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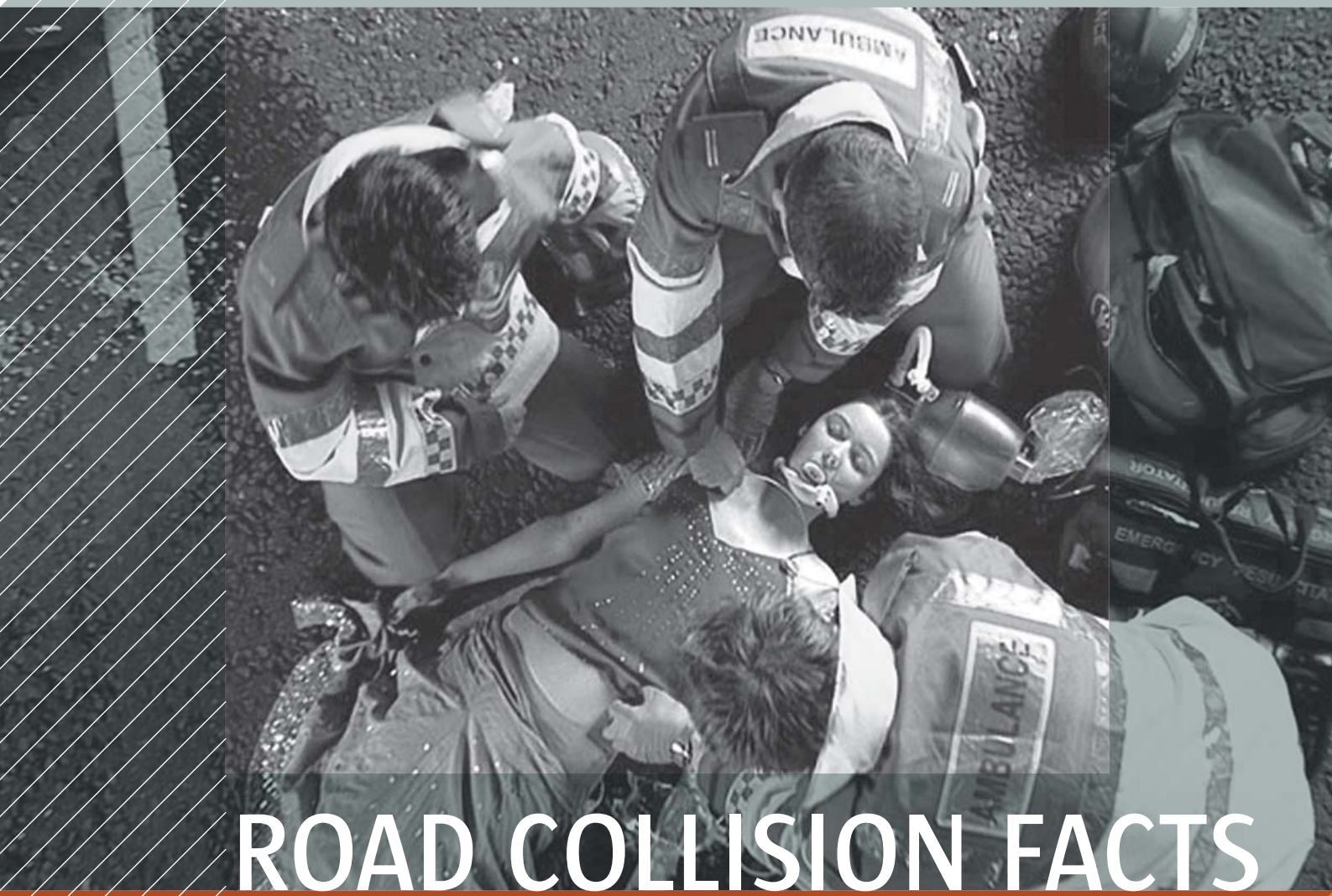

ROAD COLLISION FACTS 2006

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

THE FASTER THE SPEED

THE BIGGER THE MESS

RSA

SPEEDSHAME

HIBERNIAN

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

ROAD COLLISION FACTS

IRELAND

2006

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

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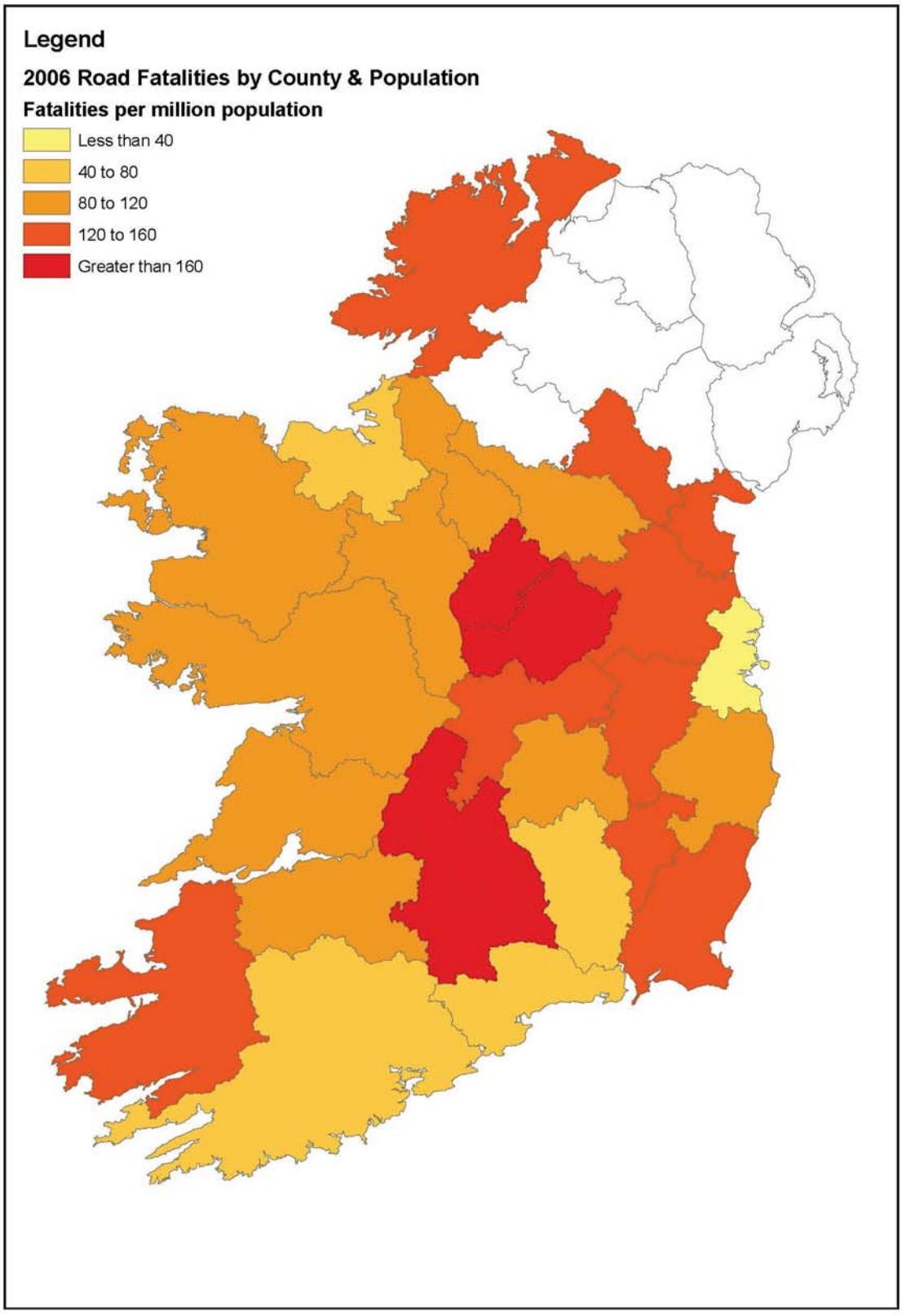
Legend
2006 Road Fatalities by County & Population
Fatalities per million population
Less than 40
40 to 80
80 to 120
120 to 160
Greater than 160

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OVERVIEW

Introduction

"In 2006, the fatality rate per million population was 86. The 1996 rate was 125 per million population."

An efficient road transport system is fundamental to the economic success of any state. Over the past 15 years this concept is more evident in Ireland as the economic growth levels here are one of the highest in the world. The downside to such a system is the deaths and serious injuries that result from motor vehicle collisions on the road network.

The mission of the Road Safety Authority is to save lives and prevent injuries by reducing the number and severity of collisions on the road. Working to save lives is the stated goal adopted by the board of Road Safety Authority.

Over the last ten years much progress has been made in reducing the number of fatalities and serious injuries on our roads. In 1996, the fatality rate per million registered vehicles was 338. By 2006, the rate had fallen to 159 per million registered vehicles.

In 2006, of the 28,417 Garda-recorded motor vehicle traffic collisions, 365 people were killed, 8,575 people were injured of which 907 were seriously injured, and 22,399 collisions involved property or material damage only.

The fatality rate per million population was 86 in 2006, a decrease of approximately 10 per cent from the 2005 rate of 96.

The estimated cost of all fatal and injury road collisions reported to, and recorded by, An Garda Síochána in 2006 was €1.33 billion.

This report covers all road traffic collisions reported to the Garda Síochána, where details have been recorded and forwarded to the Road Safety Authority, involving fatalities, personal injury or material damage which occurred on public roads in Ireland (exclusive of Northern Ireland) in 2006. 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.

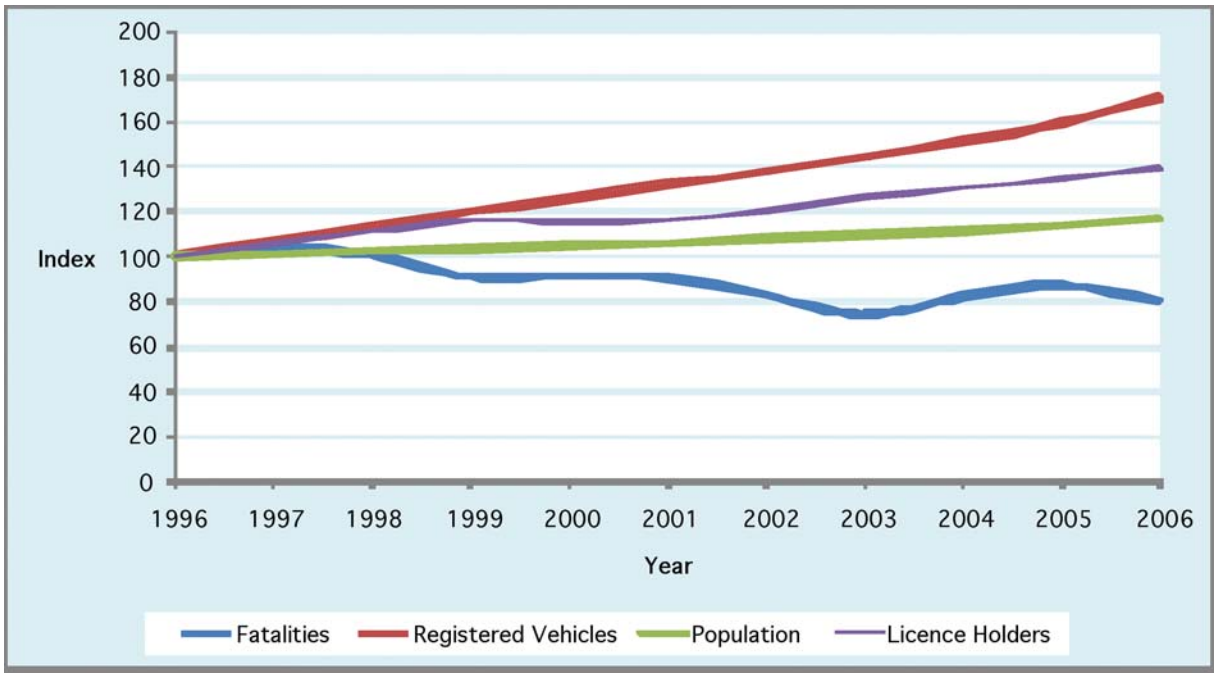
It also examines trends in collisions, fatalities and injuries over time in the last decade as well as the most recent trends in various cross sections of road traffic and transport systems.

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 1996. Data trends in Republic of Ireland beween 1996 and 2006 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 1996, the population has increased by 17 per cent, registered motor vehicles has increased by 71 per cent, number of driver licence holders (both full and provisional) has increased by 40 per cent whereas the number of fatalities has decreased by 20 per cent.

Figure A1- Data trends in Ireland 1996-2006
Increasing motorisation versus a decreasing road toll



IRELAND'S ROAD SAFETY PERFORMANCE

In 2006 there were 365 road collision fatalities, which is second lowest recorded number of fatalities since 1970 and thirty fatalities above the record low in 2003.

In 2006 there were 8,575 injuries as a result of road collisions. The number of recorded injuries resulting from road collisions has been gradually decreasing.

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

Increased population

Between 1996 and 2006 the Republic of Ireland population grew approximately 17 per cent.

Increased number of driver licence holders

The number of driver licence holders overall (full and provisional) has increased from 1,749,503 in 1996 to 2,444,159 in 2006. 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 2006 this proportion had increased to 75 per cent.

Increased number of registered vehicles

The number of registered motor vehicles and motor cycles increased by 71 per cent from 1,338,616 in 1996 to 2,296,393 in 2006.

Table A1: Annual fatalities and injuries as per million vehicles registered and per million population in Ireland, 1996 - 2006

Year	Fatalities per million vehicles registered	Fatalities per million population	Injuries per million vehicles registered	Injuries per million population
1996	338	125	9,950	3,670
1997	330	129	9,156	3,580
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

IRELAND'S ROAD SAFETY PERFORMANCE

Figure A2 - Fatalities per million vehicles registered in Ireland

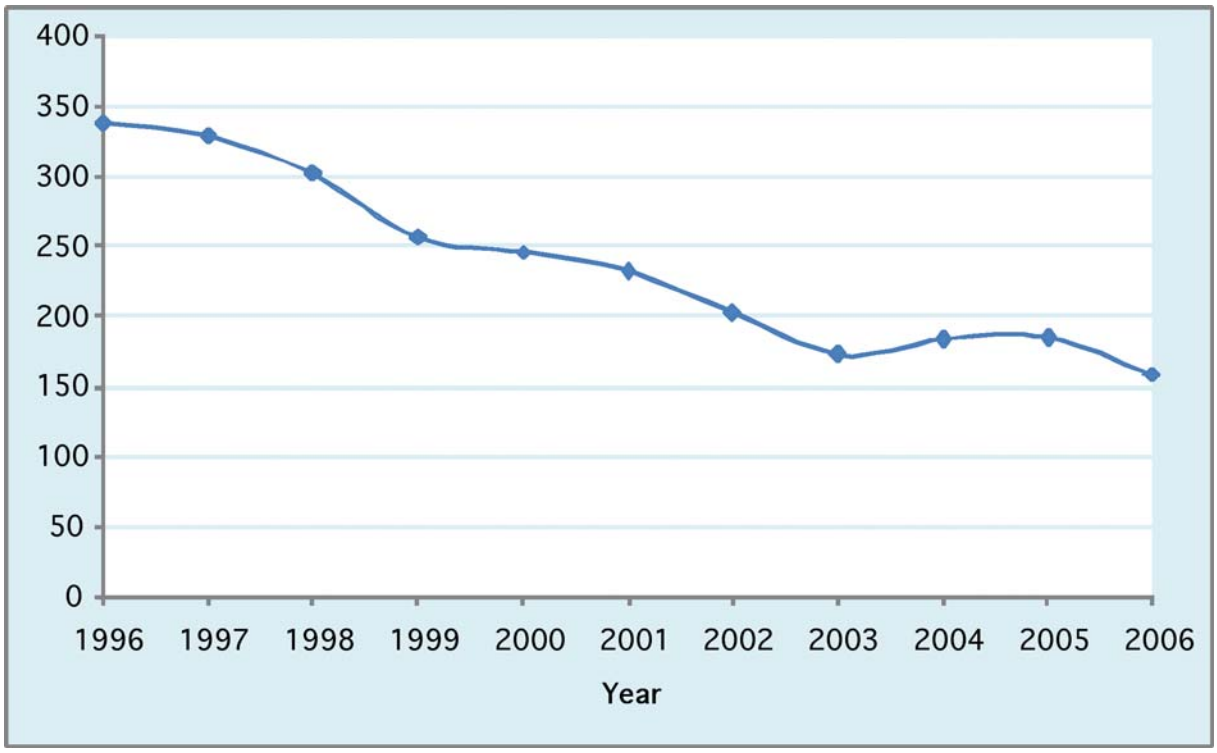
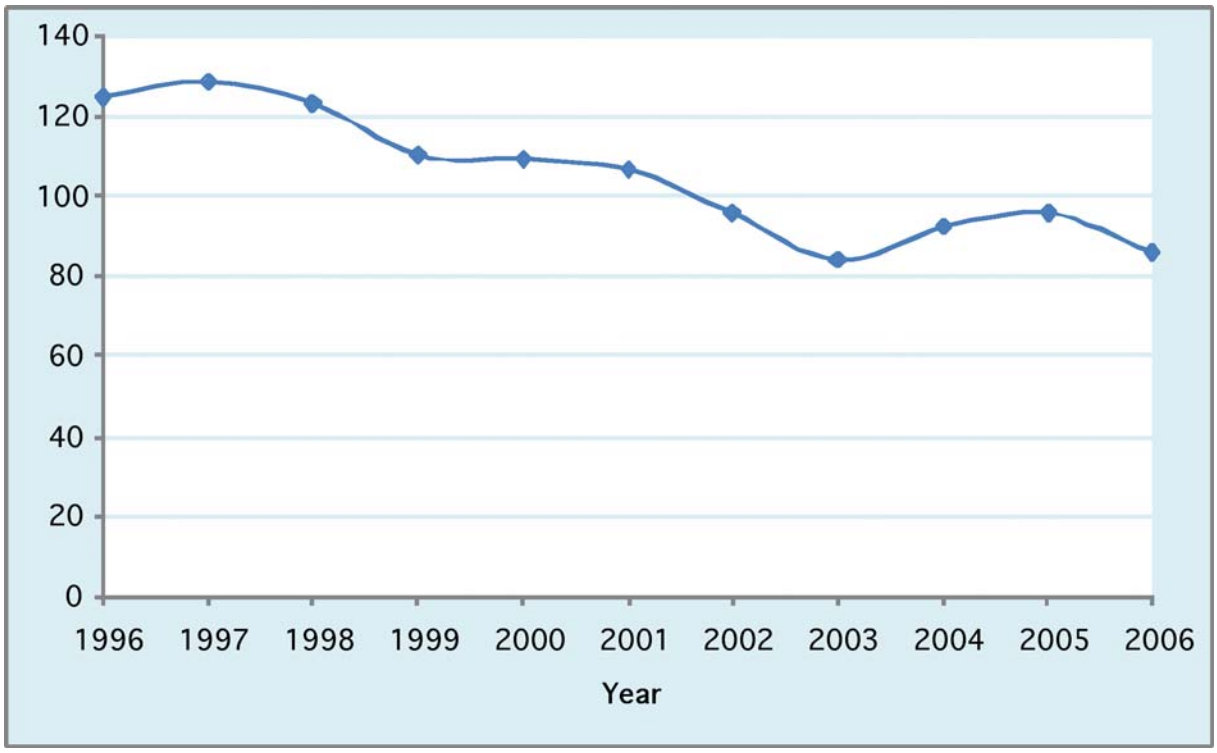


Figure A3 - Fatalities per million population in Ireland



Casualties

Cars

"25 per cent of car drivers killed in traffic crashes in 2006 were not using seat belt."

