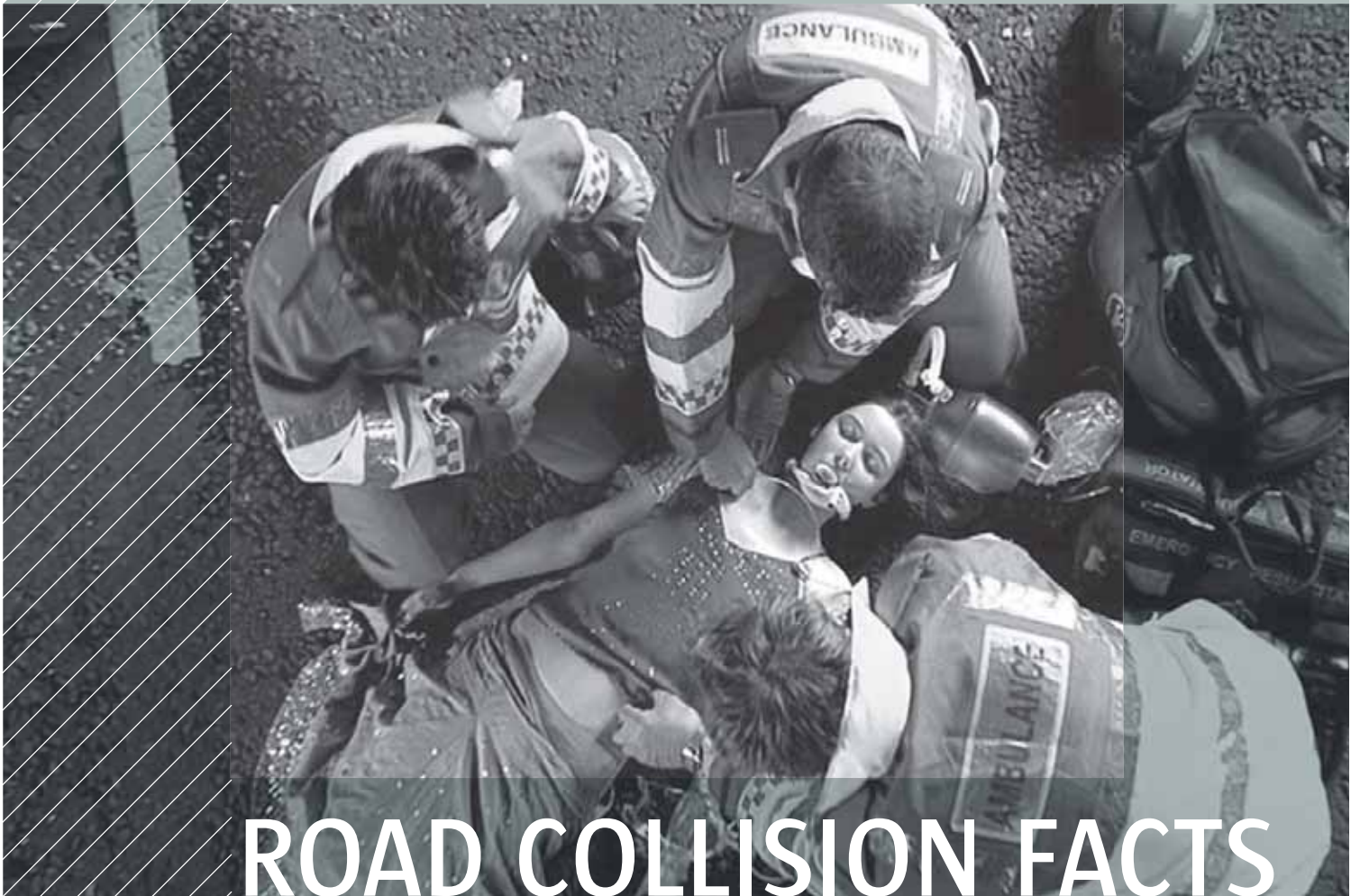


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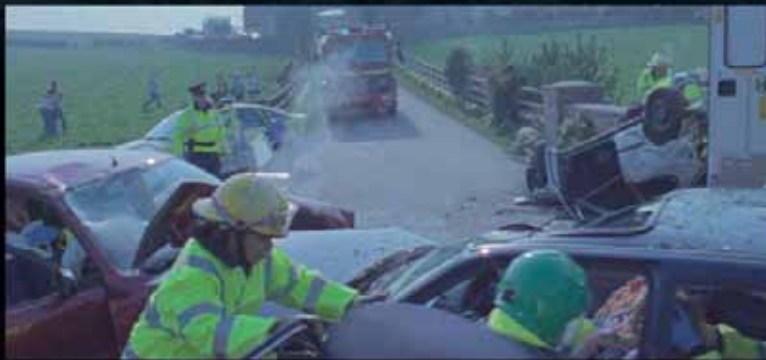


ROAD COLLISION FACTS 2007

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



THE FASTER THE SPEED



THE BIGGER THE MESS



SPEEDSHAME





Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

ROAD COLLISION FACTS

IRELAND

2007

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

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OVERVIEW

Introduction

“In 2007, the fatality rate per million population was 78. The 1997 rate 129 per million population.”

