built-up Areas | | | | Outside Built-up Areas | | | |
|------------------|-----------------------|--------|-------|------|------------------------|--------|-------|-------|
| | Fatal | Injury | Total | % | Fatal | Injury | Total | % |
| T-Junction | 9 | 746 | 755 | 50.1 | 8 | 230 | 238 | 45.4 |
| Crossroads | 3 | 386 | 389 | 25.8 | 4 | 147 | 151 | 28.8 |
| Y-Junction | 1 | 53 | 54 | 3.6 | 3 | 41 | 44 | 8.4 |
| Roundabout | 2 | 242 | 244 | 16.2 | 0 | 30 | 30 | 5.7 |
| Complex Junction | 2 | 37 | 39 | 2.6 | 2 | 30 | 32 | 6.1 |
| Other | 0 | 25 | 25 | 1.7 | 1 | 28 | 29 | 5.5 |
| TOTAL | 17 | 1,489 | 1,506 | 100 | 18 | 506 | 524 | 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 | 6 | 515 | 521 | 25.7 |
| Stop Sign | 14 | 310 | 324 | 16.0 |
| Yield Sign | 3 | 280 | 283 | 13.9 |
| Road Markings Only | 5 | 114 | 119 | 5.9 |
| Roundabout | 0 | 0 | 0 | 0.0 |
| Pedestrian Crossing | 0 | 24 | 24 | 1.2 |
| Within 50ft of Pedestrian X | 0 | 1 | 1 | 0.0 |
| No Control | 7 | 475 | 482 | 23.7 |
| Other / Not Stated | 0 | 276 | 276 | 13.6 |
| TOTAL | 35 | 1,995 | 2,030 | 100.0 |

Table 46 Fatal and Injury Collisions Classified by Road Type

| Road Type | Fatal | Injury | Total | % |
|----------------------------|-------|--------|-------|------|
| Two-Way Single Carriageway | 162 | 4,813 | 4,975 | 85.8 |
| One-Way Single Carriageway | 3 | 339 | 342 | 5.9 |
| Dual Carriageway | 5 | 212 | 217 | 3.7 |
| Motorway | 5 | 180 | 185 | 3.2 |
| Other/Unknown | 4 | 74 | 78 | 1.3 |
| TOTAL | 179 | 5,618 | 5,797 | 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 | 1055 | 15 | 930 | 945 | 47.7 | 15 | 1094 | 1,109 | 44.3 |
| Dun Laoghaire- Rathdown | 309 | 1 | 214 | 215 | 10.8 | 1 | 272 | 273 | 10.9 |
| Fingal County | 177 | 6 | 248 | 254 | 12.8 | 6 | 354 | 360 | 14.4 |
| South Dublin County | 153 | 7 | 310 | 317 | 16.0 | 7 | 399 | 406 | 16.2 |
| Cork Co. Borough | 104 | 1 | 153 | 154 | 7.8 | 1 | 214 | 215 | 8.6 |
| Galway Co. Borough | - | 0 | 97 | 97 | 4.9 | 0 | 143 | 143 | 5.7 |
| TOTAL | | 30 | 1,952 | 1,982 | 100.0 | 30 | 2,476 | 2,506 | 100 |

Table 48 Road Users Killed and Injured in the Main Centres of Population

| Road User | Dublin Co. Borough | | Dun Laoghaire - Rathdown | | Fingal | | South Dublin | |
|---------------------|-----------------------|---------|-----------------------------|---------|--------|---------|--------------|---------|
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| Pedestrians | 8 | 247 | 0 | 41 | 2 | 49 | 2 | 67 |
| Pedal Cycle Users | 1 | 328 | 0 | 73 | 2 | 42 | 1 | 53 |
| Motor Cycle Users | 3 | 60 | 0 | 12 | 1 | 15 | 1 | 21 |
| Car Users | 3 | 408 | 1 | 134 | 1 | 219 | 3 | 231 |
| PSV Users | 0 | 17 | 0 | 1 | 0 | 5 | 0 | 2 |
| Goods Vehicle Users | 0 | 18 | 0 | 6 | 0 | 19 | 0 | 16 |
| Other or Unknown | 0 | 15 | 0 | 5 | 0 | 5 | 0 | 9 |
| TOTAL | 15 | 1,093 | 1 | 272 | 6 | 354 | 7 | 399 |