In 2006, 226 car occupants were killed in collisions accounting for 62 per cent of all fatalities, and an additional 5,798 were injured. Sixty-five per cent of car occupants killed were drivers and 20 per cent were front seat passengers. Most of the car drivers killed were male (74 per cent).

Twenty-five per cent of car drivers and 9 per cent of front seat car passengers involved in fatal collisions were not using a seat belt.

Motorcycles

The 29 motorcyclist fatalities that occurred in 2006 accounted for 8 per cent of all fatalities. An additional 505 motorcyclists were injured.

"Per vehicle kilometres travelled, motorcyclists were 13 times more likely than car users to be killed."

Motorcyclists were 13 times more likely than car users to be killed and 3 times more likely than pedalcyclists to be killed per vehicle kilometres travelled.

Pedalcycles

In 2006, 9 pedalcyclists were killed and additional 211 were injured in collisions. Pedalcyclists made up 2 per cent of all fatalities. Seven out of 9 pedalcyclists killed and 7 out of 10 injured were male. In 2006, 40 per cent of all the pedal cycle traffic fatalities reported involved cars.

Pedestrians

In 2006, 73 pedestrians were killed. Forty-three per cent of the pedestrians killed were aged 65 and over. Seven out of 10 pedestrians aged 65 and over were killed in the hours of darkness.

Figure A4: Road Deaths by Road User Type in 2006

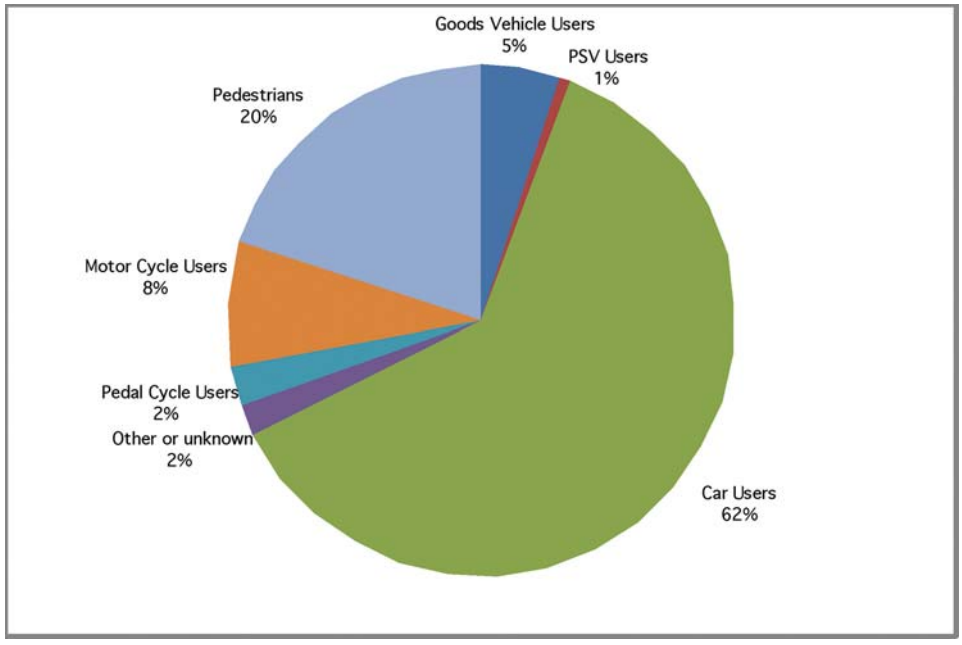
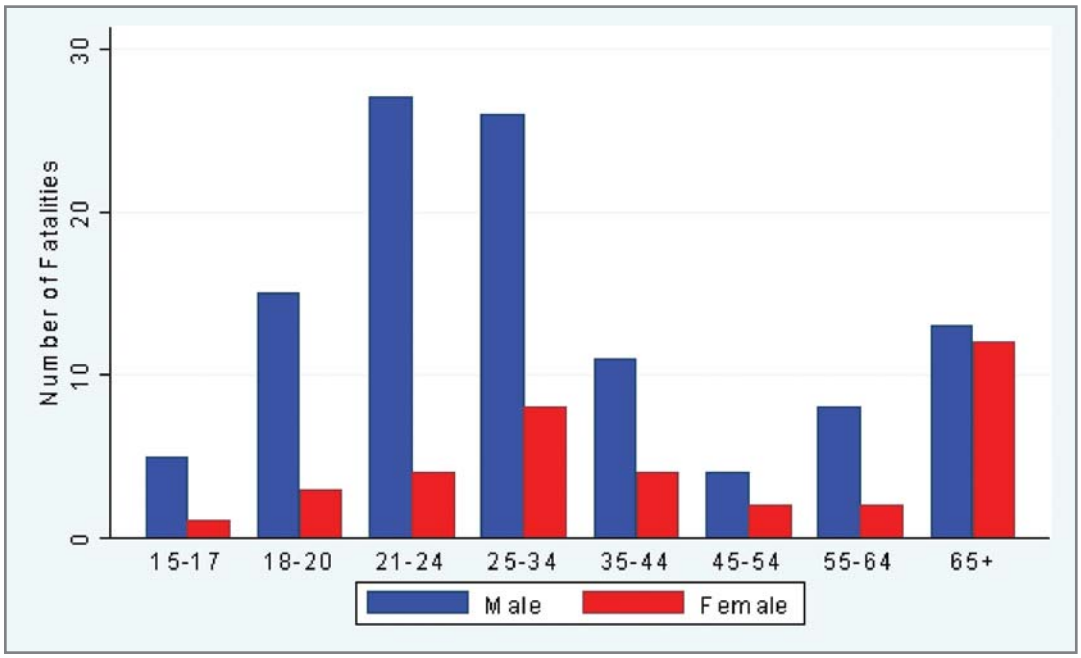
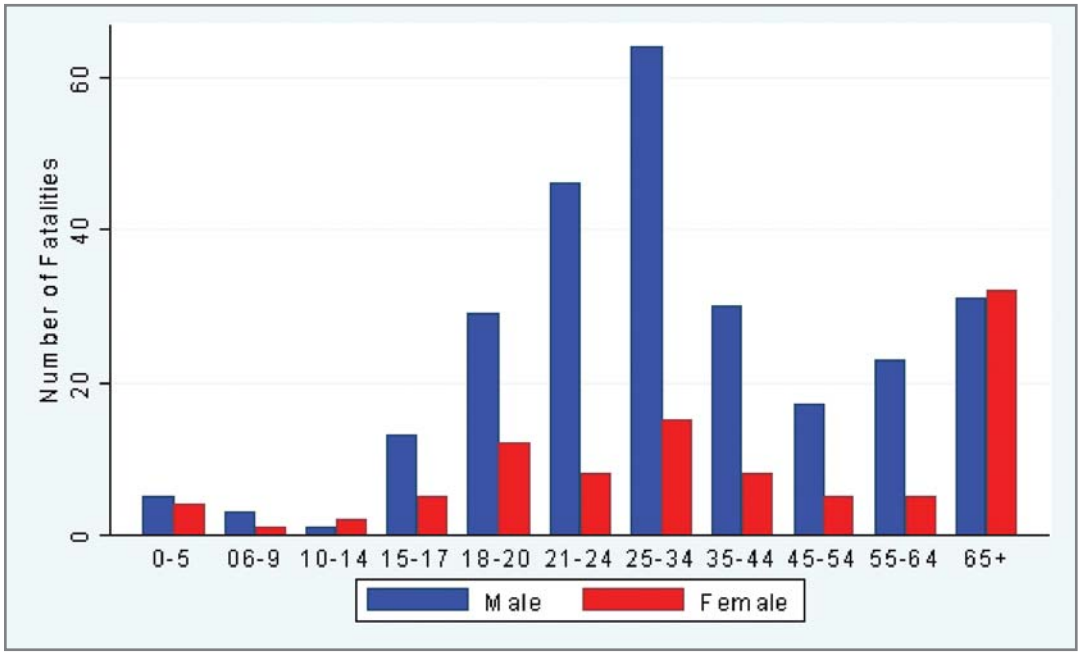


Figure A5. Car Drivers Fatalities by Age and Sex, 2006



"The number of motorcyclist fatalities has reduced by 48 per cent between 2006 and 2005 ."

Figure A6: Overall Fatalities by Age and Sex, 2006



"In 2006, two out of five of all the pedal cycle fatalities resulted from collisions involving a car."

Primary Collision Type

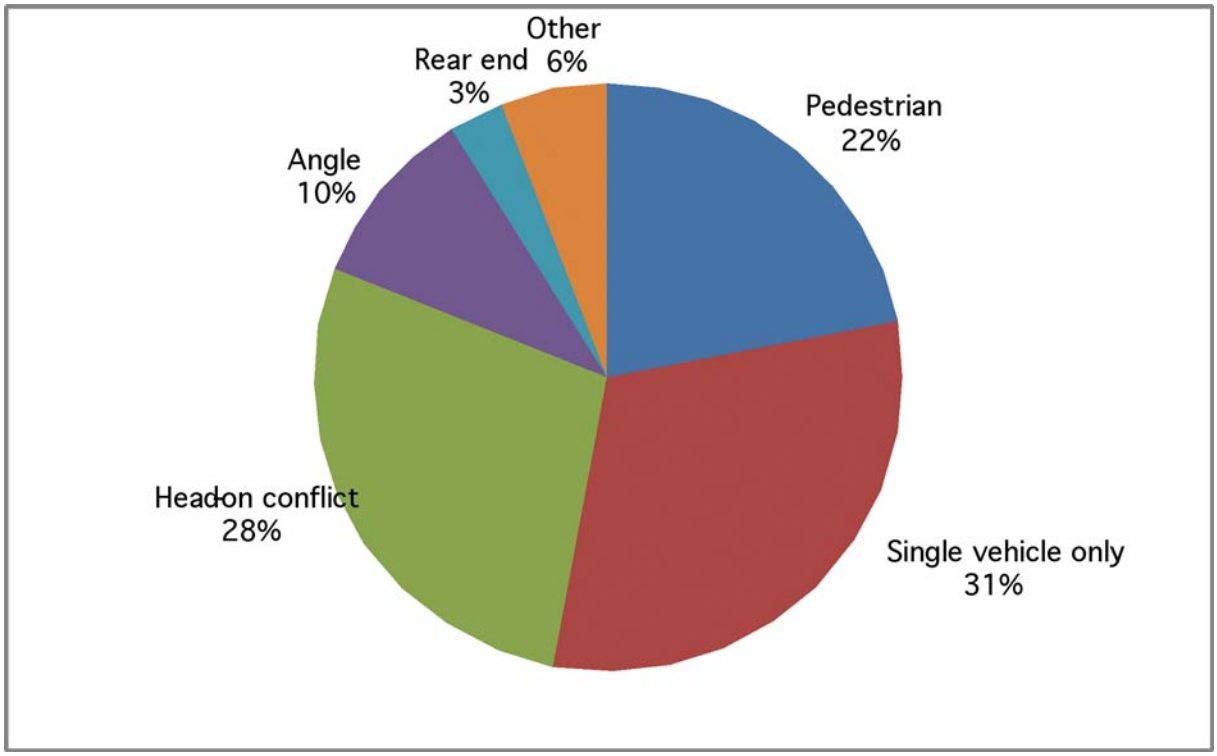
Thirty-one per cent of all fatal collisions in 2006 were single vehicle only collisions. This represents an increase of one percentage point over the 2005 situation.

This collision type, which involves no other road user, is most probably associated with a number of causal factors, including excessive speed, fatigue and / or alcohol consumption. Single vehicle only collisions accounted for 23 per cent of injury collisions.

Head-on collisions accounted for 28 per cent of fatal collisions and 19 per cent of injury collisions. Collisions involving pedestrians accounted for 22 per cent of all fatal collisions and 15 per cent of all injury collisions.

Single vehicle, head-on and pedestrian collisions all accounted for a greater percentage of fatal than injury collisions, indicating that these collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which together accounted for 43 per cent of injury collisions but only 19 per cent of fatal collisions.

Figure A7: Primary Fatal Collision Type in 2006



Date and Time

The worst month for fatalities in 2006 was January when 40 people died in 34 collisions. August recorded the fewest number of collisions, in which 17 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 82 in 2006, with 99 people being killed in these collisions. This period accounted for 26 per cent of fatal collisions and 27 per cent of fatalities in 2006.

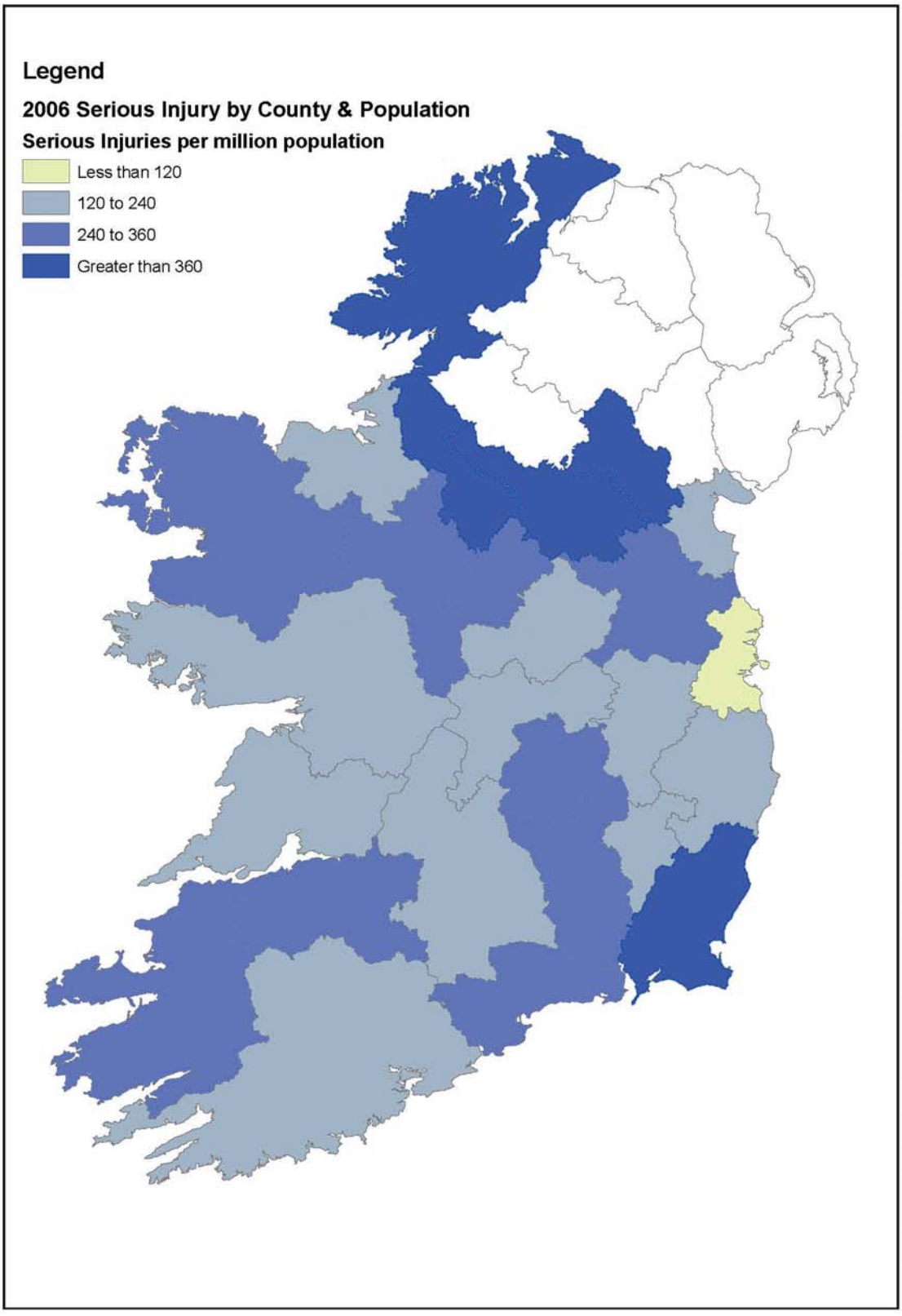
The number of persons killed during the later hours of darkness (between 3.00 am and 6.00 am), was 55, unchanged from the 2005 level. Fatalities that occurred during these hours accounted for approximately 15 per cent of all road collision fatalities in 2006.

The worst days of the week for fatalities during 2006 were Saturday, Sunday and Monday. These three days together accounted for 207 fatalities, or 57 per cent of the total. The day of the week with the fewest associated fatalities was Wednesday, when 35 people, or 10 per cent of the total, died.