Ireland is dependent on an efficient road transport system for its social and economic development. Over the last decade, there has been unprecedented economic growth in the state which has coincided with an improved road network, increasing population and more vehicles (both commercial and private) being registered. 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 the 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 1997, the fatality rate per million registered vehicles was 330. By 2007, the rate had fallen to 138 per million registered vehicles.

“Road factors contributed to 3 per cent of fatal collisions resulting in 5 deaths and 19 serious injuries in 2007.”

In 2007, of the 29,237 Garda-recorded motor vehicle traffic collisions, 338 people were killed, 7,806 people were injured of which 860 were seriously injured, and 23,770 collisions involved property or material damage only.

The fatality rate per million population was 78 in 2007, a decrease of 9 per cent from the 2006 rate of 86.

The estimated cost of all road collisions reported to, and recorded by, An Garda Síochána in 2007 was €1.38 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 in 2007. It details when and where road collisions occurred, who was involved, contributory actions and contributory factors and the cost of collisions to the public.

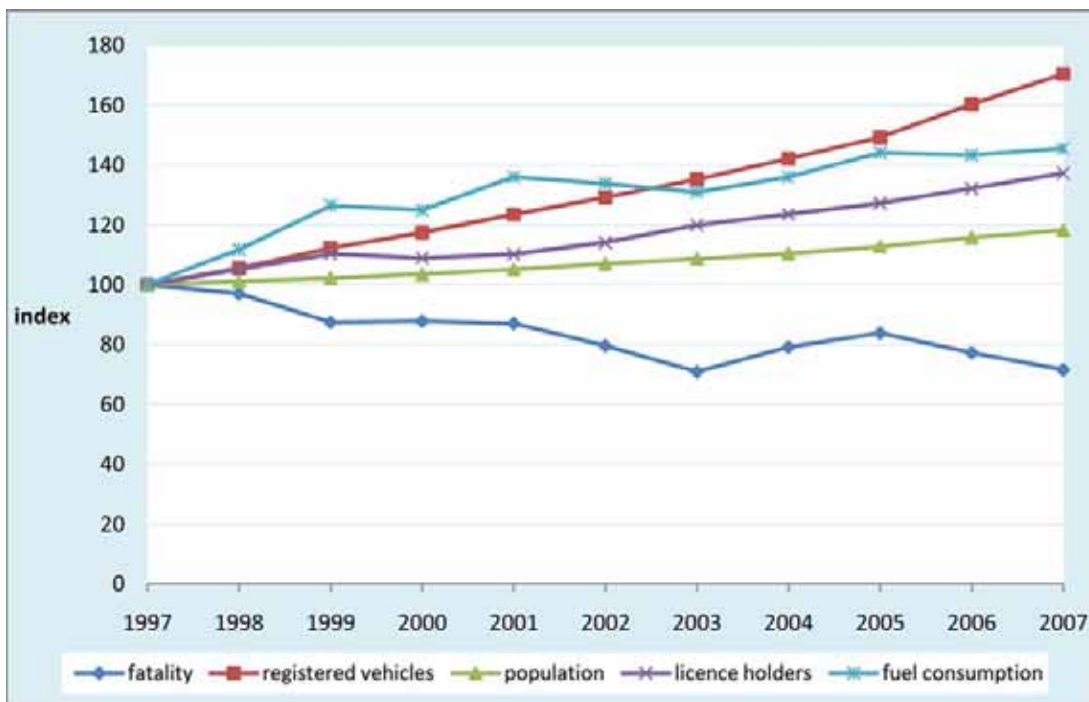
Collisions on private property, such as railway station approaches or private lanes and car parks are excluded. It also examines trends in collisions, fatalities and injuries over time in the last decade as well as the most recent trends in various cross sections of road traffic and transport systems.

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 1997. Data trends in the Republic of Ireland between 1997 and 2007 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 1997, the population has increased by 18 per cent, registered motor vehicles has increased by 71 per cent, number of driver licence holders (both full and provisional) has increased by 37 per cent, fuel consumption for road transport has increased by 45 per cent whereas the number of fatalities has decreased by 28.4 per cent.

Figure A1- Data trends in Ireland 1997-2007
Increasing motorisation versus a decreasing road toll



IRELAND'S ROAD SAFETY PERFORMANCE

In 2007 there were 338 road collision fatalities, an average of 28 deaths per month, which is the second lowest recorded number of fatalities since 1970 and three fatalities above the record low in 2003.

In 2007 there were 7,806 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 1997 and 2007 the Republic of Ireland population grew approximately 18 per cent.

Increased number of driver licence holders

The number of driver licence holders overall (full and provisional) has increased from 1,848,890 in 1997 to 2,539,090 in 2007. 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 1,432,330 in 1997 to 2,441,564 in 2007.