| Road User | Cork | | Galway | |
|---------------------|--------|---------|--------|---------|
| | Killed | Injured | Killed | Injured |
| Pedestrians | 0 | 59 | 0 | 26 |
| Pedal Cycle Users | 1 | 23 | 0 | 30 |
| Motor Cycle Users | 0 | 7 | 0 | 3 |
| Car Users | 0 | 118 | 0 | 75 |
| PSV Users | 0 | 0 | 0 | 8 |
| Goods Vehicle Users | 0 | 7 | 0 | 1 |
| Other or Unknown | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 214 | 0 | 143 |

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

| Vehicle Type | Dublin Co. Borough | | Dun Laoghaire Rathdown | | Fingal | | South Dublin | |
|------------------|--------------------|--------------|------------------------|------------|----------|------------|--------------|------------|
| | Fatal | Injury | Fatal | Injury | Fatal | Injury | Fatal | Injury |
| Pedal Cycle | 1 | 334 | 0 | 73 | 3 | 41 | 1 | 53 |
| Motor Cycle | 3 | 66 | 0 | 11 | 1 | 16 | 1 | 21 |
| Car | 12 | 894 | 1 | 232 | 5 | 291 | 5 | 346 |
| PSV | 2 | 44 | 0 | 2 | 0 | 9 | 0 | 3 |
| Goods | 2 | 100 | 0 | 21 | 0 | 41 | 1 | 53 |
| Other or Unknown | 1 | 28 | 0 | 4 | 0 | 5 | 1 | 12 |
| TOTAL | 21 | 1,466 | 1 | 343 | 9 | 403 | 9 | 488 |

| Vehicle Type | Cork | | Galway | |
|------------------|----------|------------|----------|------------|
| | Fatal | Injury | Fatal | Injury |
| Pedal Cycle | 1 | 23 | 0 | 30 |
| Motor Cycle | 0 | 7 | 0 | 3 |
| Car | 0 | 118 | 0 | 75 |
| PSV | 0 | 0 | 0 | 8 |
| Goods Vehicle | 0 | 7 | 0 | 1 |
| Other or Unknown | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 216 | 0 | 150 |

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

Table 50 Fatal and Injury Collisions on National Routes Classified by Route and by Location Type