Location

Twenty-seven per cent of all fatal collisions in 2006 occurred on urban roads. The percentage of fatal collisions occurring on rural roads remained the same at 73 per cent.

On a county-by-county basis, Cavan experienced the highest number of collisions per population (2 per 1,000 persons). Louth had the highest number of collisions per 1,000 registered vehicles (4 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per Vehicle Kilometers of Travel (approximately 3 per 10 million Vehicle Kilometres of Travel).


Legend
2006 Serious Injury by County & Population
Serious Injuries per million population
Less than 120
120 to 240
240 to 360
Greater than 360

1: Trends in Road Traffic Collisions

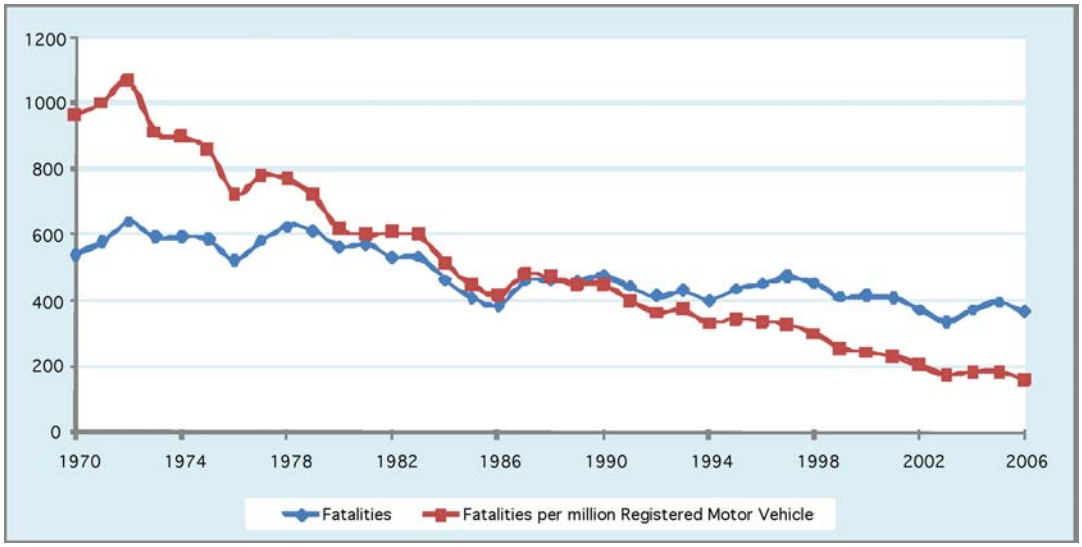
This report examines trends in collisions, fatalities and injuries over time, in the last decade as well as the most recent trends in various cross sections of road traffic and transport systems.

"In 2006, there were 28,417 Garda-reported traffic collisions, in which 365 people were killed and 8,575 people were injured; 22,399 collisions involved property or material damage only."

1.1. Road Fatalities

A total of 365 people were killed in 321 collisions on Irish roads in 2006, which is thirty fatalities above the record low in 2003 and is equal the second lowest recorded number of fatalities since 1970. This represents a decrease of 31 fatalities (8%) on 2005. The trend of the number of road fatalities in the period 1970-2006 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. Likewise, the second lowest figure recorded in 2006 may have been influenced by the introduction of the mandatory alcohol testing in July 2006.

Figure 1: Fatalities and Fatalities per Million Registered Motor Vehicles, 1970-2006

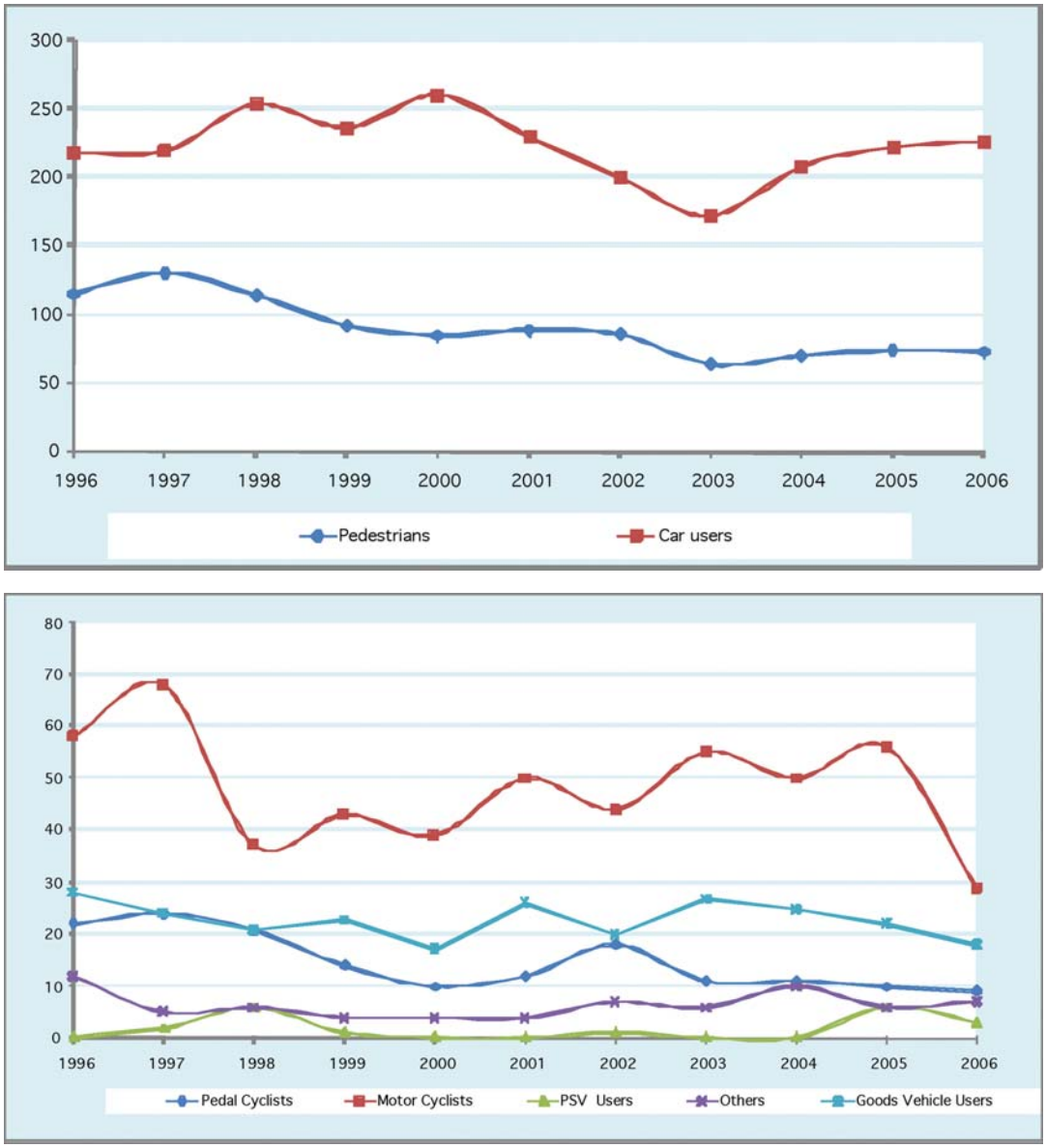


1.2 Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 1996-2006 is given in Figure 2. The number of car user fatalities increased between1996-2000 (with the exception of 1999). 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.

There was a downward trend in the number of pedestrian fatalities in the period 1997-2003. However, the number of pedestrian fatalities increased in the period 2003-2006. The downward trend has been maintained in pedal cyclist fatalities, while the number of motorcyclist fatalities generally trended upwards in the period 1998-2005 and then fell by 48 per cent in 2006. The trend for PSV user, goods vehicle user and other road user fatalities (miscellaneous types of motor vehicles) was sporadic.

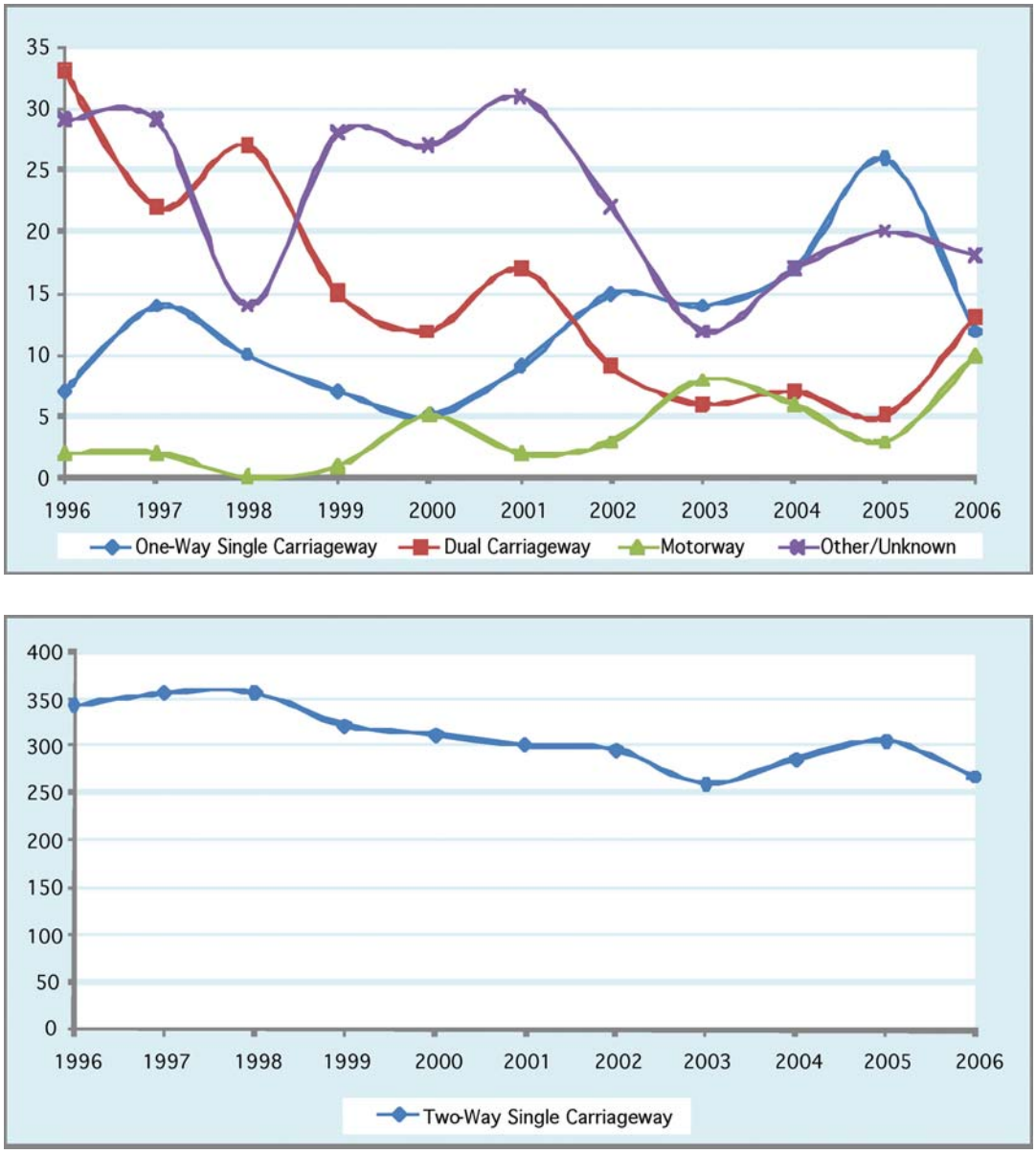
Figure 2: Number of Fatalities by Transport Mode, 1996-2006



1.3 Trends in Fatalities by Road Types

In 2006, 306 fatalities occurred on two-way single carriageways. Over the period 1996-2006 there has been a general downward trend in number of fatal collisions on two-way single carriageways. There has also been a general downward trend in number of fatal collisions on dual carriageways over the period 2001-2006 (except 2006). Over the period 2000-2006, there has been up-and-down fluctuation trend in number of fatal collisions on motorway and other/unknown road types.

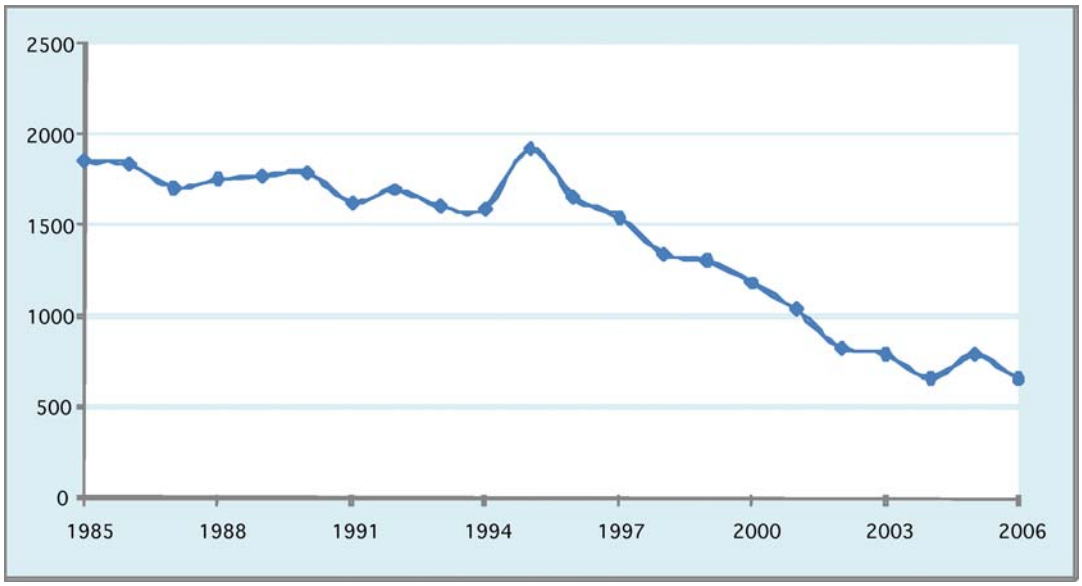
Figure 3: Number of Fatal Collisions By Road Type, 1996- 2006



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.

Figure 4: Number of Serious Injury Collisions, 1985-2006



1.5 Material Damage Collisions

The number of material damage collisions (where no injuries or fatalities are sustained but material damage is caused to vehicle and / or property) both reported to and recorded by An Garda Síochána increased from 21,274 in 2005 to 22,399 in 2006.

1.6 Road User Category

Compared to 2005 there has been a substantial decrease in the number of motorcyclist fatalities (48%). There were minor decreases in the number of pedal cyclist (Figure 5), pedestrian, goods vehicle user and PSV user fatalities. However, the number of car user fatalities increased from 222 to 226, while the number of other vehicle user fatalities increased from 6 to 7.

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 2006 were vulnerable road users
1 in 5 were pedestrians
3 in 40 were motorcyclists
1 in 40 were pedalcyclists

Fifty-three per cent of pedestrians were killed inside a built up area. Seventy-six per cent of motorcyclists were killed outside a built up area. Forty-three per cent of pedestrians killed were aged 65 and over (Figure 5a).

1.8 Young Children Casualties (under 14 years)

Sixteen children (14 years of age or young) were killed on our roads in 2006. Out of these, 9 were car passengers, 6 were pedestrians and 1 was in the other road user category. Six out of 10 were killed outside built up areas. Five out of 6 of these pedestrians were killed during daylight hours. All the child pedestrians were killed inside built up areas.