Table A1: Annual fatalities and injuries as per million vehicles registered and per million population in Ireland, 1997 - 2007

Year	Fatalities per million vehicles registered	Fatalities per million population	Injuries per million vehicles registered	Injuries per million population
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
2007	138	78	3,197	1,803

IRELAND'S ROAD SAFETY PERFORMANCE

Figure A2 - Fatalities per million vehicles registered in Ireland

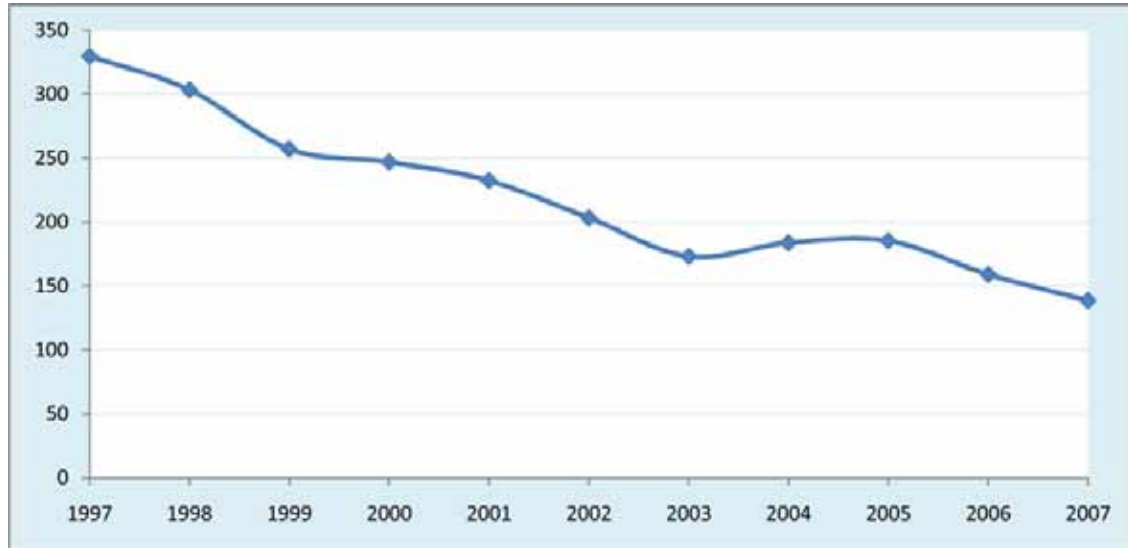
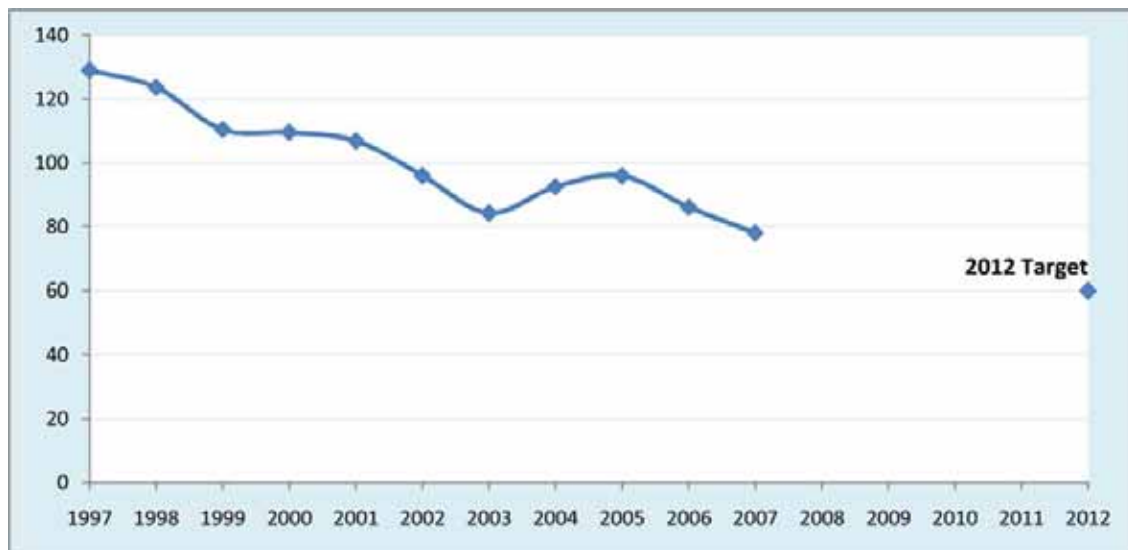


Figure A3 - Fatalities per million population in Ireland



Casualties

Cars

“13 per cent of car drivers killed in traffic crashes in 2007 were not using seat belts.”

In 2007, 171 car occupants were killed in collisions, accounting for 51 per cent of all fatalities and an additional 5,467 were injured. Sixty-four per cent of car occupants killed were drivers and 22 per cent were front seat passengers. Most of the car drivers killed were male (77%).