TO BE UPDATED – PLEASE SEE METHODOGOLOGICAL NOTE

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 | Collision Rate per km* |
|----------------|-----------------------|-----------|------------|------------|------------------------|-----------|------------|------------|---------------|------------------------|
| | F | SI | MI | Total | F | SI | MI | Total | | |
| N1 | 0 | 7 | 27 | 34 | 1 | 1 | 26 | 28 | 62 | 0.69 |
| N2 | 0 | 2 | 13 | 15 | 4 | 4 | 21 | 29 | 44 | 0.33 |
| N3 | 0 | 1 | 13 | 14 | 0 | 1 | 25 | 26 | 40 | 0.31 |
| N4 | 0 | 1 | 8 | 9 | 2 | 2 | 36 | 40 | 49 | 0.25 |
| N5 | 0 | 0 | 12 | 12 | 2 | 4 | 16 | 22 | 34 | 0.26 |
| N6 | 0 | 2 | 4 | 6 | 0 | 2 | 14 | 16 | 22 | 0.15 |
| N7 | 0 | 1 | 8 | 9 | 3 | 6 | 33 | 42 | 51 | 0.27 |
| N8 | 0 | 0 | 6 | 6 | 1 | 2 | 17 | 20 | 26 | 0.17 |
| N9 | 0 | 0 | 1 | 1 | 0 | 1 | 10 | 11 | 12 | 0.10 |
| N10 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 4 | 5 | 0.29 |
| N11 | 0 | 4 | 23 | 27 | 1 | 1 | 41 | 43 | 70 | 0.54 |
| N12 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 3 | 0.44 |
| N13 | 0 | 0 | 1 | 1 | 2 | 0 | 8 | 10 | 11 | 0.25 |
| N14 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 14 | 14 | 0.80 |
| N15 | 1 | 3 | 6 | 10 | 2 | 1 | 9 | 12 | 22 | 0.20 |
| N16 | 0 | 0 | 1 | 1 | 1 | 4 | 4 | 9 | 10 | 0.21 |
| N17 | 0 | 0 | 20 | 20 | 2 | 2 | 12 | 16 | 36 | 0.29 |
| N18 | 0 | 0 | 15 | 15 | 0 | 2 | 12 | 14 | 29 | 0.29 |
| N19 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0.87 |
| N20 | 1 | 1 | 12 | 14 | 2 | 6 | 12 | 20 | 34 | 0.36 |
| N21 | 1 | 1 | 15 | 17 | 1 | 0 | 16 | 17 | 34 | 0.40 |
| N22 | 0 | 0 | 12 | 12 | 4 | 8 | 21 | 33 | 45 | 0.38 |
| N23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| N24 | 1 | 0 | 13 | 14 | 0 | 4 | 14 | 18 | 32 | 0.28 |
| N25 | 1 | 2 | 11 | 14 | 2 | 4 | 23 | 29 | 43 | 0.23 |
| N26 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 1 | 5 | 0.17 |
| N27 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 4 | 0.63 |
| N28 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 3 | 0.26 |
| N29 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0.28 |
| N30 | 0 | 0 | 4 | 4 | 0 | 2 | 3 | 5 | 9 | 0.27 |
| N31 | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 1 | 7 | 0.98 |
| N33 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0.13 |
| N40 | 0 | 0 | 7 | 7 | 1 | 0 | 8 | 9 | 16 | 1.04 |
| M50 | 0 | 1 | 5 | 6 | 1 | 4 | 48 | 53 | 59 | 1.29 |
| TOTAL | 5 | 27 | 252 | 284 | 34 | 67 | 451 | 552 | 836 | 0.31 |

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

| National Route | Inside Built-up Areas | | | | Outside Built-up Areas | | | | Overall Total | Collision Rate per km* |
|----------------------|-----------------------|----|-----|-------|------------------------|-----|-----|-------|---------------|------------------------|
| | F | SI | MI | Total | F | SI | MI | Total | | |
| N51 | 0 | 1 | 4 | 5 | 1 | 1 | 7 | 9 | 14 | 0.26 |
| N52 | 0 | 2 | 15 | 17 | 3 | 7 | 19 | 29 | 46 | 0.26 |
| N53 | 0 | 0 | 4 | 4 | 0 | 0 | 4 | 4 | 8 | 0.44 |
| N54 | 0 | 1 | 6 | 7 | 1 | 1 | 3 | 5 | 12 | 0.35 |
| N55 | 1 | 1 | 10 | 12 | 0 | 0 | 11 | 11 | 23 | 0.29 |
| N56 | 0 | 1 | 4 | 5 | 0 | 4 | 18 | 22 | 27 | 0.17 |
| N58 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 0.44 |
| N59 | 0 | 0 | 12 | 12 | 2 | 4 | 22 | 28 | 40 | 0.13 |
| N60 | 0 | 0 | 4 | 4 | 0 | 2 | 13 | 15 | 19 | 0.21 |
| N61 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 6 | 8 | 0.11 |
| N62 | 2 | 0 | 8 | 10 | 0 | 2 | 11 | 13 | 23 | 0.24 |
| N63 | 0 | 0 | 6 | 6 | 0 | 3 | 7 | 10 | 16 | 0.17 |
| N65 | 1 | 0 | 1 | 2 | 1 | 1 | 5 | 7 | 9 | 0.17 |
| N66 | 1 | 1 | 1 | 3 | 0 | 1 | 3 | 4 | 7 | 0.25 |
| N67 | 0 | 0 | 2 | 2 | 1 | 5 | 6 | 12 | 14 | 0.11 |
| N68 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 0.10 |
| N69 | 0 | 0 | 6 | 6 | 1 | 4 | 5 | 10 | 16 | 0.16 |
| N70 | 0 | 0 | 7 | 7 | 0 | 1 | 15 | 16 | 23 | 0.16 |
| N71 | 0 | 0 | 16 | 16 | 1 | 2 | 19 | 22 | 38 | 0.20 |
| N72 | 0 | 0 | 5 | 5 | 2 | 0 | 18 | 20 | 25 | 0.15 |
| N73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| N74 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 3 | 5 | 0.25 |
| N75 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0.13 |
| N76 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 5 | 6 | 0.14 |
| N77 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 8 | 0.16 |
| N78 | 0 | 0 | 3 | 3 | 0 | 1 | 6 | 7 | 10 | 0.20 |
| N80 | 0 | 2 | 10 | 12 | 2 | 3 | 12 | 17 | 29 | 0.25 |
| N81 | 1 | 5 | 11 | 17 | 0 | 3 | 14 | 17 | 34 | 0.44 |
| N82 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 1.17 |
| N83 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 3 | 6 | 0.13 |
| N84 | 0 | 1 | 3 | 4 | 0 | 0 | 18 | 18 | 22 | 0.30 |
| N85 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 0.06 |
| N86 | 0 | 1 | 3 | 4 | 1 | 3 | 7 | 11 | 15 | 0.30 |
| N87 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 0.11 |
| TOTAL | 7 | 18 | 150 | 175 | 20 | 54 | 272 | 347 | 521 | 0.20 |
| OVERALL TOTAL | 12 | 45 | 402 | 459 | 54 | 121 | 723 | 899 | 1357 | 0.26 |