Figure 5a: Fatalities Classified by Road User and Age in 2006

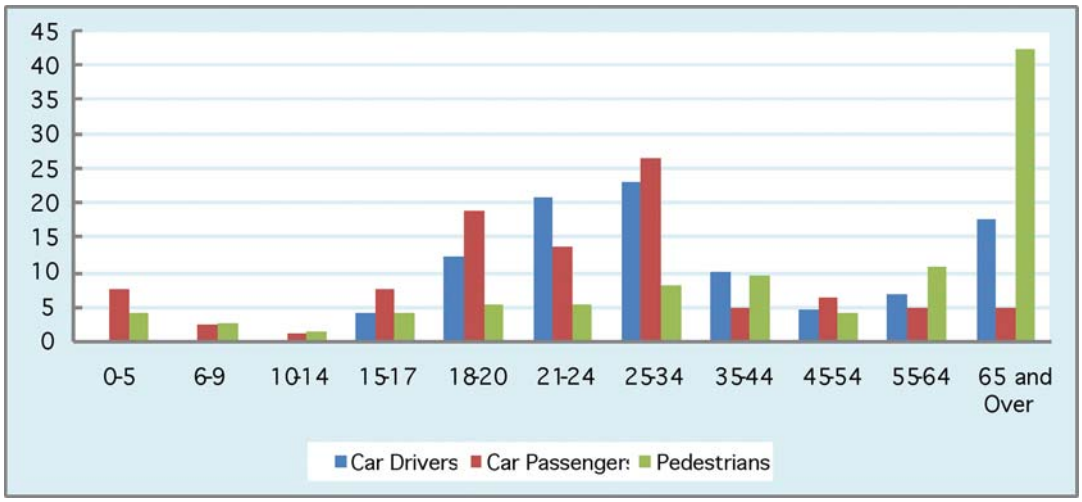


Figure 5b: Motor Cyclists and Pedal Cyclists Killed, percentage of total, 1973-2006

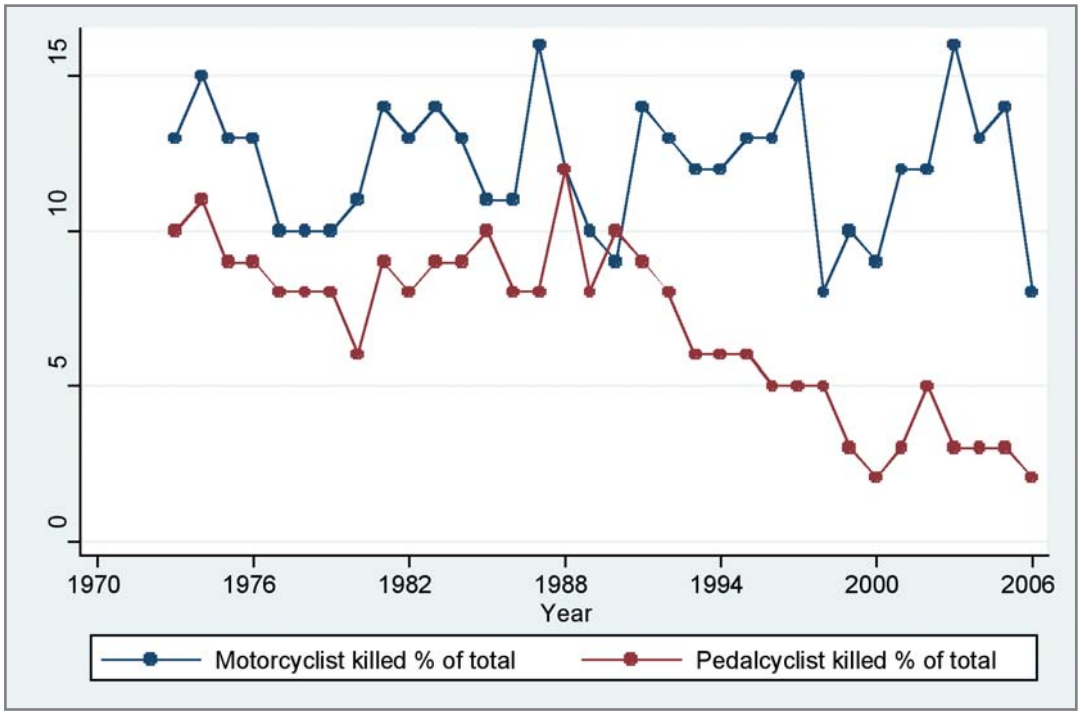
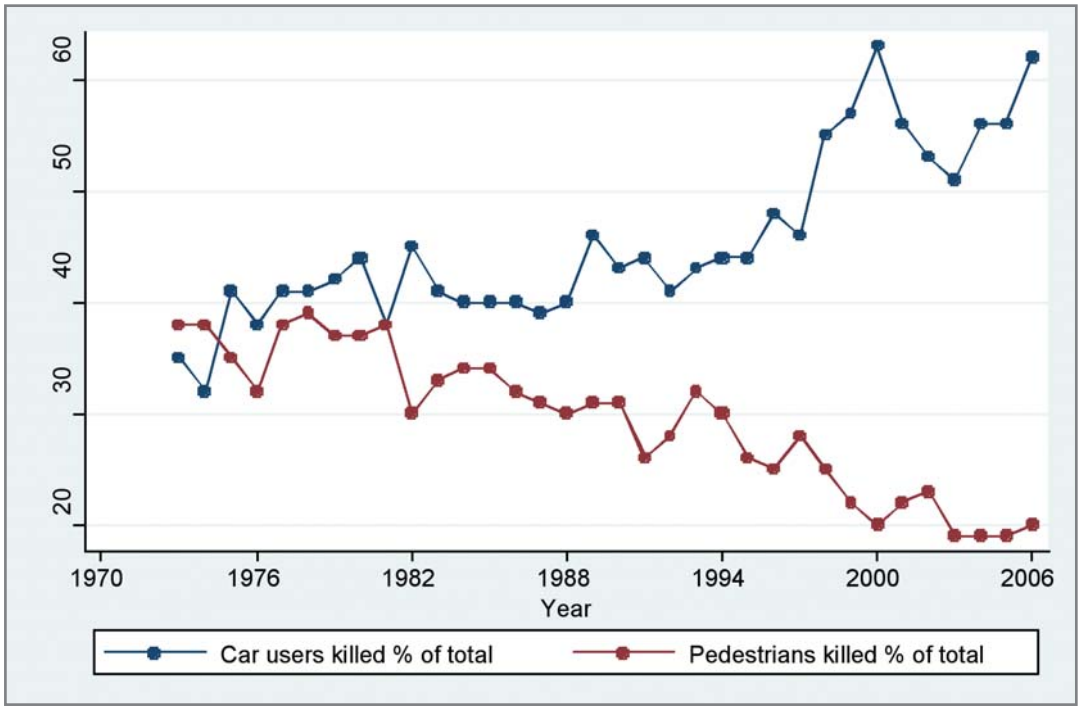


Figure 6: Pedestrians and Car Users Killed, percentage of total, 1973-2006



1.9 Primary Collision Type

Thirty-one per cent of all fatal collisions in 2006 were single vehicle only collisions. This represents an increase of one percentage point over the 2005 situation. This collision type, which involves no other road user, is strongly associated with two causal factors, namely excessive speed and / or alcohol consumption. Single vehicle only collisions accounted for 23 per cent of injury collisions.

Head-on collisions accounted for 28 per cent of fatal collisions and 19 per cent of injury collisions. Collisions involving pedestrians accounted for 22 per cent of all fatal collisions and 15 per cent of all injury collisions.

Single vehicle, head-on and pedestrian collisions accounted for 81 per cent of fatal collisons and 57 per cent of injury collisions, indicating that these collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which accounted for 43 per cent of injury collisions but only 19 per cent of fatal collisions.

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

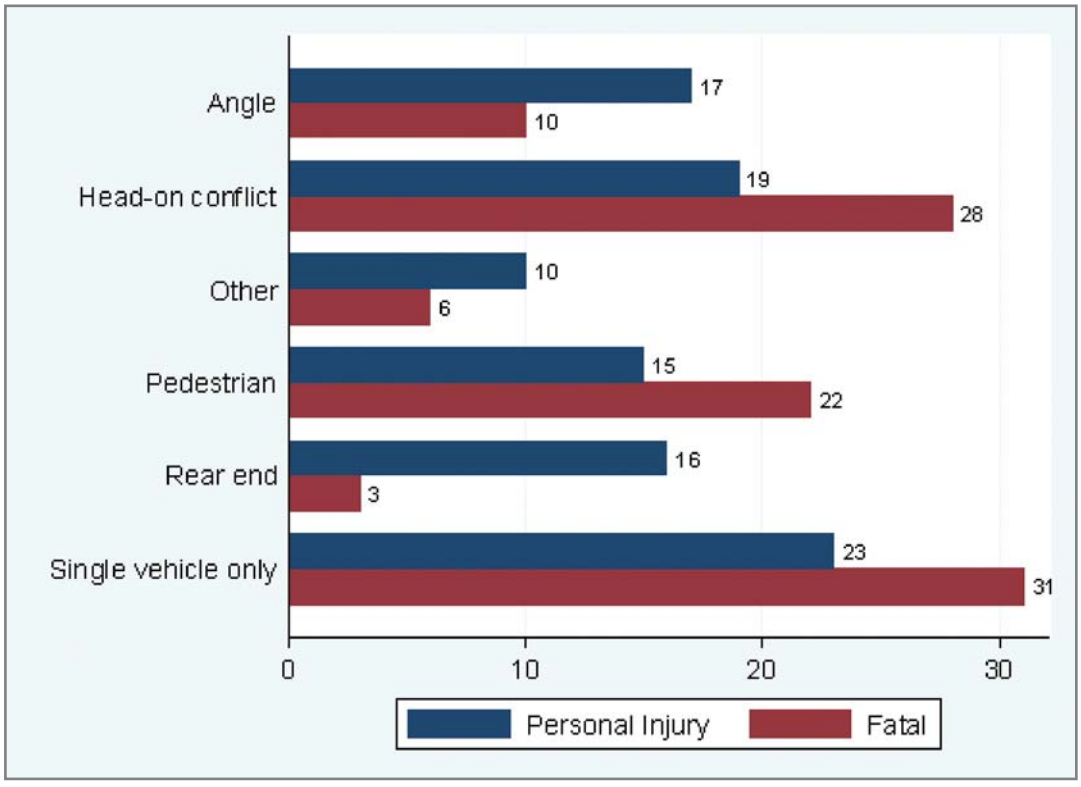
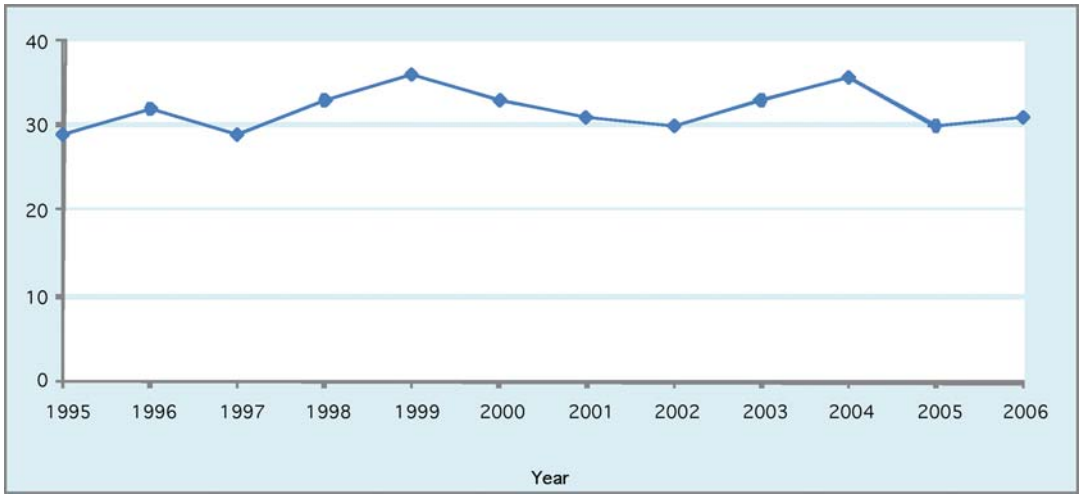


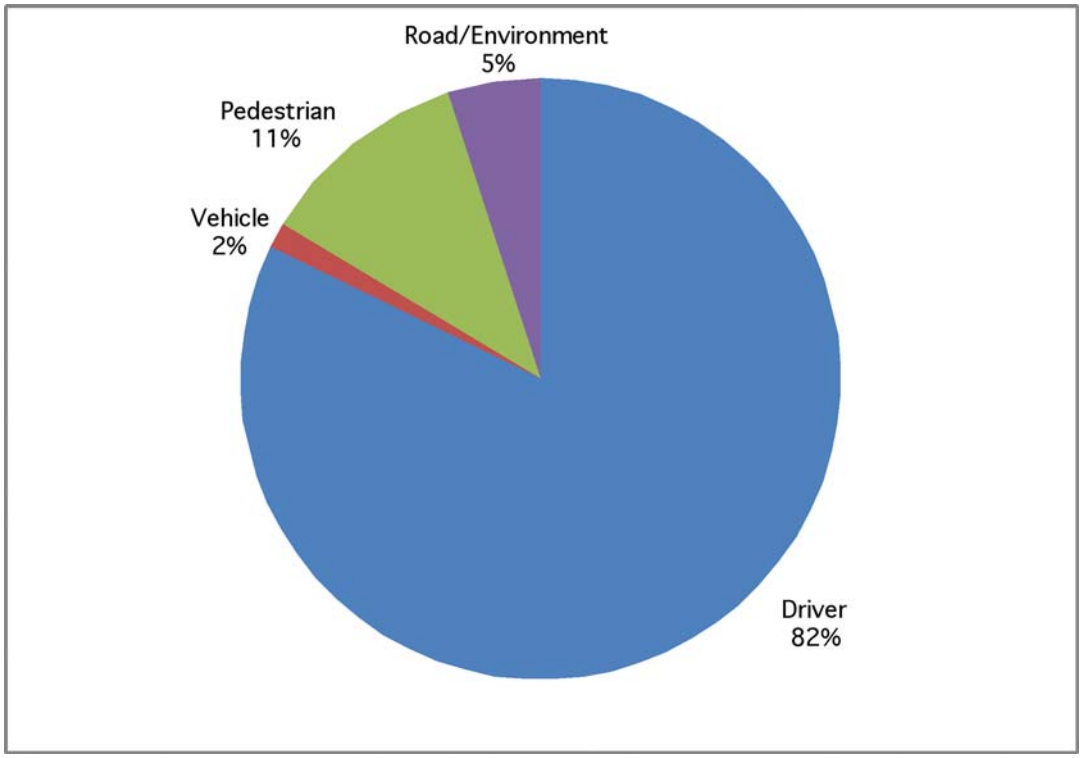
Figure 7b: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1995-2006



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 21). Driver error accounted for 88 per cent of all contributory factors identified, while the next most-listed factor, pedestrian error, accounted for 7 per cent. Road factors accounted for 2.5 per cent of all listed contributory factors, while the figures for vehicle and environmental factors were 0.4 and 1.9 per cent respectively. 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 a single vehicle fatal collisions, exceeded safe speed limit was cited as the main contributory action in 26 per cent of collisions.

"In a single vehicle fatal collisions, 26 per cent exceeded safe speed limit."

However, in two vehicle only fatal collisions - see Figure 9 - the most frequently cited contributory action is 'other action' (44 per cent) followed in turn by 'went to the wrong side of the road' (34 per cent), 'exceeded safe speed limit' (12 per cent), 'drove through stop / yield' (8 per cent) and 'improper overtaking' (2 per cent).

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 2006 values, using the growth in Gross National Product (GNP) per person employed[1], the estimated cost of all fatal and injury road collisions reported to and recorded by An Garda Síochána in 2006 is €1.33 billion.

Table A2: Total Cost of Road Collisions in 2006

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	321	€2,667,600.00	€856,299,600.00
Serious	653	€356,382.00	€232,717,446.00
Minor	5044	€35,100.00	€177,044,400.00
Material Damage	22399	€2,808.00	€62,896,392.00
Total	28417	N/A	€1,328,957,838.00

[1] Source of GNP per person employed Growth rate = CSO

1.13 International Comparisons

On the basis of road deaths per million population, Ireland's rate at 86 in 2006, the latest year for which international comparative information is available, ranks twelfth (excluding Northern Ireland) out of the EU-25.

(Sources: IRTAD and ETSC)

Figure 9: Two Vehicle Fatal Collisions in 2006 Classified by Contributory Action

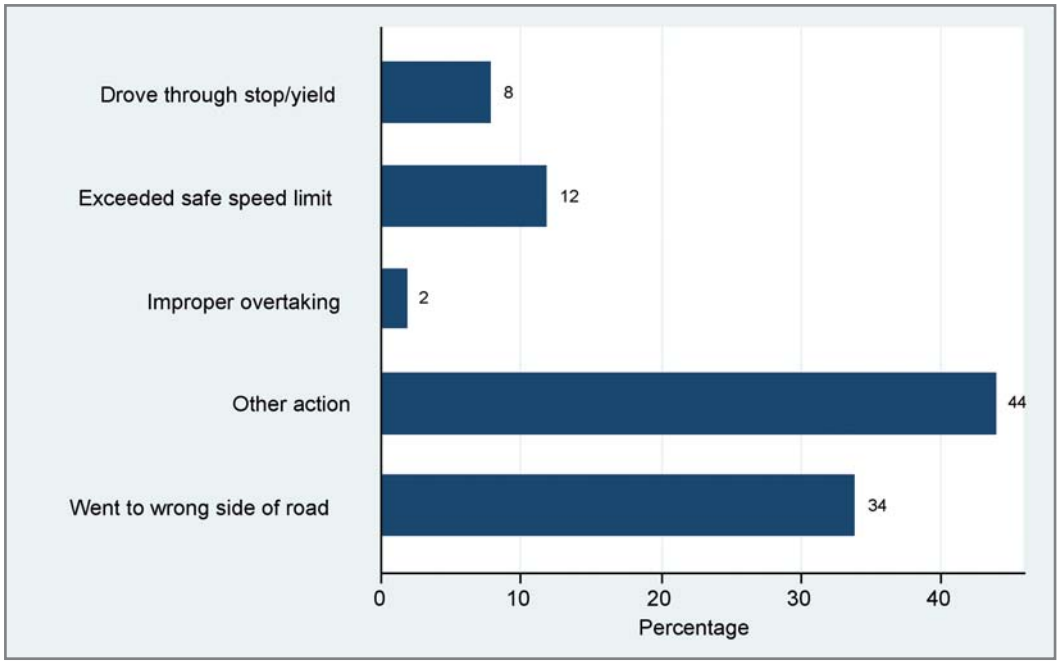
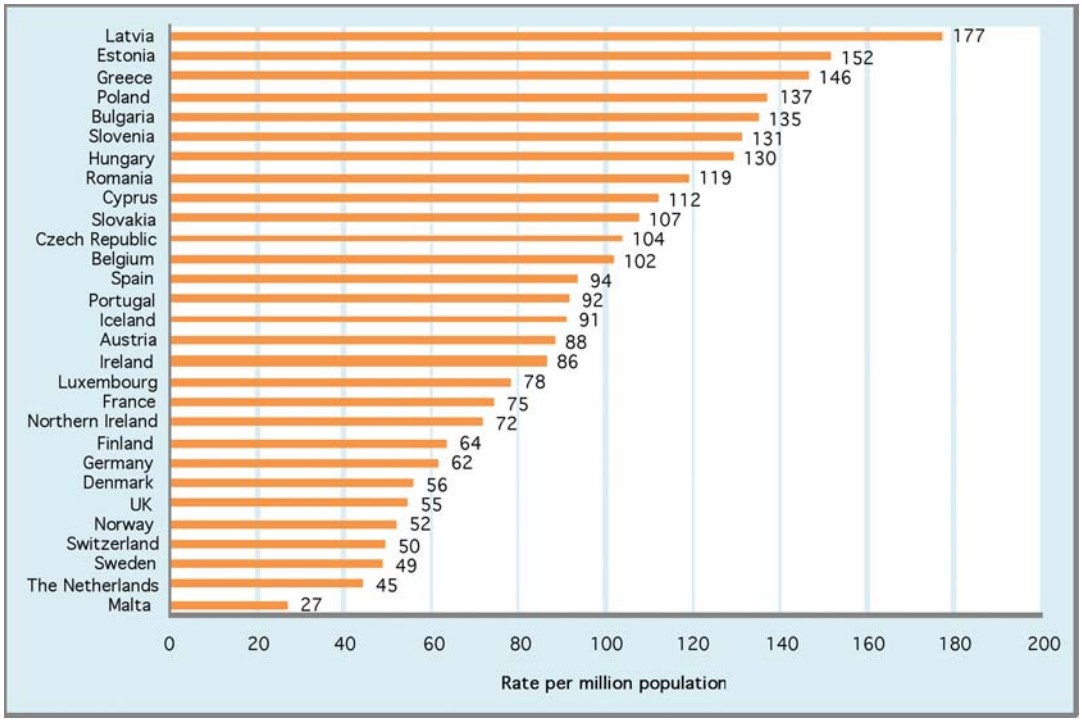