Thirteen per cent of car drivers and 16 per cent of front seat car passengers involved in fatal collisions were not using a seat belt.

Motorcycles

The 33 motorcyclist fatalities that occurred in 2007 accounted for 10 per cent of all fatalities. An additional 377 motorcyclists were injured.

“The risk of road death per vehicle kilometres travelled is high for motorcyclists compared with car users and pedalcyclists .”

The risk of road death per vehicle kilometres travelled is high for motorcyclists compared with car users and pedalcyclists .

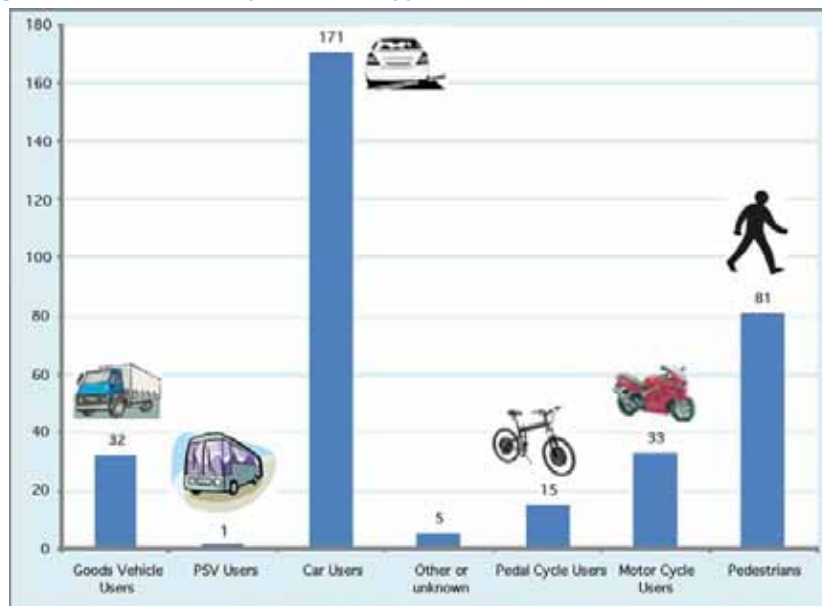
Pedalcycles

In 2007, 15 pedalcyclists were killed and additional 257 were injured in collisions. Pedalcyclists made up 4 per cent of all fatalities. Two out of 3 pedalcyclists killed and 7 out of 10 injured were male. In 2007, 50 per cent of all the pedal cycle traffic fatalities reported involved cars.

Pedestrians

In 2007, 81 pedestrians were killed. Forty per cent of the pedestrian killed were aged 65 and over. Seven out of 10 pedestrians were killed in the hours of darkness.

Figure A4: Road Deaths by Road User Type in 2007



Gender

Overall, more males were killed in 2007. However, among all casualties including minor injuries, female car passengers were almost twice as likely to be injured than male car passengers.

“The number of car user fatalities has reduced by 24 per cent between 2007 and 2006 .”

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

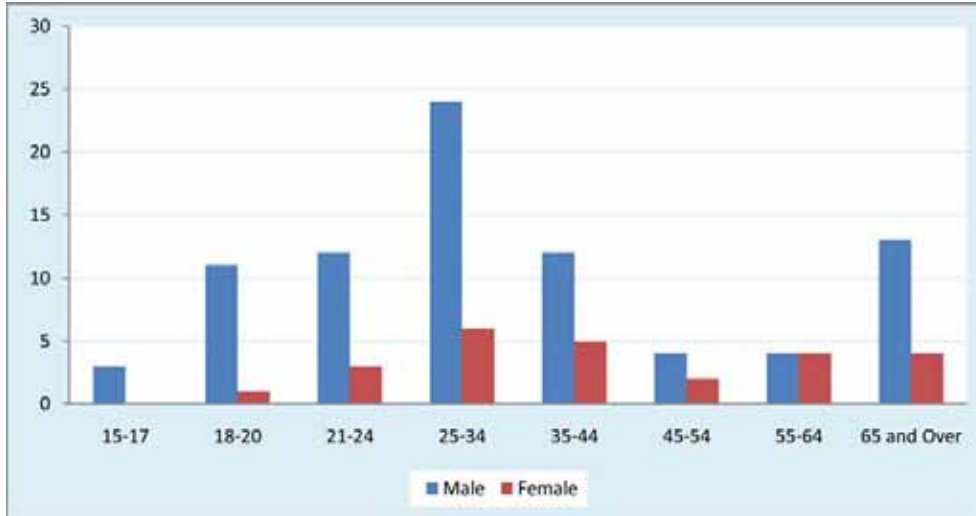
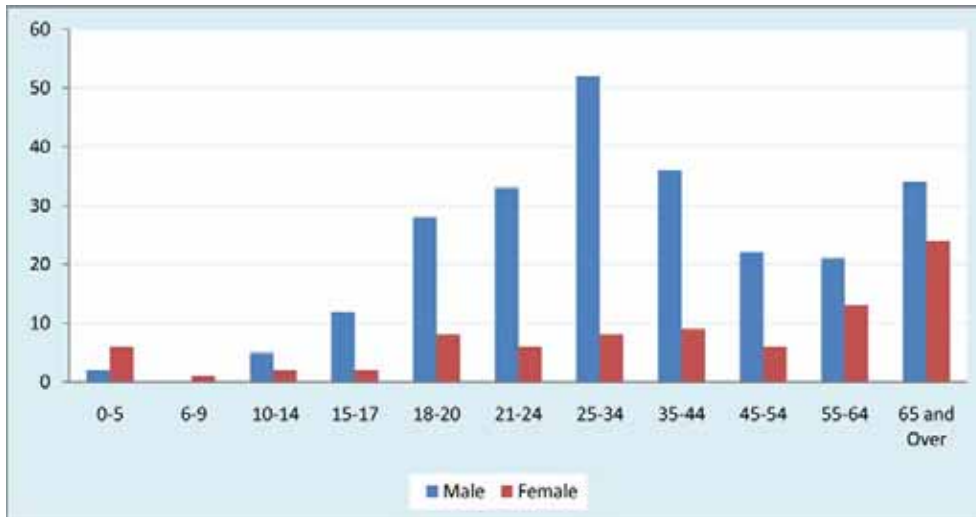