*Based on 2013 road lengths including motorway sections. Note: Collisions omitted when speed limit is unknown

Table 52 Material Damage Collisions Classified by Month and by County

| 2014 | | | | | | | | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | Jan | Feb | Mar | Apr | May | June | July | Aug | Sep | Oct | Nov | Dec | Total |
| Carlow | 17 | 28 | 27 | 26 | 21 | 21 | 23 | 22 | 22 | 34 | 29 | 31 | 301 |
| Cavan | 35 | 31 | 31 | 49 | 49 | 38 | 46 | 52 | 40 | 52 | 68 | 53 | 544 |
| Clare | 46 | 60 | 60 | 67 | 68 | 53 | 74 | 59 | 75 | 71 | 72 | 72 | 777 |
| Cork | 445 | 367 | 380 | 379 | 361 | 373 | 352 | 407 | 362 | 445 | 424 | 455 | 4,750 |
| Donegal | 68 | 69 | 96 | 59 | 67 | 86 | 93 | 83 | 79 | 78 | 90 | 100 | 968 |
| Dublin | 781 | 729 | 745 | 600 | 826 | 629 | 670 | 714 | 693 | 847 | 905 | 877 | 9,016 |
| Galway | 140 | 168 | 141 | 146 | 138 | 113 | 160 | 149 | 159 | 203 | 170 | 174 | 1,861 |
| Kerry | 72 | 66 | 70 | 76 | 117 | 99 | 108 | 132 | 90 | 83 | 82 | 64 | 1,059 |
| Kildare | 108 | 103 | 98 | 75 | 95 | 64 | 83 | 80 | 89 | 125 | 134 | 122 | 1,176 |
| Kilkenny | 46 | 56 | 46 | 37 | 63 | 49 | 44 | 38 | 45 | 47 | 53 | 55 | 579 |
| Laois | 48 | 45 | 36 | 29 | 47 | 48 | 37 | 52 | 37 | 58 | 51 | 51 | 539 |
| Leitrim | 12 | 15 | 14 | 10 | 21 | 18 | 14 | 9 | 21 | 25 | 21 | 22 | 202 |
| Limerick | 183 | 142 | 155 | 148 | 178 | 153 | 121 | 135 | 166 | 156 | 201 | 176 | 1,914 |
| Longford | 29 | 22 | 28 | 27 | 21 | 27 | 25 | 39 | 24 | 33 | 33 | 27 | 335 |
| Louth | 79 | 90 | 85 | 73 | 76 | 71 | 69 | 93 | 77 | 92 | 88 | 112 | 1,005 |
| Mayo | 71 | 67 | 64 | 61 | 66 | 66 | 68 | 76 | 59 | 87 | 83 | 87 | 855 |
| Meath | 96 | 78 | 82 | 78 | 79 | 85 | 85 | 83 | 72 | 95 | 116 | 120 | 1,069 |
| Monaghan | 41 | 29 | 38 | 29 | 38 | 24 | 38 | 39 | 28 | 43 | 43 | 56 | 446 |
| Offaly | 34 | 33 | 34 | 33 | 30 | 36 | 44 | 40 | 40 | 44 | 37 | 59 | 464 |
| Roscommon | 39 | 30 | 28 | 28 | 32 | 40 | 39 | 41 | 28 | 51 | 35 | 41 | 432 |
| Sligo | 34 | 48 | 38 | 38 | 51 | 47 | 33 | 33 | 41 | 42 | 32 | 53 | 490 |
| Tipperary | 83 | 107 | 96 | 71 | 85 | 89 | 80 | 82 | 67 | 100 | 85 | 90 | 1,035 |
| Waterford | 71 | 58 | 80 | 66 | 92 | 60 | 67 | 74 | 77 | 89 | 105 | 85 | 924 |
| Westmeath | 51 | 48 | 42 | 47 | 44 | 37 | 42 | 43 | 53 | 62 | 59 | 67 | 595 |
| Wexford | 91 | 88 | 79 | 83 | 56 | 91 | 68 | 82 | 77 | 90 | 73 | 88 | 966 |
| Wicklow | 87 | 69 | 68 | 84 | 93 | 77 | 70 | 79 | 72 | 77 | 98 | 85 | 959 |
| Total | 2,807 | 2,646 | 2,661 | 2,419 | 2,814 | 2,494 | 2,553 | 2,736 | 2,593 | 3,129 | 3,187 | 3,222 | 33,261 |