Figure 10: Road Fatalities per Million Population in 2006

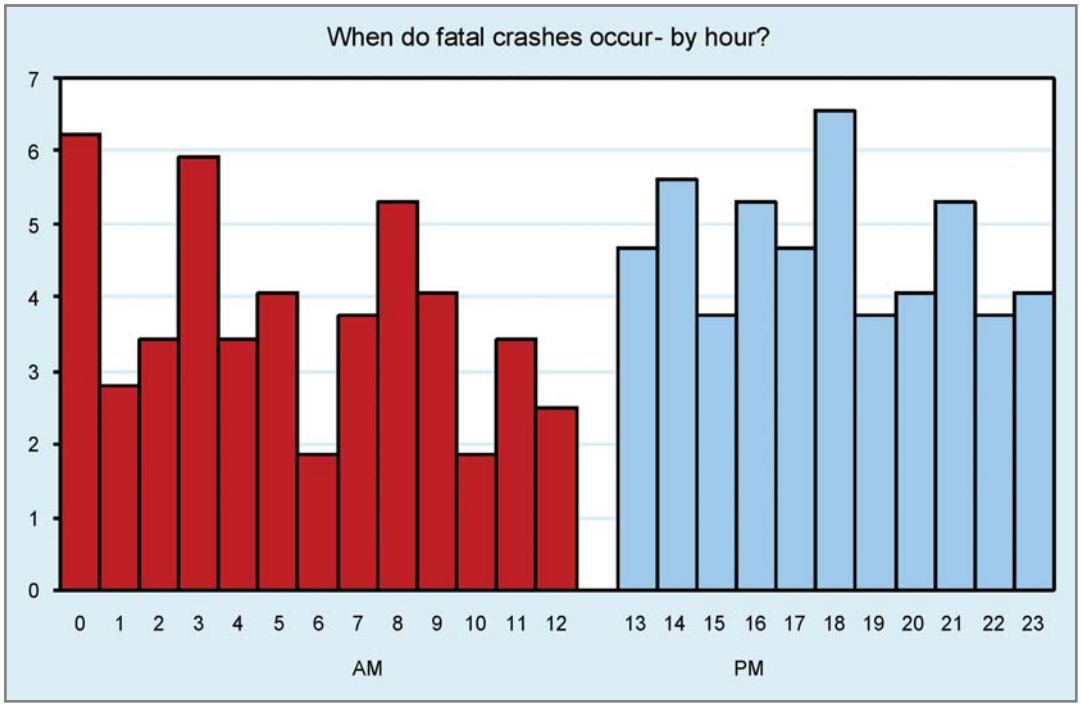


2. Date and Time

2.1 The Month of the Year

The worst month for fatalities in 2006 was January when 40 people died in 34 collisions. August recorded the fewest collisions when 17 people died in 17 collisions. This might have been influenced by the introduction of the mandatory alcohol testing in July 2006.

Figure 11: Percentage of Fatal Collisions by Hour in 2006



2.2 Persons Killed or Injured by Hour of Day

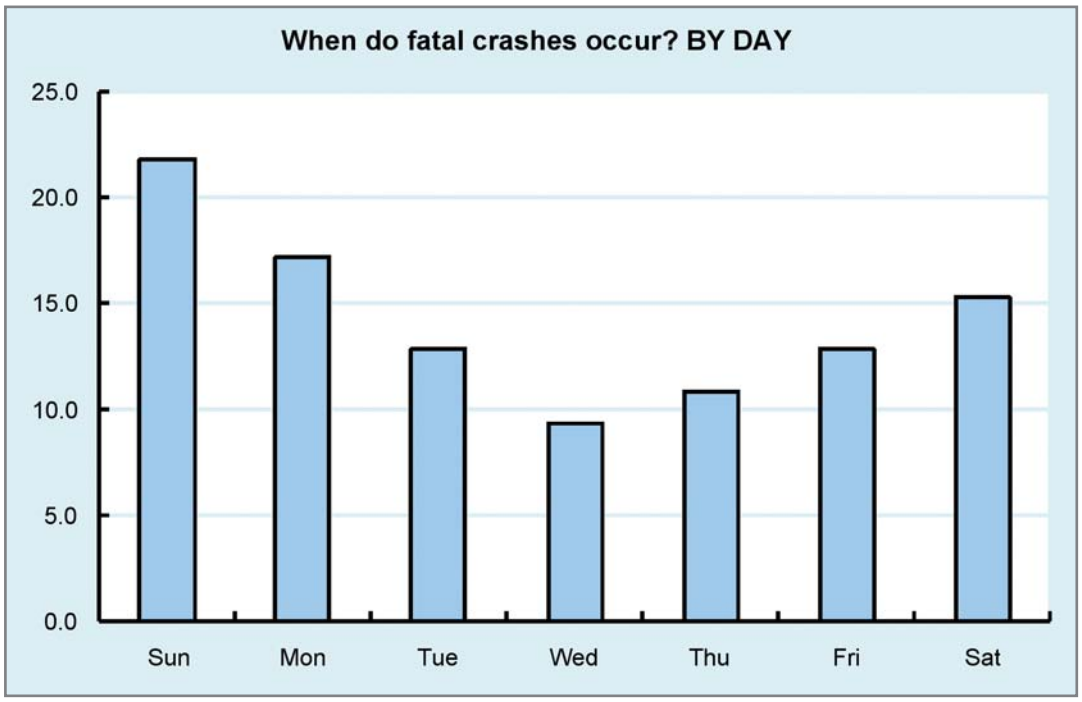
Figures 11 and 12 give the number of fatalities by hour of the day and the day of the week respectively. The highest number of fatalities occurred in the hours of 18:00, the hours most probably associated with fatigue, since this is the time most people leave work for home.

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 82 in 2006, with 99 people being killed in these collisions. This period accounted for 26 per cent of fatal collisions and 27 per cent of fatalities in 2006.

The number of people killed during the later hours of darkness (between 3.00 am and 6.00 am) was 55. Fatalities that occurred during these hours accounted for approximately 15 per cent of all road collision fatalities in 2006.

2.3 Fatalities by Days of the Week

Figure 12: Percentage of Fatal Collisions by Days of the Week in 2006



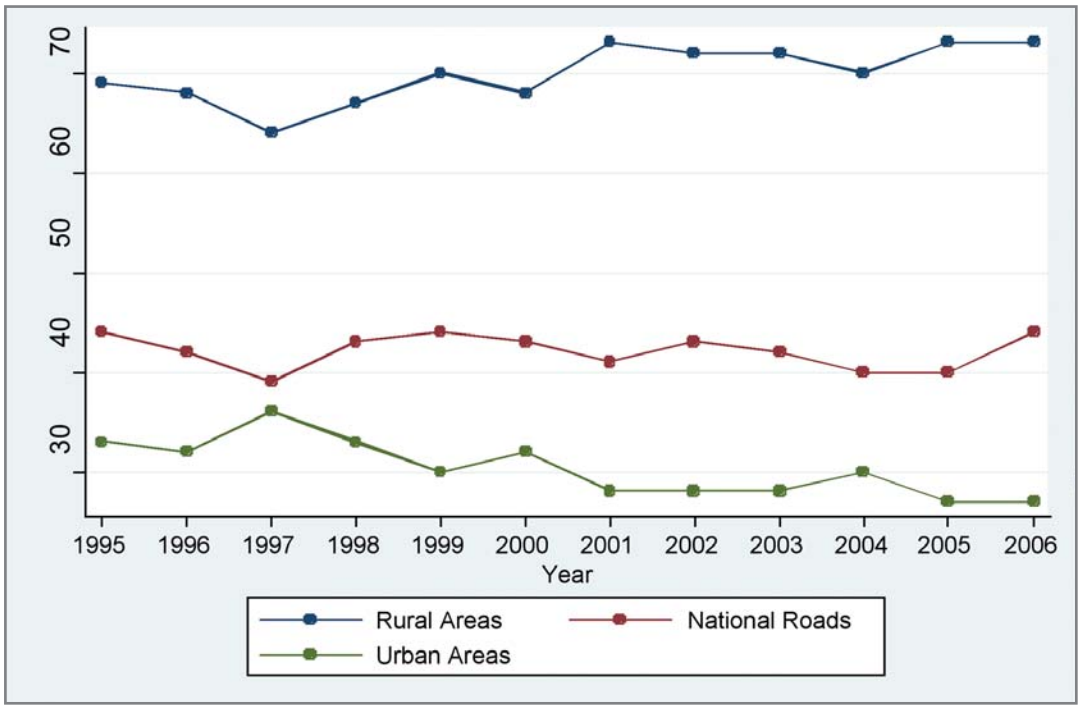
The worst days of the week for fatalities during 2006 were Saturdays, Sundays and Mondays. These three days together accounted for 207 fatalities, or 57 per cent of the total. The day of the week with fewest associated fatalities was Wednesday, on which day 35 people, or just under 10 per cent of the total, died.

3. Location

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

Twenty-seven per cent of all fatal collisions in 2006 occurred on urban roads.The percentage of fatal collisions occurring on rural roads was 73. Forty-four per cent of all fatal collisions occurred on national roads, an increase of four percentage points on the 2005 figure. It should be noted that there has been reclassifications of some national roads to regional status within 2006. Some of the fatal collisions registered on national roads in 2006 occurred before or after the reclassification.

Figure 13: Percentage of Fatal Accidents in Rural, Urban Areas and on the National Routes, 1995-2006



3.2 On a County-by-County Basis

The collision rates per thousand population in 2006, per thousand registered vehicles in 2006 and per 10 million Vehicle-Kilometres of Travel in 2001, for each county are given in Table A.

On a county-by-county basis, Cavan experienced the highest number of collisions per population (2 per 1,000 persons). Louth had the highest number of collisions per 1,000 registered vehicles (4 per 1,000 registered vehicles). Louth experienced the highest number of collisions per 10 million Vehicle Kilometres of Travel (approximately 3 per 10 million Vehicle Kilometres of Travel).

Table A: Collision Rates per Thousand Population (2006), per Thousand Registered Vehicles (2006), and per 10 Million Vehicle-Kilometres of Travel (2001), for each County

County	No. of Collisions per 1,000 Population[1]	No. of Collisions per 1,000 Registered Vehicles[2]	No. of Collisions per 10 Million Vehicle Kilometres of Travel[3]
Leinster			
Carlow	1.2	1.9	1.1
Dublin	1.1	2.3	1.6
Kildare	1.0	1.9	1.1
Kilkenny	1.6	2.8	1.4
Laois	1.8	3.3	1.8
Longford	1.9	3.5	1.6
Louth	1.9	4.1	2.6
Meath	1.8	3.1	1.6
Offaly	1.5	2.6	1.8
Westmeath	1.7	3.0	1.3
Wexford	1.9	3.1	2.1
Wicklow	1.2	2.2	1.7
Munster			
Clare	1.4	2.3	0.6
Cork	1.3	2.3	2.3
Kerry	1.7	3.0	1.5
Limerick	1.6	3.0	1.8
Tipperary NR	1.8	2.8	1.5
Tipperary SR	1.5	2.5	1.4
Waterford	1.7	2.9	2.5
Connacht			
Galway	1.3	2.4	1.5
Leitrim	1.7	2.9	1.2
Mayo	1.4	2.5	1.3
Roscommon	1.7	2.9	1.5
Sligo	1.6	2.7	1.6
Ulster			
Cavan	2.0	3.4	1.4
Donegal	1.8	3.4	1.7
Monaghan	1.9	3.4	1.6
TOTAL	1.4	2.6	1.6

1 Based on 2006 Census of Population

2 Based on 2006 Registered Vehicle Data

3 Based on 2001 Vehicle Kilometres of Travel Estimates

Note: The vehicle-kilometres of travel for each county will be less accurate than the figure for the whole country, because of smaller sample sizes.

TABLES
SECTION 1: TRENDS IN COLLISIONS

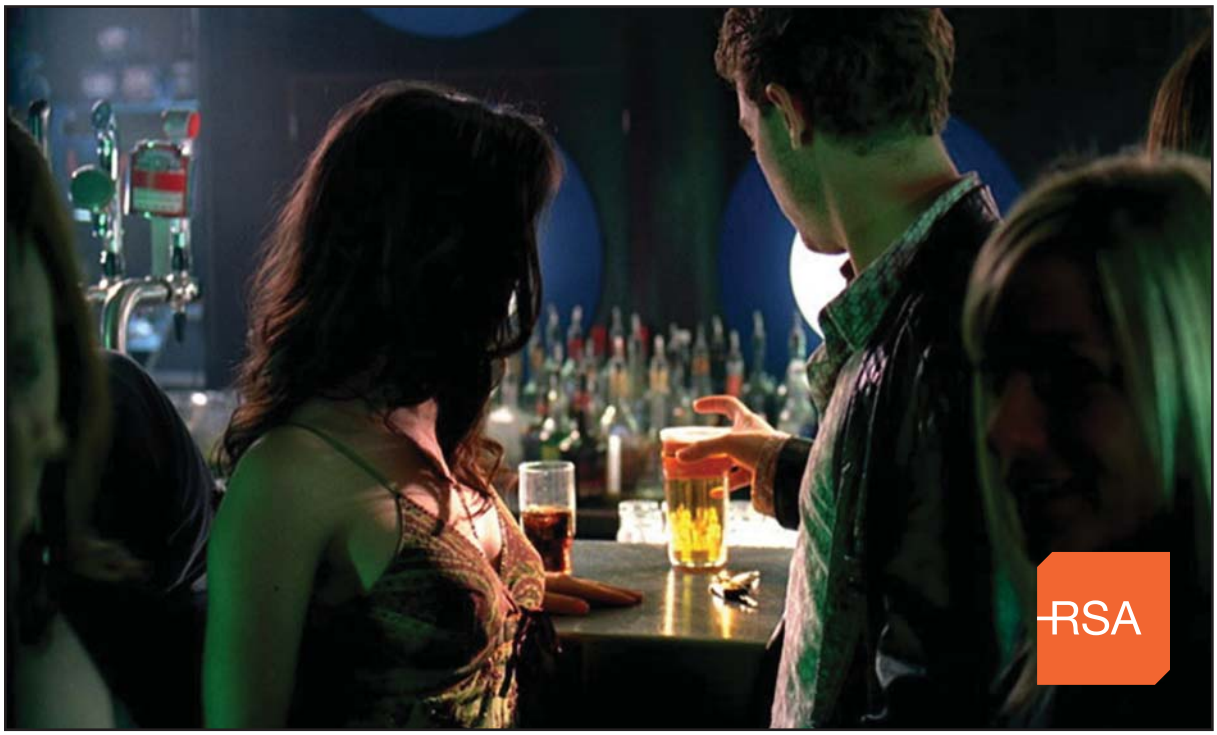


Table 1 Collisions Classified by Type and Vehicles Licensed, 1997-2006

Collision Type	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Fatal	424	408	374	362	360	346	301	334	360	321
Injury	8,072	7,831	7,433	7,395	6,549	6,279	5,684	5,447	6,173	5,697
Material Damage	22,364	23,604	24,995	25,066	21,191	17,915	17,930	16,525	21,274	22,399
TOTAL	30,860	31,843	32,802	32,823	28,100	24,540	23,915	22,306	27807	28,417
Vehicles current licence (thousands)	1,432	1,512	1,608	1,684	1,770	1,850	1,937	2,036	2,138	2,296

Table 2 Persons Killed and Injured, 1997-2006

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Killed	472	458	413	415	411	376	335	374	396	365
Injured	13,115	12,773	12,340	12,043	10,222	9,206	8,262	7,867	9,318	8,575
TOTAL	13,587	13,231	12,753	12,458	10,633	9,582	8,597	8,241	9,714	8,940

Table 3 Persons Killed Classified by Road User Type, 1997-2006.

Road User Type	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians	130	114	92	85	89	86	64	70	74	73
Pedal Cyclists	24	21	14	10	12	18	11	11	10	9
Motor Cyclists	68	37	43	39	50	44	55	50	56	29
Car Users	219	253	236	260	230	200	172	208	222	226
PSV Users	2	6	1	0	0	1	0	0	6	3
Goods Vehicle	24	21	23	17	26	20	27	25	22	18
Other or Unknown	5	6	4	4	4	7	6	10	6	7
TOTAL	472	458	413	415	411	376	335	374	396	365

Table 4 All Casualties Classified by Road User Type, 1997-2006.