Figure A6: Overall Fatalities by Age and Sex, 2006



“In 2007, among all casualties including minor injuries, female car passengers were twice as likely to be injured than male car passengers”

Primary Collision Type

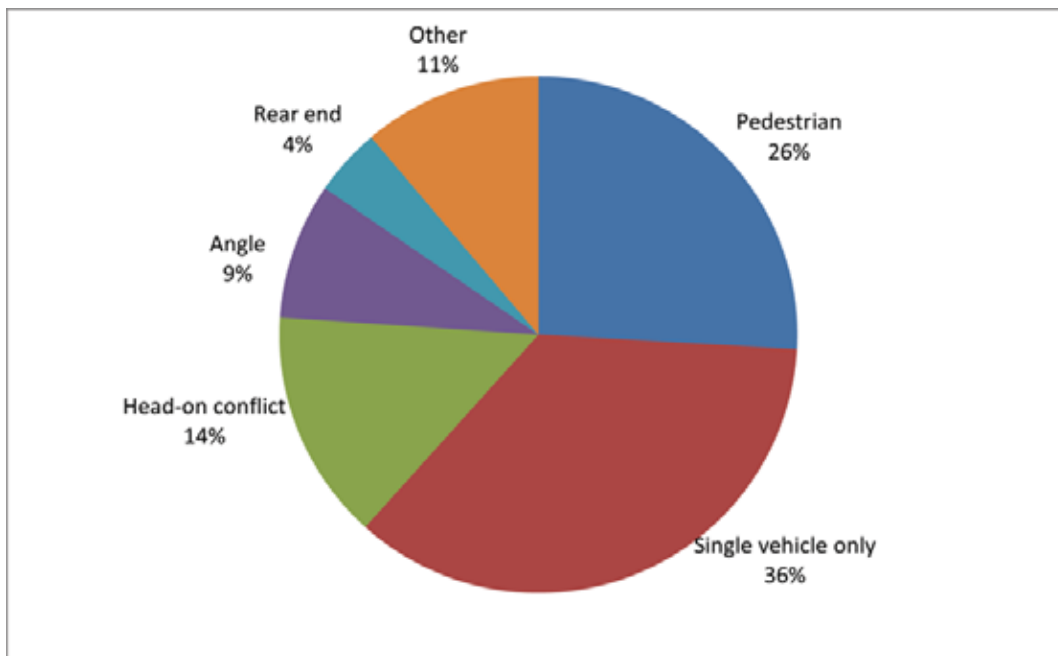
Thirty-six per cent of all fatal collisions in 2007 were single vehicle only collisions. This represents a 5 per cent increase over the 2006 situation.

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/drug consumption. Single vehicle only collisions accounted for 17 per cent of injury collisions.

Head-on collisions accounted for 14 per cent of fatal collisions and 17 per cent of injury collisions. Collisions involving pedestrians accounted for 26 per cent of all fatal collisions and 18 per cent of all injury collisions.

Three out of 4 of all fatal collisions were either single vehicle, head-on collision or pedestrian collisions. This indicates that single vehicle, head-on conflict or pedestrian collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which together accounted for 48 per cent of injury collisions but only 24 per cent of fatal collisions.

Figure A7: Primary Fatal Collision Type in 2007



Date and Time

The worst month for fatalities in 2007 was December when 38 people died in 36 collisions. The month of May recorded the fewest number of collisions, in which 24 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 69 in 2007, with 76 people being killed in these collisions. This period accounted for 23 per cent of fatal collisions and 23 per cent of fatalities in 2007.