Table 53: International Comparisons

| | Number of Road Deaths¹ 2014 | Road Deaths per 100,000 inhabitants 2014 |
|------------------------|---|---|
| E.U. Countries | | |
| Austria | 430 | 5.0 |
| Belgium | 727 | 6.5 |
| Czech Republic | 688 | 6.5 |
| Denmark | 182 | 3.2 |
| Finland | 229 | 4.2 |
| France | 3384 | 5.1 |
| Germany | 3377 | 4.2 |
| Great Britain | 1775 | 2.8 |
| Greece | 795 | 7.3 |
| Hungary | 626 | 6.3 |
| Iceland | 4 | 1.2 |
| Ireland | 193 | 4.2 |
| Italy | 3381 | 5.6 |
| Luxemburg | 35 | 6.3 |
| Netherlands | 570 | 3.8 |
| Northern Ireland | 79 | 4.3 |
| Poland | 3202 | 8.4 |
| Portugal | 638 | 6.1 |
| Slovakia | 295 | 5.4 |
| Slovenia | 108 | 5.2 |
| Spain | 1688 | 3.6 |
| Sweden | 270 | 2.8 |
| United Kingdom | 1854 | 2.9 |
| Other Countries | | |
| Australia | 1,150 | 4.9 |
| Canada | 1,876 | 5.3 |
| Israel | 279 | 3.4 |
| Japan | 4,838 | 3.8 |
| New Zealand | 293 | 6.5 |
| Norway | 147 | 2.9 |
| Switzerland | 243 | 3.0 |
| U.S.A. | 32,675 | 10.2 |

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

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

Appendix: Notes and Definitions

All Road Collisions

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

Collisions and Casualties

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

Fatal Collision:

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

Serious Injury Collision:

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

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

Minor Injury Collision:

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

Material Damage Collision:

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

Learner Driver

A learner driver is a driver holding a learner permit.

Vehicles

Vehicles are classified as follows

1. Pedal Cycle

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

2. Motorcycle

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

3. Car

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

4. Public Service Vehicle (PSV)

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

5. Goods Vehicle

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

6. Other Motor Vehicle

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

Rural Area

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

Urban Areas

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

Built-up Area

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

Dark

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

Appendix: Methodological Note

Introduction

The Road Safety Authority (RSA) has a statutory remit to collect, compile, prepare, publish or distribute information and statistics relating to road safety and the functions of the Authority for national or international planning, policy research and development, monitoring and reporting purposes.