Road User Type	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Pedestrians	1,759	1,583	1,398	1,332	1,202	1,196	1,115	982	1,063	1,017
Pedal Cyclists	676	592	475	451	363	296	307	298	233	220
Motor Cyclists	1,282	1,136	986	1,179	1,084	1,031	840	681	591	534
Car Users	8,565	8,751	8,933	8,395	7,033	6,225	5,521	5,395	6,628	6,024
Other Road User*	1,305	1,169	961	1,101	951	834	814	885	1,199	1,145
TOTAL	13,587	13,231	12,753	12,458	10,633	9,582	8,597	8,241	9,714	8,940

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

Table 5 Persons Killed and Injured in Each County, 2002-2006

	Persons Killed					Persons Injured				
County	**2002**	**2003**	**2004**	**2005**	**2006**	**2002**	**2003**	**2004**	**2005**	**2006**
Leinster										
Carlow	11	4	7	9	7	114	102	73	127	83
Dublin	49	37	45	41	34	2,113	1,828	1,621	1,716	1,713
Kildare	19	17	19	14	23	416	287	288	356	266
Kilkenny	9	9	9	6	4	237	146	186	240	199
Laois	5	11	8	14	8	133	132	143	187	181
Longford	8	6	5	9	6	140	102	104	104	90
Louth	19	14	9	14	14	337	364	316	367	308
Meath	18	14	22	30	22	399	345	296	420	397
Offaly	6	7	4	8	9	121	149	116	167	180
Westmeath	10	15	13	12	18	199	208	177	194	168
Wexford	7	16	16	21	20	351	330	295	377	395
Wicklow	11	9	14	8	11	264	282	238	318	234
Munster										
Clare	16	9	8	12	9	189	168	143	237	236
Cork	35	30	29	39	33	1,054	977	880	1,025	898
Kerry	8	15	14	11	21	255	220	241	344	348
Limerick	21	13	17	17	16	520	361	458	487	466
Tipperary NR	5	13	10	10	15	123	128	151	179	181
Tipperary SR	10	8	9	5	11	161	161	195	163	176
Waterford	12	5	4	9	8	254	220	233	298	234
Connacht										
Galway	26	17	25	21	19	466	401	340	404	421
Leitrim	5	0	4	8	3	58	84	45	78	72
Mayo	14	9	12	14	11	264	208	225	250	232
Roscommon	5	6	9	5	5	177	154	178	167	163
Sligo	9	5	9	11	4	131	97	124	205	143
Ulster (part of)										
Cavan	7	15	8	10	7	214	202	243	291	187
Donegal	20	23	29	27	19	360	440	397	448	444
Monaghan	11	8	16	11	8	156	166	161	169	160
TOTAL	376	335	374	396	365	9,206	8,262	7,867	9,318	8,575

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	34	488	522	8.7	40	723	763	8.5
February	26	380	406	6.7	31	547	578	6.5
March	25	442	467	7.8	27	633	660	7.4
April	29	373	402	6.7	37	602	639	7.1
May	25	462	487	8.1	30	709	739	8.3
June	31	440	471	7.8	32	674	706	7.9
July	33	479	512	8.5	38	762	800	8.9
August	17	506	523	8.7	17	767	784	8.8
September	21	497	518	8.6	23	746	769	8.6
October	25	537	562	9.3	32	797	829	9.3
November	24	514	538	8.9	27	750	777	8.7
December	31	579	610	10.1	31	865	896	10.0
TOTAL	321	5,697	6,018	100	365	8,575	8,940	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	20	224	244	4.1	24	352	376	4.2
1	9	129	138	2.3	11	208	219	2.4
2	11	110	121	2.0	15	167	182	2.0
3	19	105	124	2.1	22	180	202	2.3
4	11	64	75	1.2	19	108	127	1.4
5	13	51	64	1.1	14	75	89	1.0
6	6	85	91	1.5	7	131	138	1.5
7	12	189	201	3.3	12	252	264	3.0
8	17	316	333	5.5	18	477	495	5.5
9	13	285	298	5.0	14	404	418	4.7
10	6	228	234	3.9	6	361	367	4.1
11	11	251	262	4.4	11	380	391	4.4
12	8	269	277	4.6	8	386	394	4.4
13	15	313	328	5.5	16	464	480	5.4
14	18	327	345	5.7	21	492	513	5.7
15	12	360	372	6.2	13	543	556	6.2
16	17	357	374	6.2	17	538	555	6.2
17	15	501	516	8.6	16	698	714	8.0
18	21	388	409	6.8	25	567	592	6.6
19	12	358	370	6.1	14	531	545	6.1
20	13	269	282	4.7	13	410	423	4.7
21	17	218	235	3.9	20	369	389	4.4
22	12	166	178	3.0	15	270	285	3.2
23	13	133	146	2.4	14	211	225	2.5
Unknown	0	1	1	0.0	0	1	1	0.0
TOTAL	321	5,697	6,018	100.0	365	8,575	8,940	100

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

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	70	901	971	16.1	80	1,474	1,554	17.4
Monday	55	811	866	14.4	64	1,207	1,271	14.2
Tuesday	41	789	830	13.8	42	1,157	1,199	13.4
Wednesday	30	720	750	12.5	35	1,030	1,065	11.9
Thursday	35	716	751	12.5	37	1,003	1,040	11.6
Friday	41	869	910	15.1	44	1,297	1,341	15.0
Saturday	49	891	940	15.6	63	1,407	1,470	16.4
TOTAL	321	5,697	6,018	100.0	365	8,575	8,940	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	44	1,636	1,680	57.2	97	1,621	1,718	55.8
Daylight poor visibility	3	179	182	6.2	14	228	242	7.9
Dark road well-lighted	19	606	625	21.3	7	113	120	3.9
Dark road poorly-lighted	14	276	290	9.9	21	206	227	7.4
Dark unlit lighting	0	15	15	0.5	9	42	51	1.7
Dark no Lighting	6	78	84	2.9	77	587	664	21.6
Unknown	1	33	34	1.2	4	14	18	0.6
Not Stated	1	28	29	1.0	4	35	39	1.3
TOTAL	88	2,851	2,939	100.0	233	2,846	3,079	100.0

CASUALTIES

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	45	2,107	2,152	55.4	103	2,723	2,826	55.9
Daylight poor visibility	3	241	244	6.3	16	352	368	7.3
Dark road well-lighted	22	836	858	22.1	9	182	191	3.8
Dark road poorly-lighted	15	387	402	10.4	26	363	389	7.7
Dark unlit lighting	0	17	17	0.4	11	70	81	1.6
Dark no Lighting	10	117	127	3.3	94	1029	1,123	22.2
Unknown	1	40	41	1.1	4	22	26	0.5
Not Stated	2	39	41	1.1	4	50	54	1.1
TOTAL	98	3,784	3,882	100.0	267	4,791	5,058	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	233	469	3,431	4,133	68.7
Wet	60	137	1,258	1,455	24.2
Frost/Ice	5	10	78	93	1.5
Snow	0	3	7	10	0.2
Fog/Mist	4	7	69	80	1.3
High Winds	5	2	20	27	0.4
Other	3	4	34	41	0.7
Unknown	5	9	57	71	1.2
Not Specified	6	12	90	108	1.8
TOTAL	321	653	5,044	6,018	100.0

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	200	393	2,889	3,482	57.9
Wet	101	224	1,828	2,153	35.8
Frost/Ice	8	12	89	109	1.8
Snow	0	1	3	4	0.1
Other	4	13	118	135	2.2
Unknown/ Not Specified	8	10	117	135	2.2
TOTAL	321	653	5,044	6,018	100.0

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	172	316	2,639	3,127	52.0
Bend	77	176	1,014	1,267	21.1
Hillcrest	11	30	135	176	2.9
Some Gradient	28	48	379	455	7.6
Other	12	23	116	151	2.5
Not Specified	21	60	761	842	14.0
TOTAL	321	653	5,044	6,018	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	767	1,714	1,001	3,482	30.9
Wet	493	680	980	2,153	42.0
Frost/Ice	54	19	36	109	74.0
Snow	3	0	1	4	100.0
Other	29	35	71	135	45.3
Not Specified	6	19	110	135	24.0
Total	1,352	2,467	2,199	6,018	35.4

***** Excludes not stated category

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

Road Character	Skidding Occurred	No Skidding	Not Stated	Total	Skidding Rate (%)*
Straight	206	384	466	1,056	34.9
Bend	176	128	259	563	57.9
Hillcrest	18	24	21	63	42.9
Some Gradient	36	49	70	155	42.4
Other	10	19	17	46	34.5
Not Specified	47	76	147	270	38.2
TOTAL	493	680	980	2,153	42.0

***** 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	35	771	806	27.4	33	85	118	3.8
Single Vehicle Only	25	320	345	11.7	73	965	1,038	33.7
Two or more Vehicle Accidents	28	1,760	1,788	60.8	127	1,796	1,923	62.5
TOTAL	88	2,851	2,939	100	233	2,846	3,079	100.0
Breakdown of two or more vehicle collisions								
Rear End	2	469	471	26.3	9	416	425	22.1
Angle	6	522	528	29.5	26	431	457	23.8
Head-On	12	394	406	22.7	75	655	730	38.0
Other/Not Known	8	375	383	21.4	17	294	311	16.2

Note: Collisions omitted when speed limit is unknown

Table 16 Single Vehicle Collisions not Involving Pedestrians Classified by Type of Collision

Type of collision	Fatal	Injury	Total	%
Bollard/Island	3	32	35	2.5
Parked Car	0	32	32	2.3
Parked Truck	0	7	7	0.5
Parked Trailer/Skip	0	3	3	0.2
Pole	9	89	98	7.1
Tree	16	76	92	6.7
Animal	2	27	29	2.1
Wall/Gate	27	199	226	16.3
Ditch	24	597	621	44.9
Other/Unknown	17	190	207	15.0
Not Stated	0	33	33	2.4
TOTAL	98	1,285	1,383	100.0

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

Contributory Factor	Fatal	Injury	Total	%
Driver	173	3,191	3,364	87.9
Pedestrian	24	251	275	7.2
Road	2	95	97	2.5
Vehicle	3	12	15	0.4
Environment	8	66	74	1.9
TOTAL	210	3,615	3,825	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, 2006

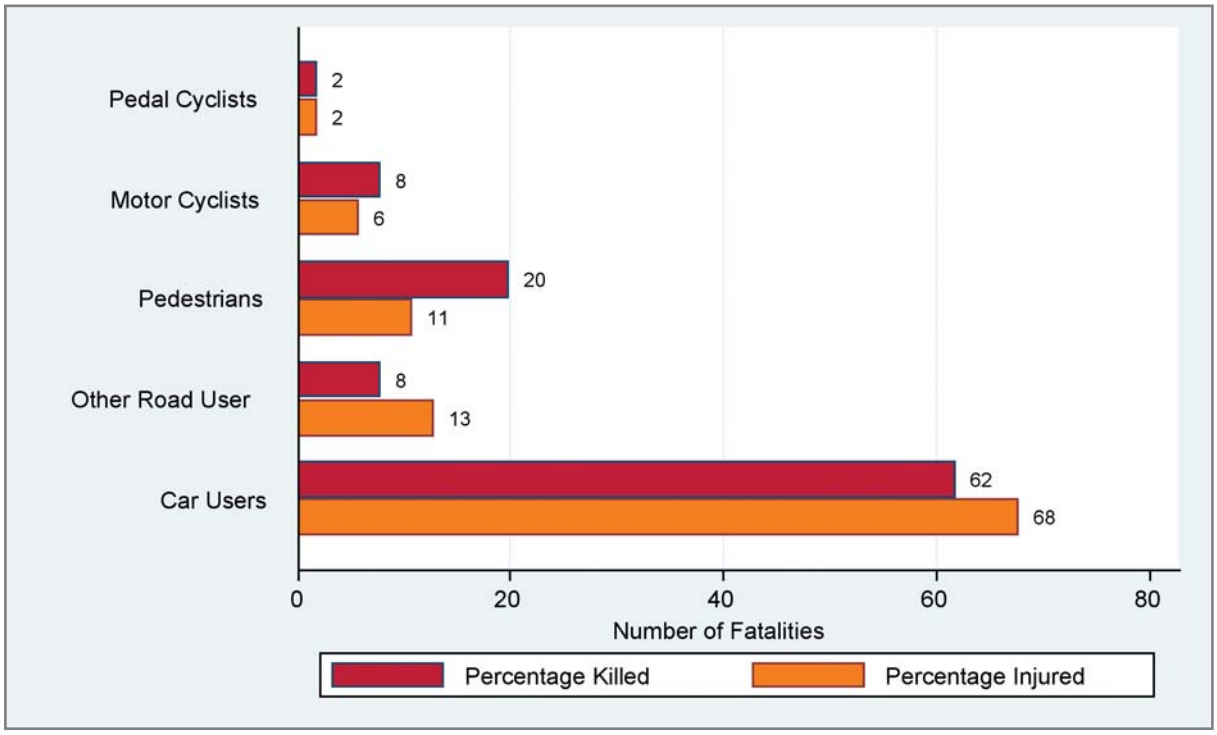


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	73	134	793	1,000	11.5
Pedal Cycle Users	9	18	192	219	2.5
Motor Cycle Users	29	82	423	534	6.1
Car Users	226	569	5,169	5,964	68.5
PSV Users	3	7	96	106	1.2
Goods Vehicle Users	18	64	555	637	7.3
Other	7	33	207	247	2.8
TOTAL	365	907	7,435	8,707	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	3	50	53	5.2	0	0	0	0.0	0	1	1	0.2
6-9	2	75	77	7.6	0	5	5	2.3	0	0	0	0.0
10-14	1	80	81	8.0	0	20	20	9.1	0	3	3	0.6
15-17	3	55	58	5.7	0	5	5	2.3	1	29	30	5.6
18-20	4	58	62	6.1	0	8	8	3.6	2	28	30	5.6
21-24	4	74	78	7.7	1	12	13	5.9	3	49	52	9.7
25-34	6	111	117	11.5	3	53	56	25.5	11	185	196	36.7
35-44	7	90	97	9.5	1	30	31	14.1	7	118	125	23.4
45-54	3	76	79	7.8	2	23	25	11.4	3	43	46	8.6
55-64	8	69	77	7.6	2	10	12	5.5	2	14	16	3.0
65 and Over	31	121	152	14.9	0	10	10	4.5	0	7	7	1.3
Unknown	1	85	86	8.5	0	35	35	15.9	0	28	28	5.2
TOTAL	73	944	1,017	100.0	9	211	220	100.0	29	505	534	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	6	113	119	5.6	6	114	120	2.0	0	8	8	0.7
6-9	0	0	0	0.0	2	83	85	4.0	2	83	85	1.4	0	8	8	0.7
10-14	0	1	1	0.0	1	106	107	5.1	1	107	108	1.8	1	20	21	1.8
15-17	6	72	78	2.0	6	230	236	11.1	12	302	314	5.2	2	38	40	3.5
18-20	18	406	424	10.9	15	330	345	16.3	33	736	769	12.8	2	73	75	6.6
21-24	31	522	553	14.2	11	247	258	12.2	42	769	811	13.5	4	97	101	8.8
25-34	34	975	1,009	25.8	21	300	321	15.2	55	1,275	1,330	22.1	4	240	244	21.3
35-44	15	664	679	17.4	4	124	128	6.0	19	788	807	13.4	4	174	178	15.5
45-54	7	471	478	12.2	5	112	117	5.5	12	583	595	9.9	3	130	133	11.6
55-64	10	274	284	7.3	4	101	105	5.0	14	375	389	6.5	3	79	82	7.2
65 and Over	26	257	283	7.2	4	121	125	5.9	30	378	408	6.8	5	47	52	4.5
Unknown	0	116	116	3.0	0	172	172	8.1	0	288	288	4.8	0	203	203	17.7
TOTAL	147	3,759	3,906	100	79	2,039	2,118	100	226	5,798	6,024	100	28	1,117	1,145	100

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	1	32	33	6.1	0	0	0	0.0	0	0	0	0.0
6-9	2	44	46	8.5	0	2	2	1.3	0	0	0	0.0
10-14	0	44	44	8.1	0	18	18	11.7	0	3	3	0.7
15-17	1	27	28	5.2	0	4	4	2.6	1	28	29	6.5
18-20	3	27	30	5.6	0	7	7	4.5	2	24	26	5.8
21-24	4	46	50	9.3	1	8	9	5.8	3	40	43	9.6
25-34	6	63	69	12.8	1	38	39	25.3	10	155	165	37.0
35-44	6	56	62	11.5	1	24	25	16.2	6	102	108	24.2
45-54	3	45	48	8.9	2	13	15	9.7	2	35	37	8.3
55-64	8	36	44	8.1	2	8	10	6.5	2	13	15	3.4
65 and Over	14	46	60	11.1	0	9	9	5.8	0	4	4	0.9
Unknown	0	26	26	4.8	0	16	16	10.4	0	16	16	3.6
TOTAL	48	492	540	100	7	147	154	100	26	420	446	100

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	0	0	0.0	4	51	55	6.6	4	51	55	1.9	0	6	6	0.8
6-9	0	0	0	0.0	1	33	34	4.1	1	33	34	1.2	0	1	1	0.1
10-14	0	0	0	0.0	1	45	46	5.5	1	45	46	1.6	0	10	10	1.3
15-17	5	50	55	2.8	4	96	100	12.0	9	146	155	5.5	2	24	26	3.4
18-20	15	264	279	14.0	7	154	161	19.3	22	418	440	15.5	2	56	58	7.7
21-24	27	298	325	16.3	7	131	138	16.6	34	429	463	16.4	4	81	85	11.2
25-34	26	470	496	24.8	18	144	162	19.4	44	614	658	23.3	3	203	206	27.2
35-44	11	297	308	15.4	2	46	48	5.8	13	343	356	12.6	4	143	147	19.4
45-54	4	200	204	10.2	3	26	29	3.5	7	226	233	8.2	3	102	105	13.9
55-64	8	134	142	7.1	0	18	18	2.2	8	152	160	5.7	3	60	63	8.3
65 and Over	13	134	147	7.4	0	23	23	2.8	13	157	170	6.0	4	30	34	4.5
Unknown	0	41	41	2.1	0	19	19	2.3	0	60	60	2.1	0	17	17	2.2
TOTAL	109	1,888	1,997	100	47	786	833	100	156	2,674	2,830	100	25	733	758	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	16	18	4.4	0	0	0	0.0	0	1	1	2.2
6-9	0	27	27	6.7	0	2	2	4.5	0	0	0	0.0
10-14	1	34	35	8.6	0	2	2	4.5	0	0	0	0.0
15-17	2	26	28	6.9	0	1	1	2.3	0	1	1	2.2
18-20	1	31	32	7.9	0	1	1	2.3	0	3	3	6.5
21-24	0	26	26	6.4	0	4	4	9.1	0	6	6	13.0
25-34	0	45	45	11.1	2	12	14	31.8	1	19	20	43.5
35-44	1	28	29	7.1	0	5	5	11.4	1	6	7	15.2
45-54	0	29	29	7.1	0	7	7	15.9	1	4	5	10.9
55-64	0	32	32	7.9	0	2	2	4.5	0	0	0	0.0
65 and Over	15	70	85	20.9	0	0	0	0.0	0	2	2	4.3
Unknown	0	20	20	4.9	0	6	6	13.6	0	1	1	2.2
TOTAL	22	384	406	100	2	42	44	100	3	43	46	100