The number of persons killed during the later hours of darkness (between 3.00 am and 6.00 am), was 28. This represents 50 per cent reduction from the 2006 figures. Fatalities that occurred during these hours accounted for approximately 8 per cent of all road collision fatalities in 2007.

The worst days of the week for fatalities during 2007 were Saturday, Sunday and Thursday. These three days together accounted for 190 fatalities, or 56 per cent of the total. The day of the week with the fewest associated fatalities was Wednesday, when 34 people, or 10 per cent of the total, died.

Location

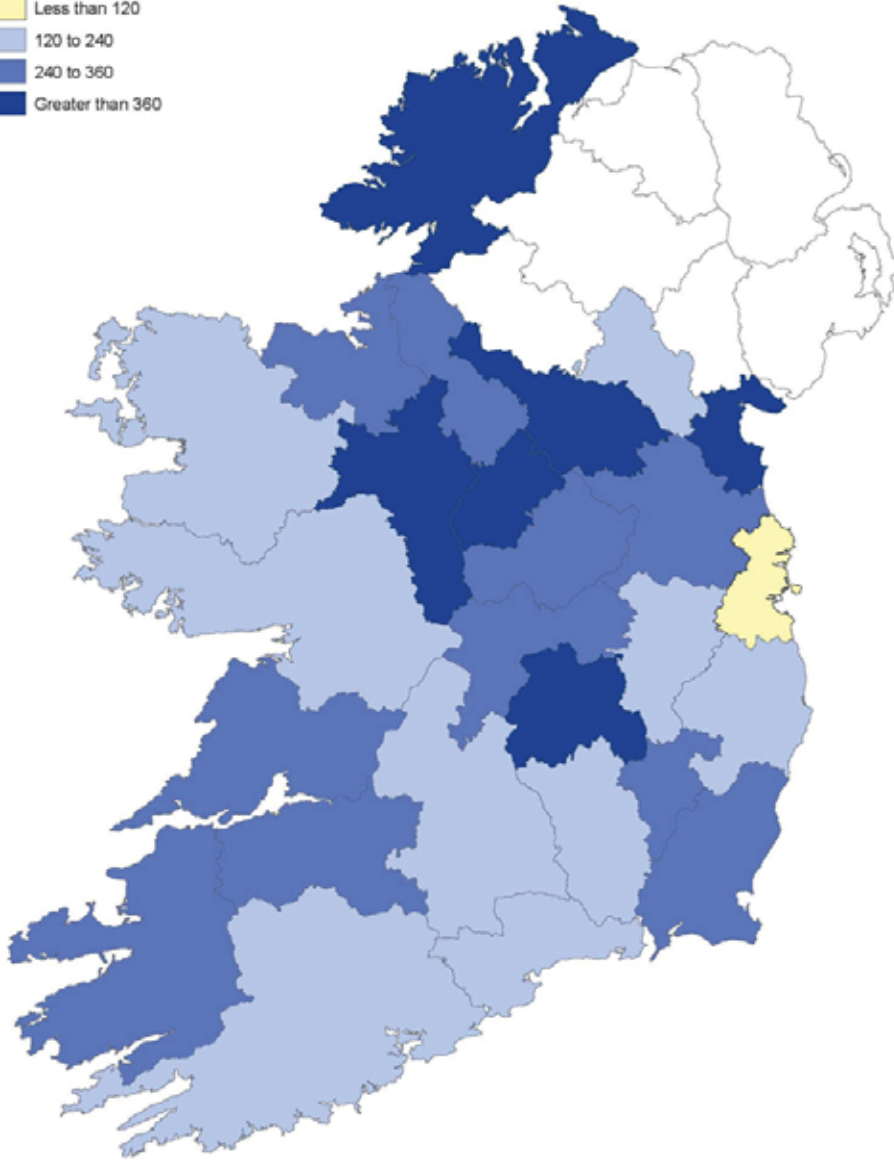
Road factors contributed to 3 per cent of fatal collisions resulting in 5 deaths and 19 serious injuries in 2007.

Twenty-nine per cent of all fatal collisions in 2007 occurred on urban roads. The percentage of fatal collisions occurring on rural roads reduced marginally from 73 per cent in 2006 to 71 per cent in 2007.

On a county-by-county basis, Louth and Westmeath 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 (5 per 1,000 registered vehicles). Louth also experienced the highest number of collisions per Vehicle Kilometers of Travel (approximately 3 per 10 million Vehicle Kilometers of Travel).