As part of this remit, the RSA provide analysis of road traffic injury incidents on an annual basis. A road collision is a collision investigated by or brought to the notice of An Garda Síochána (AGS) where the location of the collision can be determined and where it has occurred on a public road. These incidents have been reported to AGS and forwarded to the RSA. Injury collisions on private property, such as private lanes and car parks are excluded.

New Method of Receiving Collision Records

The RSA and, before that, the National Roads Authority (now Transport Infrastructure Ireland) received collision data using a paper form, called a C(T)68, from AGS. This form was sent by post to the RSA and provided details on the initial report of the collision.

Since 2014, the system by which information was provided to the RSA, was updated. The RSA now receives an electronic copy of individual traffic collision incidents on a daily basis. The paper form was previously considered the record of note for the collision whereas the electronic record is now considered the record of note for the collision.

The dataset of road collision incidents will be updated in time to reflect new variables and the way in which collision reporting is conducted by the RSA will also reflect these improvements.

In the meantime, and to allow for comparison of data over the long term, these set of tables have been produced in a format as close as possible to the historic tables. When comparing the variables available in the C(T)68 with those available electronically from AGS, it is the case that not all the new variables map exactly onto the old set of variables. Where it is possible to accommodate the updated variables in the old format this has been done. It does mean, however, that in some cases, such as contributory factor, not all the information is replicable in the new format. As a result these tables have been omitted from this report.

The change to an electronic transfer of data has resulted in improvements in a number of areas of data capture which will have a positive impact on collision reporting. The improvements are that the RSA has

- The complete set of traffic injury and material damage records recorded on PULSE which can now be used for analysis
- Access to more fields in the electronic traffic incident record
- Access to more up to date information about the collision
- Two-way communication with the Garda Information Services Centre (GISC)

Enhanced Validation Process

Records received are divided into those classed as material damage and those classed as injury collisions. Once received, injury collision records are thoroughly reviewed by the Research Department of the RSA. This review utilises the information in the detailed narrative and data fields and interim updates. It looks for data anomalies and any possible data input errors.

As part of this process there is two-way communication with GISC. Feedback can then be received from GISC via an update to the incident record.

There will still be limitations to the information that can be ascertained from the electronic collision records as the level of detail contained in the collision investigation file, where one exists, is not recorded on the electronic collision record.

Injury Collisions

The definitions of fatal, serious and minor injuries outlined at the end of this document have not changed from previous years. Increases seen in injury numbers in the 2014 data are likely to be due to the enhancements in the validation process outlined. It will take around five years' before any appreciable trends in the data can be confirmed. As a result this should be considered as a break in the time series for the data on the number of injuries and injury collisions. This does not affect time series data for the number of fatalities or fatal collisions.

Material Damage

The RSA provide an overview of the number of material damage incidents on an annual basis but a detailed review of these is not conducted as it is for injury collisions. As a result of the changes outlined above there has been an increase in the number of records for material damage collisions available to the RSA. From 2014, changes implemented will lead to an increase in the number of material damage collisions reported overall. Again, as a result, this should be considered as a break in the time series for the data on the number of material damage collisions.

The following needs to be considered when reporting or using these material damage figures in any analysis.

- The definition of a traffic injury or material damage collision as reported by the RSA is one that happens on a public road. This definition has not changed.
- Reporting requirements for material damage collisions are not as stringent as those for injury collisions. This means all the details of the collision may not be reported and captured by AGS and it may not be possible to establish an exact location for the collision.
- As an example, in 2014 there were 33,261 material damage collisions reported of which 21% were not investigated at the scene, i.e. reporting of these incidents was done either in person or by phone to the station.
- The location of these collisions is determined as being the place identified in the report to the station. However, as an example, if no further investigation was required there may be no other information available to assess the location.
- Therefore, it is accepted that the number of material damage collisions reported from now on will overstate the number that have happened on a public road. That is some will have occurred in places other than on a public road, e.g. public car park.

Previously, figures for material damage collisions have been reported based on the county and month in which they occurred and this will continue in 2014 but the above notes must be taken into account.

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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