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	0	0	0.0	2	54	56	5.4	2	54	56	2.1	0	2	2	1.3
6-9	0	0	0	0.0	1	41	42	4.1	1	41	42	1.5	0	7	7	4.5
10-14	0	1	1	0.1	0	55	55	5.3	0	56	56	2.1	1	9	10	6.4
15-17	1	19	20	1.2	2	119	121	11.7	3	138	141	5.2	0	11	11	7.1
18-20	3	134	137	8.2	8	157	165	15.9	11	291	302	11.1	0	12	12	7.7
21-24	4	202	206	12.3	4	102	106	10.2	8	304	312	11.5	0	14	14	9.0
25-34	8	460	468	27.9	3	137	140	13.5	11	597	608	22.4	1	27	28	17.9
35-44	4	334	338	20.2	2	67	69	6.7	6	401	407	15.0	0	21	21	13.5
45-54	2	240	242	14.4	2	73	75	7.2	4	313	317	11.7	0	14	14	9.0
55-64	2	121	123	7.3	3	75	78	7.5	5	196	201	7.4	0	10	10	6.4
65 and Over	12	94	106	6.3	4	88	92	8.9	16	182	198	7.3	1	15	16	10.3
Unknown	0	35	35	2.1	0	38	38	3.7	0	73	73	2.7	0	11	11	7.1
TOTAL	36	1,640	1,676	100	31	1,006	1,037	100	67	2,646	2,713	100	3	153	156	100

Table 22 All Casualties Classified by Age and Sex

	Male			Female				
Age Groups	**Killed**	**Injured**	**Total**	**Killed**	**Injured**	**Total**	**Overall Total**	**%**
0-5	5	89	94	4	73	77	171	2.1
6-9	3	80	83	1	77	78	161	2.0
10-14	1	120	121	2	101	103	224	2.8
15-17	13	229	242	5	177	182	424	5.2
18-20	29	532	561	12	338	350	911	11.3
21-24	46	604	650	8	354	362	1,012	12.5
25-34	64	1,073	1,137	15	700	715	1,852	22.9
35-44	30	668	698	8	461	469	1,167	14.4
45-54	17	421	438	5	367	372	810	10.0
55-64	23	269	292	5	240	245	537	6.6
65 and Over	31	246	277	32	269	301	578	7.1
Unknown	0	135	135	0	111	111	246	3.0
TOTAL	262	4,466	4,728	97	3,268	3,365	8,093	100

Note: Collisions omitted where sex of casualty is not specified

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

Age Groups	**Inside Built-up Areas**				**Outside Built-up Areas**						
	Killed	**Injured**	**Total**	**%**	**Killed**	**Injured**	**Total**	**Overall Total**	**%**	**Pop. (000s) (2006)**	**Cas. per 1000 pop**
0-5	3	88	91	2.3	6	84	90	181	2.0	360	0.5
6-9	2	107	109	2.8	2	64	66	175	2.0	230	0.8
10-14	1	141	142	3.7	2	89	91	233	2.6	274	0.9
15-17	4	171	175	4.5	14	258	272	447	5.0	172	2.6
18-20	17	357	374	9.6	24	546	570	944	10.6	183	5.2
21-24	8	437	445	11.5	46	564	610	1,055	11.8	278	3.8
25-34	16	848	864	22.3	63	1,016	1,079	1,943	21.7	722	2.7
35-44	14	501	515	13.3	24	699	723	1,238	13.8	623	2.0
45-54	2	372	374	9.6	21	483	504	878	9.8	522	1.7
55-64	5	226	231	6.0	24	321	345	576	6.4	407	1.4
65 and Over	25	262	287	7.4	41	301	342	629	7.0	468	1.3
Unknown	1	274	275	7.1	0	366	366	641	7.2		
TOTAL	98	3,784	3,882	100.0	267	4,791	5,058	8,940	100.0	4,240	2.1

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	39	844	883	22.7	34	100	134	2.6
Pedal Cycle Users	5	178	183	4.7	4	33	37	0.7
Motor Cycle Users	7	312	319	8.2	22	193	215	4.3
Car Users	42	2,069	2,111	54.4	184	3,729	3,913	77.4
PSV Users	1	54	55	1.4	2	112	114	2.3
Goods Vehicle Users	1	180	181	4.7	17	439	456	9.0
Other	3	125	128	3.3	4	115	119	2.4
Unknown	0	22	22	0.6	0	70	70	1.4
TOTAL	98	3,784	3,882	100.0	267	4,791	5,058	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	20	463	483	54.7	5	35	40	29.9
Daylight poor visibility	1	46	47	5.3	3	4	7	5.2
Dark road well-lighted	7	199	206	23.3	1	9	10	7.5
Dark road poorly-lighted	8	97	105	11.9	2	14	16	11.9
Dark unlit lighting	0	4	4	0.5	5	1	6	4.5
Dark no Lighting	3	10	13	1.5	18	34	52	38.8
Unknown	0	15	15	1.7	0	1	1	0.7
Not Stated	0	10	10	1.1	0	2	2	1.5
TOTAL	39	844	883	100.0	34	100	134	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	20	0	13	2	5	2	38	40
Otherwise crossing	1	39	2	75	9	31	12	145	157
Walking with traffic	0	2	0	11	1	1	1	14	15
Walking against traffic	0	4	0	9	1	6	1	19	20
Standing in roadway	0	0	0	21	1	6	1	27	28
Playing in roadway	1	22	0	2	0	0	1	24	25
Lying on roadway	0	1	0	0	0	0	0	1	1
Other	2	28	1	62	5	15	8	105	113
Unknown	1	44	1	57	1	17	3	118	121
TOTAL	5	160	4	250	20	81	29	491	520
DARKNESS									
Crossing masked by Parked Car	0	4	0	17	0	5	0	26	26
Otherwise crossing	1	16	6	71	7	18	14	105	119
Walking with traffic	0	0	7	16	1	1	8	17	25
Walking against traffic	0	1	5	16	0	4	5	21	26
Standing in roadway	0	3	2	20	1	3	3	26	29
Playing in roadway	0	5	0	0	0	0	0	5	5
Lying on roadway	0	0	6	3	0	0	6	3	9
Other	0	6	2	48	1	6	3	60	63
Unknown	0	10	3	89	1	3	4	102	106
TOTAL	1	45	31	280	11	40	43	365	408
OVERALL TOTAL	6	205	35	530	31	121	72	856	928

Note: Collisions omitted where age not specified

SECTION 4: DRIVERS AND VEHICLES

Table 27 Drivers Involved in Fatal and Injury Collisions Classified by Vehicle Type

	Drivers				
All Drivers					
	Killed	**Injured**	**Uninjured**	**Total**	**%**
Pedal Cycle	9	207	15	231	2.5
Motor Cycle	28	471	47	546	5.9
Car	147	3,759	2,858	6,764	73.5
PSV	1	36	88	125	1.4
Goods Vehicle	12	490	751	1,253	13.6
Other or Unknown	5	98	178	281	3.1
TOTAL	202	5,061	3,937	9,200	100.0

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

	Drivers				
Male Drivers*					
	Killed	**Injured**	**Uninjured**	**Total**	**%**
Pedal Cycle	7	147	10	164	2.8
Motor Cycle	26	406	40	472	8.0
Car	109	1,888	1,835	3,832	64.8
PSV	1	29	73	103	1.7
Goods Vehicle	12	428	679	1,119	18.9
Other or Unknown	5	77	142	224	3.8
TOTAL	160	2,975	2,779	5,914	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	42	4	48	1.8
Motor Cycle	2	26	4	32	1.2
Car	36	1,640	821	2,497	94.1
PSV	0	4	6	10	0.4
Goods Vehicle	0	29	15	44	1.7
Other or Unknown	0	8	14	22	0.8
TOTAL	40	1,749	864	2,653	100.0

***** where specified

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

	Drivers									
	Male				Female					
Age Group	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
06-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	0	0	0	0	1	0	1	1	0.0
15-17	5	50	31	86	1	19	10	30	116	1.8
18-20	15	264	194	473	3	134	53	190	663	10.5
21-24	27	298	221	546	4	202	109	315	861	13.6
25-34	26	470	481	977	8	460	230	698	1,675	26.5
35-44	11	297	334	642	4	334	196	534	1,176	18.6
45-54	4	200	249	453	2	240	116	358	811	12.8
55-64	8	134	182	324	2	121	59	182	506	8.0
65 and Over	13	134	118	265	12	94	35	141	406	6.4
Unknown	0	41	25	66	0	35	13	48	114	1.8
TOTAL	109	1,888	1,835	3,832	36	1,640	821	2,497	6,329	100.0

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

Age Group	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
6-9	0	0	0	0	0	0	0	0	1	0.2
10-14	0	0	1	1	0	1	0	1	2	0.4
15-17	1	25	2	28	0	1	0	1	29	5.7
18-20	2	23	2	27	0	1	0	1	28	5.5
21-24	3	38	6	47	0	3	1	4	51	10.1
25-34	10	151	13	174	0	11	0	11	185	36.6
35-44	6	102	8	116	1	4	1	6	122	24.2
45-54	2	34	3	39	1	2	0	3	42	8.3
55-64	2	13	1	16	0	0	1	1	17	3.4
65 and Over	0	4	0	4	0	2	0	2	6	1.2
Unknown	0	16	4	20	0	1	1	2	22	4.4
TOTAL	26	406	40	472	2	26	4	32	505	100

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

Age Group	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	0	0	0	0	0	0	0	0	0.0
15-17	0	10	12	22	0	1	1	2	24	1.6
18-20	1	35	45	81	0	2	1	3	84	5.5
21-24	2	55	56	113	0	2	4	6	119	7.8
25-34	2	147	263	412	0	12	12	24	436	28.6
35-44	3	110	213	326	0	8	9	17	343	22.5
45-54	3	90	171	264	0	6	3	9	273	17.9
55-64	3	55	102	160	0	6	4	10	170	11.2
65 and Over	4	25	26	55	0	2	1	3	58	3.8
Unknown	0	7	6	13	0	2	0	2	15	1.0
TOTAL	18	534	894	1,446	0	41	35	76	1,522	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	49	1,658	1,157	2,864	42.3
Seat Belt Not in Use	37	144	60	241	3.6
Unknown	44	1,241	1,005	2,290	33.9
Not Stated	17	716	636	1,369	20.2
TOTAL	147	3,759	2,858	6,764	100.0
Passengers (front seat)					
Seat Belt in Use	16	504	*	520	42.6
Seat Belt Not in Use	4	45	*	49	4.0
Unknown	21	359	*	380	31.1
Not Stated	5	268	*	273	22.3
TOTAL	46	1,176	*	1,222	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	3	24	4.4
Crash Helmet Not in Use	11	159	12	182	33.3
Unknown	6	54	7	67	12.3
Not Stated	8	240	25	273	50.0
TOTAL	28	471	47	546	100.0
Passengers					
Crash Helmet in Use	1	1	*	2	6.7
Crash Helmet Not in Use	0	11	*	11	36.7
Unknown	0	1	*	1	3.3
Not Stated	0	16	*	16	53.3
TOTAL	1	29	*	30	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	234	5,272	5,506	94.2
Northern Ireland	3	110	113	1.9
Britain	1	51	52	0.9
Other	9	166	175	3.0
TOTAL	247	5,599	5,846	100.0
GOODS				
Ireland	70	938	1,008	91.2
Northern Ireland	2	35	37	3.3
Britian	0	9	9	0.8
Other	5	46	51	4.6
TOTAL	77	1,028	1,105	100.0

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	8	225	233	9.6
Exceeded Safe Speed	14	145	159	6.5
Went to Wrong Side of Road	40	427	467	19.1
Improper Overtaking	2	66	68	2.8
Drove Through Traffic Signal	1	54	55	2.3
Failed to Signal	1	20	21	0.9
Other Action	53	1,383	1,436	58.8
TOTAL	119	2,320	2,439	100.0

Table 37 Vehicles Involved in Fatal and Injury Collisions Classified by Vehicle Type and by Location Type

Vehicle Type	Inside Built-up Areas				Outside Built-up Areas			
	Fatal	Injury	Total	%	Fatal	Injury	Total	%
Pedal Cycles	5	190	195	4.2	4	35	39	0.8
Motor Cycles	7	339	346	7.5	23	183	206	4.2
Cars	72	3,297	3,369	72.8	239	3,456	3,695	74.5
PSVs	3	92	95	2.1	7	37	44	0.9
Goods Vehicles	18	490	508	11.0	72	727	799	16.1
Other or Unknown	8	107	115	2.5	19	161	180	3.6
TOTAL	113	4,515	4,628	100.0	364	4,599	4,963	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	12	12	1.3	0	5	5	0.4
Motor Cycles	0	29	29	3.2	9	98	107	7.7
Cars	48	639	687	74.8	76	1,022	1,098	79.5
PSVs	1	27	28	3.0	1	7	8	0.6
Goods Vehicles	13	117	130	14.1	10	129	139	10.1
Other or Unknown	6	27	33	3.6	2	23	25	1.8
TOTAL	68	851	919	100.0	98	1,284	1,382	100.0

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
Pedal Cycle-Pedal Cycle	0	2	2	0	2	2
Pedal Cycle-Motor Cycle	0	1	1	0	1	1
Pedal Cycle-Car	4	148	152	4	151	155
Pedal Cycle-PSV	0	7	7	0	7	7
Pedal Cycle-Goods	1	27	28	1	27	28
Pedal Cycle-Other/Unknown	2	3	5	2	3	5
TOTAL	7	188	195	7	191	198

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motor Cycle-Pedal Cycle	0	1	1	0	1	1
Motor Cycle-Motor Cycle	0	11	11	0	18	18
Motor Cycle-Car	13	277	290	13	334	347
Motor Cycle-PSV	0	5	5	0	5	5
Motor Cycle-Goods	3	38	41	3	41	44
Motor Cycle-Other/Unknown	0	11	11	0	12	12
TOTAL	16	343	359	16	411	427

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	4	148	152	4	151	155
Car-Motor Cycle	13	277	290	13	334	347
Car-Car	45	1,500	1,545	59	2,624	2,683
Car-PSV	6	53	59	7	129	136
Car-Goods	36	579	615	44	901	945
Car-Other/Unknown	8	135	143	12	231	243
TOTAL	112	2,692	2,804	139	4,370	4,509

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
PSV-Pedal Cycle	0	7	7	0	7	7
PSV-Motor Cycle	0	5	5	0	5	5
PSV-Car	6	53	59	7	129	136
PSV-PSV	0	2	2	0	4	4
PSV-Goods	0	12	12	0	28	28
PSV-Other/Unknown	0	1	1	0	6	6
TOTAL	6	80	86	7	179	186

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	1	27	28	1	27	28
Goods-Motor Cycle	3	38	41	3	41	44
Goods-Car	36	579	615	44	901	945
Goods-PSV	0	12	12	0	28	28
Goods-Goods	5	70	75	5	93	98
Goods-Other/Unknown	6	33	39	6	51	57
TOTAL	51	759	810	59	1,141	1,200

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	2	3	5	2	3	5
Other-Motor Cycle	0	11	11	0	12	12
Other-Car	8	135	143	12	231	243
Other-PSV	0	1	1	0	6	6
Other-Goods	6	33	39	6	51	57
Other-Other/Unknown	0	5	5	0	7	7
TOTAL	16	188	204	20	310	330

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000's) (2006)	Reg. Motor Vehicle (000's) (2006)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	50	33	6	56	62	1.0	7	83	90	1.0
Dublin	1,187	573	32	1,288	1,320	21.9	34	1,713	1,747	19.5
Kildare	186	101	19	174	193	3.2	23	266	289	3.2
Kilkenny	88	51	4	139	143	2.4	4	199	203	2.3
Laois	67	37	6	116	122	2.0	8	181	189	2.1
Longford	34	19	6	60	66	1.1	6	90	96	1.1
Louth	111	52	13	199	212	3.5	14	308	322	3.6
Meath	163	92	20	268	288	4.8	22	397	419	4.7
Offaly	71	39	9	94	103	1.7	9	180	189	2.1
Westmeath	79	44	16	115	131	2.2	18	168	186	2.1
Wexford	132	81	18	238	256	4.3	20	395	415	4.6
Wicklow	126	71	11	143	154	2.6	11	234	245	2.7
Munster										
Clare	111	65	9	143	152	2.5	9	236	245	2.7
Cork	481	280	29	615	644	10.7	33	898	931	10.4
Kerry	140	82	19	224	243	4.0	21	348	369	4.1
Limerick	184	101	15	286	301	5.0	16	466	482	5.4
Tipperary NR	66	42	13	104	117	1.9	15	181	196	2.2
Tipperary SR	83	50	10	116	126	2.1	11	176	187	2.1
Waterford	108	62	7	173	180	3.0	8	234	242	2.7
Connacht										
Galway	232	124	14	286	300	5.0	19	421	440	4.9
Leitrim	29	17	2	47	49	0.8	3	72	75	0.8
Mayo	124	69	8	163	171	2.8	11	232	243	2.7
Roscommon	59	35	5	97	102	1.7	5	163	168	1.9
Sligo	61	35	4	91	95	1.6	4	143	147	1.6
Ulster (Part of)										
Cavan	64	36	7	118	125	2.1	7	187	194	2.2
Donegal	147	76	15	244	259	4.3	19	444	463	5.2
Monaghan	56	30	4	100	104	1.7	8	160	168	1.9
TOTAL	4,240	2,296	321	5,697	6,018	100.0	365	8,575	8,940	100.0