Legend
2007 Road Injuries by County
Serious injuries per million population

- Less than 120
- 120 to 240
- 240 to 360
- Greater than 360



1: Trends in Road Traffic Collisions

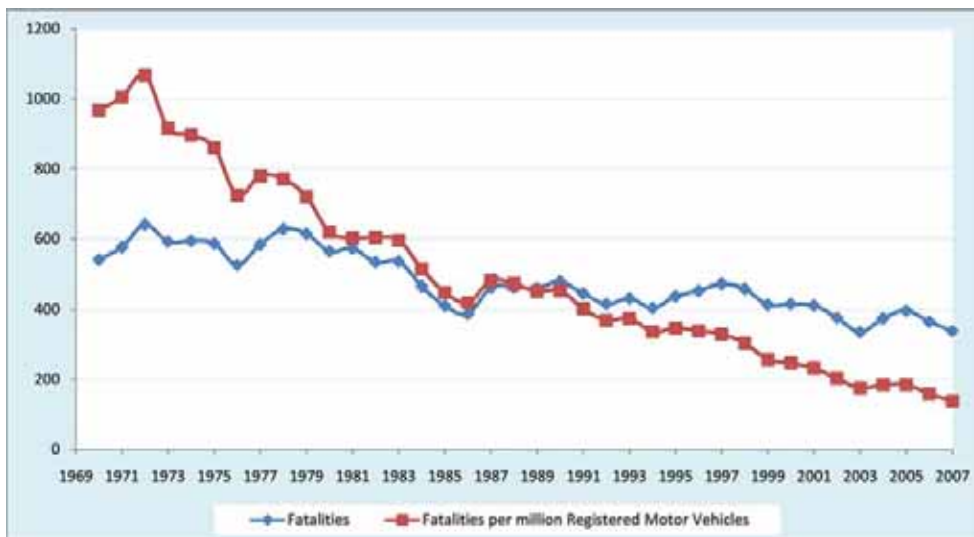
This report examines trends in collisions, fatalities and injuries over time, in the last decade as well as the most recent trends in various cross sections of road traffic and transport systems.

“In 2007, there were 29,237 Garda-reported traffic collisions, in which 338 people were killed and 7,806 people were injured; 23,770 collisions involved property or material damage only.”

1.1. Road Fatalities

A total of 338 people were killed in 309 collisions on Irish roads in 2007, which is three fatalities above the record low in 2003 and is equal to the second lowest recorded number of fatalities since 1970. This represents a decrease of 27 fatalities (7%) on 2006. The trend of the number of road fatalities in the period 1970-2007 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 lowest figures recorded in 2006 and 2007 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, 1970-2007

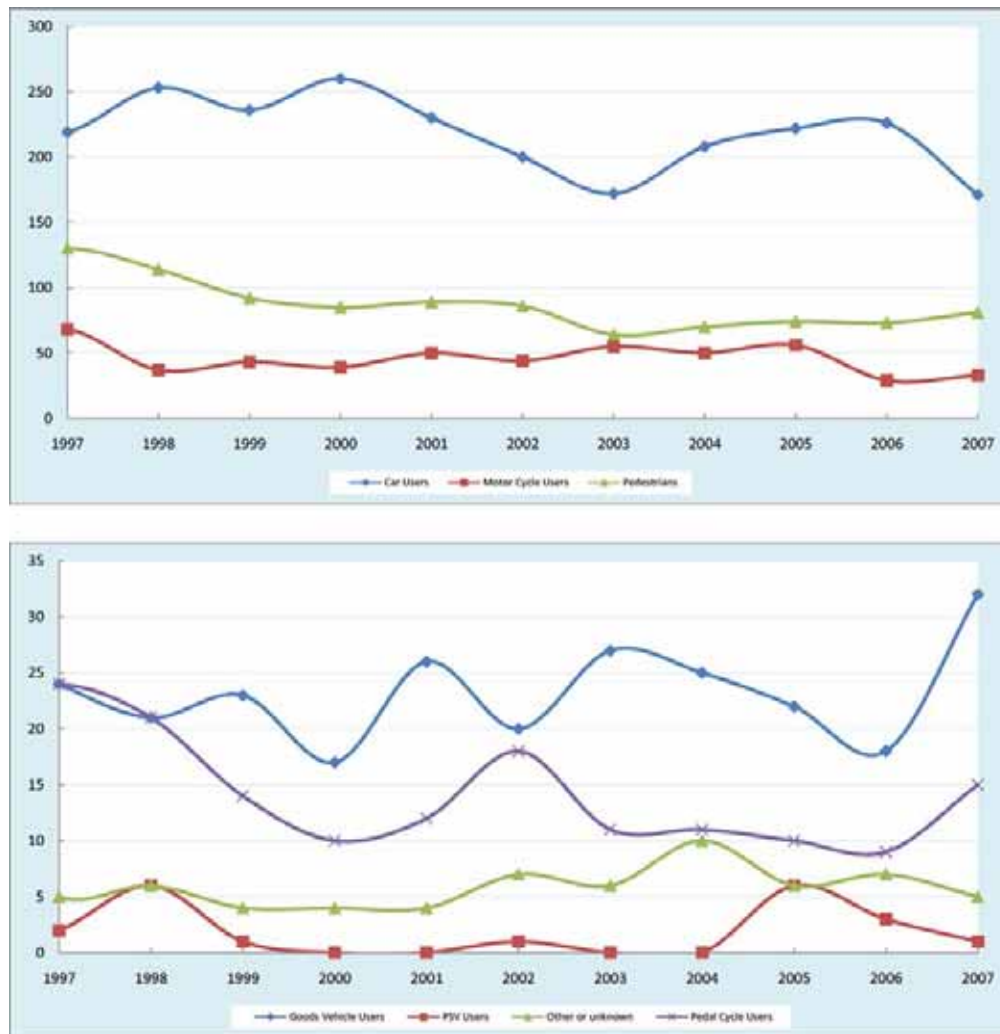


1.2 Trends in Fatalities by Transport Mode

The annual number of fatalities by road transport mode in the period 1997-2007 is given in Figure 2. The number of car user fatalities increased between 1997-2000 (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. Between the period 2006-2007, there has been 24 per cent reduction in the number of car user fatalities.