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

Garda Division	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Cavan / Monaghan	26	327	353	5.9	28	552	580	6.5
Carlow / Kildare	22	237	259	4.3	27	354	381	4.3
Clare	9	150	159	2.6	9	248	257	2.9
Cork City	12	281	293	4.9	13	381	394	4.4
Cork North	7	156	163	2.7	7	227	234	2.6
Cork West	10	186	196	3.3	13	299	312	3.5
Donegal	7	149	156	2.6	7	196	203	2.3
DMR North Central	6	276	282	4.7	6	398	404	4.5
DMR North	8	166	174	2.9	10	238	248	2.8
DMR South Central	7	227	234	3.9	7	281	288	3.2
DMR South	4	266	270	4.5	4	362	366	4.1
DMR East	2	205	207	3.4	2	240	242	2.7
DMR West	25	222	247	4.1	29	374	403	4.5
Galway West	15	244	259	4.3	19	444	463	5.2
Kerry	15	207	222	3.7	17	349	366	4.1
Laois / Offaly	23	185	208	3.5	25	277	302	3.4
Limerick	9	176	185	3.1	12	251	263	2.9
Longford / Westmeath	6	114	120	2.0	7	187	194	2.2
Louth / Meath	12	295	307	5.1	13	409	422	4.7
Mayo	12	234	246	4.1	16	372	388	4.3
Roscommon / Galway	12	199	211	3.5	16	289	305	3.4
Sligo/Leitrim	19	225	244	4.1	21	348	369	4.1
Tipperary	14	284	298	5.0	14	459	473	5.3
Waterford / Kilkenny	33	506	539	9.0	36	753	789	8.8
Wexford / Wicklow	6	180	186	3.1	7	287	294	3.3
TOTAL	321	5,697	6,018	100.0	365	8,575	8,940	100.0

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	2	57	59

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	36	37	5	56	61

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	467	475	44.0	10	263	273	44.3
Crossroads	8	299	307	28.4	14	213	227	36.9
Y-Junction	2	44	46	4.3	2	39	41	6.7
Roundabout	1	130	131	12.1	0	31	31	5.0
Complex Jumction	3	118	121	11.2	3	41	44	7.1
TOTAL	22	1,058	1,080	100.0	29	587	616	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	10	327	337	19.9
Stop Sign	13	273	286	16.9
Yield Sign	4	101	105	6.2
Road Markings Only	6	160	166	9.8
Roundabout	1	50	51	3.0
Pedestrian Crossing	1	55	56	3.3
Within 50ft of Pedestrian X	1	2	3	0.2
No Control	14	397	411	24.2
Other / Not Stated	1	280	281	16.6
TOTAL	51	1,645	1,696	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	268	4,345	4,613	76.7
One-Way Single Carriageway	12	386	398	6.6
Dual Carriageway	13	240	253	4.2
Motorway	10	69	79	1.3
Other/Unknown	18	657	675	11.2
TOTAL	321	5,697	6,018	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	16	746	762	44.5	17	945	962	42.5
Dun Laoghaire-Rathdown	309	6	160	166	9.7	6	206	212	9.4
Fingal County	177	7	146	153	8.9	8	217	225	9.9
South Dublin County	153	3	223	226	13.2	3	330	333	14.7
Cork Co.Borough	104	7	175	182	10.6	7	221	228	10.1
Waterford Co.Borough	-	0	50	50	2.9	0	58	58	2.6
Limerick Co.Borough	-	2	95	97	5.7	2	143	145	6.4
Galway Co.Borough	-	1	75	76	4.4	1	101	102	4.5
TOTAL		42	1,670	1,712	100.0	44	2,221	2,265	100.0

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

Road User	Dublin City		Dun Laoghaire Rathdown		Fingal		South Dublin	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	7	227	0	43	1	19	0	47
Pedal Cycle Users	3	86	1	15	1	5	1	4
Motor Cycle Users	4	133	0	19	0	16	0	35
Car Users	3	386	5	117	4	149	2	206
PSV Users	0	23	0	2	0	4	0	9
Goods Vehicle Users	0	32	0	4	1	11	0	19
Other or Unknown	0	58	0	6	1	13	0	10
TOTAL	17	945	6	206	8	217	3	330

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	5	64	0	13	1	23	1	26
Pedal Cycle Users	0	5	0	3	0	4	0	11
Motor Cycle Users	0	19	0	5	0	9	0	6
Car Users	2	107	0	32	1	97	0	52
PSV Users	0	5	0	0	0	0	0	0
Goods Vehicle Users	0	10	0	2	0	8	0	1
Other or Unknown	0	11	0	3	0	2	0	5
TOTAL	7	221	0	58	2	143	1	101

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	94	1	17	1	5	1	4
Motor Cycle	4	149	0	23	0	19	0	39
Car	9	770	6	198	7	194	4	279
PSV	1	43	0	3	0	3	0	6
Goods	5	106	0	15	1	21	1	41
Other or Unknown	2	28	0	6	2	9	0	5
TOTAL	24	1,190	7	262	11	251	6	374

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	0	6	0	4	0	4	0	10
Motor Cycle	0	19	0	5	0	9	0	5
Car	6	206	0	58	2	134	0	92
PSV	0	4	0	0	0	1	0	3
Goods	1	28	0	11	1	15	1	8
Other or Unknown	0	6	0	2	0	1	0	2
TOTAL	7	269	0	80	3	164	1	120

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 2006			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Arklow	11,712	0	11	11	0.9
Athlone	14,347	0	13	13	0.9
Ballina	10,056	0	14	14	1.4
Bray	27,041	1	9	10	0.4
Carlow	13,623	1	16	17	1.2
Castlebar	10,655	0	10	10	0.9
Clonmel	15,482	2	12	14	0.9
Drogheda	28,973	1	20	21	0.7
Dundalk	29,037	2	57	59	2.0
Ennis	20,142	1	19	20	1.0
Killarney	13,497	0	24	24	1.8
Letterkenny	15,062	0	10	10	0.7
Naas	20,044	1	17	18	1.2
Newbridge	17,042	0	6	6	0.3
Sligo	17,892	0	23	23	1.3
Tralee	20,288	0	27	27	1.5
Tullamore	10,900	1	15	16	0.8
Towns 5,000-10,000 population					
Athy	7,943	0	7	7	0.9
Balbriggan	6,731	0	4	4	0.6
Ballinasloe	6,049	0	14	14	2.3
Carrick-On-Suir	5,856	0	14	14	2.4
Cobh	6,541	1	6	7	1.1
Dungarvan	7,813	0	15	15	1.9
Edenderry	5,617	0	6	6	1.1
Kilkenny	8,661	0	29	29	3.3
Longford	7,622	0	13	13	1.7
Mallow	7,864	0	9	9	1.1
Monaghan	6,221	0	1	1	0.2
Mullingar	8,940	1	7	8	0.9
Nenagh	7,415	2	11	13	1.8
Newcastle	5,098	0	4	4	0.8
Roscommon	5,017	0	2	2	0.4
Thurles	6,831	0	10	10	1.5
Tramore	9,192	0	9	9	1.0
Westport	5,163	0	7	7	1.4
Wexford	8,854	1	12	13	1.5
Wicklow	6,930	0	5	5	0.7
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 2006			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	4,301	0	3	3	0.7
Ballybay	401	0	0	0	0.0
Ballyshannon	2,004	0	2	2	1.0
Bandon	1,721	0	5	5	2.9
Bantry	3,309	0	4	4	1.2
Belturbet	1,395	0	4	4	2.9
Birr	4,091	1	3	4	1.0
Boyle	1,599	0	3	3	1.9
Buncrana	3,411	0	2	2	0.6
Bundoran	1,706	0	1	1	0.6
Callan	1,771	0	1	1	0.6
Carrickmacross	1,973	0	5	5	2.5
Cashel	2,431	0	4	4	1.6
Castleblaney	1,822	0	6	6	3.3
Cavan	3,934	1	14	15	3.8
Ceannannus Mor	2,257	0	13	13	5.8
Clonakilty	3,745	0	3	3	0.8
Clones	1,517	0	2	2	1.3
Cootehill	1,243	0	2	2	1.6
Enniscorthy	3,241	0	10	10	3.1
Fermoy	2,275	0	3	3	1.3
Fethard Town	1,374	0	0	0	0.0
Gorey	933	0	1	1	1.1
Kilkee	2,657	1	8	9	3.4
Kinsale	2,298	0	8	8	3.5
Lismore	790	0	1	1	1.3
Listowel	3,901	0	7	7	1.8
Loughrea	4,532	0	6	6	1.3
Macroom	3,407	0	5	5	1.5
Midleton	3,934	0	7	7	1.8
Mountmellick	2,872	0	2	2	0.7
Muine Bheag	2,532	0	1	1	0.4
Navan	3,710	2	17	19	5.1
NewRoss	4,677	0	14	14	3.0
Portlaoise	3,281	0	14	14	4.3
Rathkeale	1,445	0	0	0	0.0
Skibbereen	2,338	0	5	5	2.1

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 2006			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	2,255	0	3	3	1.3
Tipperary	4,415	1	9	10	2.3
Trim	1,375	1	6	7	5.1
Tuam	2,997	0	8	8	2.7
Tullow	3,048	0	5	5	1.6

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

National Route	Inside Built-up Areas				Outside Built-up Areas					
	F	SI	MI	Total	F	SI	MI	Total	Overall Total	Rate per 10^6 Veh. Km*
N1	0	0	14	14	4	3	18	25	39	0.07
N2	1	3	24	28	3	8	31	42	70	0.14
N3	0	3	18	21	4	10	39	53	74	0.11
N4	1	2	22	25	7	5	52	64	89	0.07
N5	0	1	7	8	2	3	20	25	33	0.11
N6	0	2	13	15	4	9	33	46	61	0.09
N7	0	2	11	13	8	6	37	51	64	0.05
N8	2	4	15	21	7	4	30	41	62	0.09
N9	0	0	7	7	3	5	18	26	33	0.07
N10	0	1	1	2	0	1	4	5	7	0.06
N11	1	8	29	38	4	3	44	51	89	0.09
N12	0	0	0	0	0	0	0	0	0	0.00
N13	0	0	1	1	2	1	7	10	11	0.08
N14	0	0	1	1	1	0	14	15	16	0.28
N15	0	1	3	4	3	3	13	19	23	0.09
N16	0	0	0	0	0	0	5	5	5	0.10
N17	0	1	2	3	2	6	25	33	36	0.10
N18	0	0	7	7	1	1	19	21	28	0.06
N19	0	0	0	0	0	0	0	0	0	0.00
N20	0	0	10	10	1	1	20	22	32	0.07
N21	0	1	3	4	3	2	15	20	24	0.08
N22	0	0	17	17	7	6	28	41	58	0.16
N23	0	0	0	0	0	0	0	0	0	0.00
N24	2	1	12	15	4	6	20	30	45	0.11
N25	0	3	28	31	9	2	50	61	92	0.10
N26	0	0	1	1	0	0	4	4	5	0.08
N27	0	0	8	8	0	0	1	1	9	0.15
N28	0	0	2	2	2	0	4	6	8	0.13
N29	0	0	0	0	0	0	0	0	0	0.00
N30	0	0	2	2	0	3	4	7	9	0.15
N31	0	0	2	2	0	0	0	0	0	0.00
N32	0	1	2	3	0	0	1	1	4	0.09
N33	0	0	0	0	0	0	1	1	1	0.09
M50	0	0	3	3	1	4	32	37	40	0.05
TOTAL	7	34	265	306	82	92	589	763	1,069	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	2	2	0	0	10	10	12	0.15
N52	1	1	9	11	4	6	18	28	39	0.11
N53	0	0	2	2	1	2	2	5	7	0.16
N54	0	0	2	2	1	2	3	6	8	0.13
N55	3	1	3	7	1	0	2	3	10	0.08
N56	0	0	6	6	3	5	20	28	34	0.12
N58	0	0	0	0	0	0	0	0	0	0.00
N59	0	2	9	11	2	2	15	19	30	0.08
N60	1	0	2	3	1	2	12	15	18	0.12
N61	0	0	1	1	0	2	9	11	12	0.10
N62	0	0	2	2	4	0	14	18	20	0.13
N63	0	0	8	8	3	1	13	17	25	0.19
N65	0	0	0	0	0	0	8	8	8	0.18
N66	0	0	2	2	0	0	2	2	4	0.14
N67	1	0	2	3	2	1	10	13	16	0.12
N68	2	0	2	4	0	3	4	7	11	0.15
N69	0	1	5	6	0	6	20	26	32	0.15
N70	0	0	1	1	4	0	9	13	14	0.07
N71	0	2	14	16	2	3	25	30	46	0.11
N72	0	1	4	5	5	2	22	29	34	0.13
N73	0	0	0	0	0	1	0	1	1	0.03
N74	0	0	0	0	0	0	1	1	1	0.04
N75	0	0	1	1	0	0	0	0	1	0.07
N76	0	0	1	1	1	0	6	7	8	0.09
N77	0	0	0	0	0	1	3	4	4	0.06
N78	0	0	2	2	1	1	4	6	8	0.08
N80	1	2	11	14	0	1	10	11	25	0.09
N81	1	6	21	28	1	3	24	28	56	0.20
N82	0	0	0	0	0	0	0	0	0	0.00
N83	0	0	0	0	0	1	1	2	2	0.05
N84	0	0	1	1	1	3	5	9	10	0.07
N85	0	0	1	1	1	0	4	5	6	0.13
N86	0	0	0	0	1	0	4	5	5	0.05
N87	1	0	1	2	2	0	2	4	6	0.21
TOTAL	11	16	115	142	41	48	282	371	513	0.11
OVERALL TOTAL	18	50	380	448	123	140	871	1134	1582	0.09

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

Table 52 Material Damage Collisions Classified by Month and by County

	2006												
	Jan	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Total**
Carlow	19	25	19	21	23	27	20	25	25	39	43	52	338
Cavan	36	67	70	47	51	46	43	46	45	43	53	60	607
Clare	39	39	19	28	38	38	33	38	39	37	40	38	426
Cork	318	305	309	224	269	286	271	255	290	321	384	314	3,546
Donegal	41	60	49	38	42	51	43	60	41	48	42	53	568
Dublin	390	431	454	352	415	416	372	361	383	354	473	502	4,903
Galway	52	61	71	70	73	70	66	64	69	60	64	61	781
Kerry	28	40	32	33	27	40	43	43	42	31	42	38	439
Kildare	68	66	57	57	53	53	52	50	60	67	69	60	712
Kilkenny	42	56	37	41	37	38	71	51	71	71	49	79	643
Laois	39	43	45	17	37	43	31	39	52	43	43	44	476
Leitrim	18	13	15	23	17	12	30	16	15	15	17	14	205
Limerick	142	140	134	108	129	102	93	91	94	113	165	129	1,440
Longford	19	14	14	11	14	13	19	18	18	23	29	45	237
Louth	52	66	56	58	65	57	69	61	68	73	93	73	791
Mayo	54	35	41	59	40	45	57	59	46	33	43	33	545
Meath	55	40	54	26	55	41	49	40	53	60	50	49	572
Monaghan	32	34	17	19	14	22	27	28	23	28	26	27	297
Offaly	31	28	38	40	32	27	31	37	39	39	46	38	426
Roscommon	28	27	33	21	29	33	34	27	37	34	29	34	366
Sligo	21	8	34	27	26	30	31	73	38	53	52	62	455
Tipp N. R.	35	36	31	30	38	44	32	30	52	51	46	47	472
Tipp S. R.	36	38	37	34	41	40	29	32	40	43	40	43	453
Waterford	76	49	63	70	88	71	96	117	103	112	97	103	1,045
Westmeath	38	37	51	37	34	24	43	32	44	44	30	29	443
Wexford	101	76	70	25	83	50	68	47	61	74	70	97	822
Wicklow	15	18	26	35	31	43	26	44	31	49	40	33	391
TOTAL	1,825	1,852	1,876	1,551	1,801	1,762	1,779	1,784	1,879	1,958	2,175	2,157	22,399

Table 53: International Comparisons

	Number of Road Deaths[1] 2005	Rate per billion Vehicle kilometers 2005	Road Deaths per 100,000 Population 2005
E.U. Countries			
Austria	768	9.3	9.3
Belgium	1,089	11.5	10.4
Czech Republic	1,286	25.6	12.6
Denmark	331	-	6.1
Finland	379	7.3	7.2
France	5,318	9.6	8.8
Germany	5,361	7.8	6.5
Great Britain	3,201	6.4	5.5
Greece	1,658	-	15.0
Hungary	1,278	-	12.7
Iceland	19	-	6.5
Ireland	396	11.5[c]	9.6
Italy	5,426	-	9.3
Luxemburg	45	-	9.9
Netherlands	750	-	4.6
Northern Ireland	135	-	7.8
Poland	5,444	-	14.3
Portugal	1247	-	11.8
Slovakia	560	-	11.1
Slovenia	258	16.6	12.9
Spain	4,442	-	10.2
Sweden	440	5.9	4.9
United Kingdom	3,336	-	5.5
Other Countries			
Australia	1,627	7.9	8.0
Canada	2,925	9.2	9.1
Israel	448	10.7	6.5
Japan	7,931	10.3	6.2
New Zealand	405	-	9.9
Norway	223	6.1	4.8
South Korea	6,376	18.3	13.2
Switzerland	409	6.6	5.5
U.S.A.	43,443	9.0	14.7

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

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

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

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.

(i) Fatal Collision:
Where at least one person is killed as a result of the collision and death occurs within 30 days.

(ii) 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.

(iii) 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.

(iv) Material Damage Collision:
Where no deaths or injuries occur but damage is caused to a vehicle or property.

Learner Driver
A learner driver is a driver holding a provisional licence.

Vehicles
Vehicles are classified as follows -

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

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

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

4. Public Service Vehicle (P.S.V.)
A passenger road motor vehicle having seating accommodation for more than eight passengers (excluding the driver), and used for the carriage of passengers for reward.

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

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

Rural Area
A rural area is defined as an area where the speed limit zone was greater than 60 k.p.h in 2006.

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 2006.

Built-up Area
A built-up area means an area which was within a 50 to 60 km/h. speed limit zone in 2006.

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
Legal Limit
3/4 Legal Limit
1/2 Legal Limit
1/3 Legal Limit
1/4 Legal Limit
1/8 Legal Limit
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.
RSA
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
AXA
INSURANCE
NEVER EVER DRINK & DRIVE

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo.
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo.

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

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