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 2003-2007. The downward trend has been maintained in pedal cyclist fatalities over the period 2003-2006, with a sharp increase in 2007. The number of motorcyclist fatalities generally showed an upward trend in the period 1998-2005, then fell by 48 per cent in 2006 and marginally increased in 2007. The trend for PSV user, goods vehicle user and other road user fatalities (miscellaneous types of motor vehicles) was sporadic.

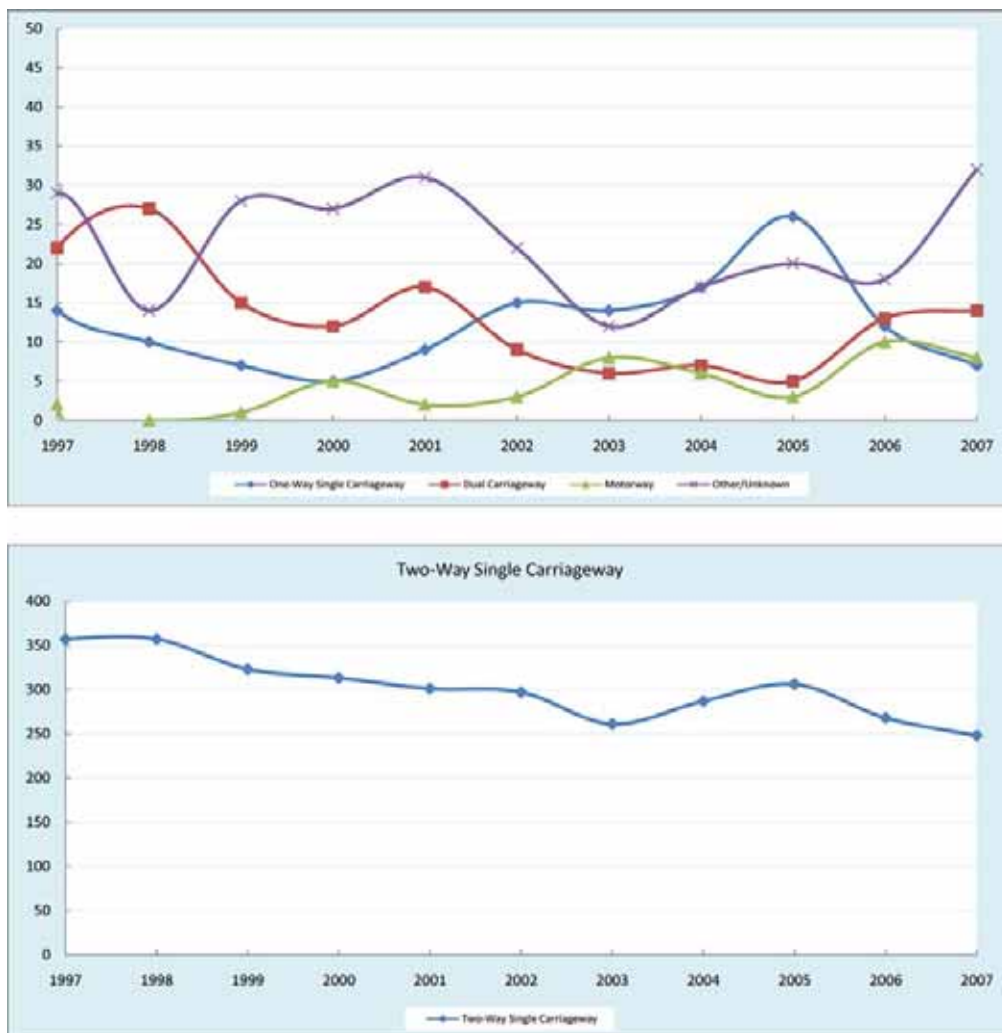
Figure 2: Number of Fatalities by Transport Mode, 1997-2007



1.3 Trends in Fatalities by Road Types

In 2007, 248 fatal collisions occurred on two-way single carriageways. Over the period 1997-2007 there has been a general downward trend in the number of fatal collisions on two-way single carriageways. There has also been a general downward trend in the number of fatal collisions on dual carriageways over the period 2001-2005 and upward trend in 2005-2007. Over the period 2000-2007, there has been an up-and-down fluctuation trend in number of fatal collisions on motorway and other/unknown road types.

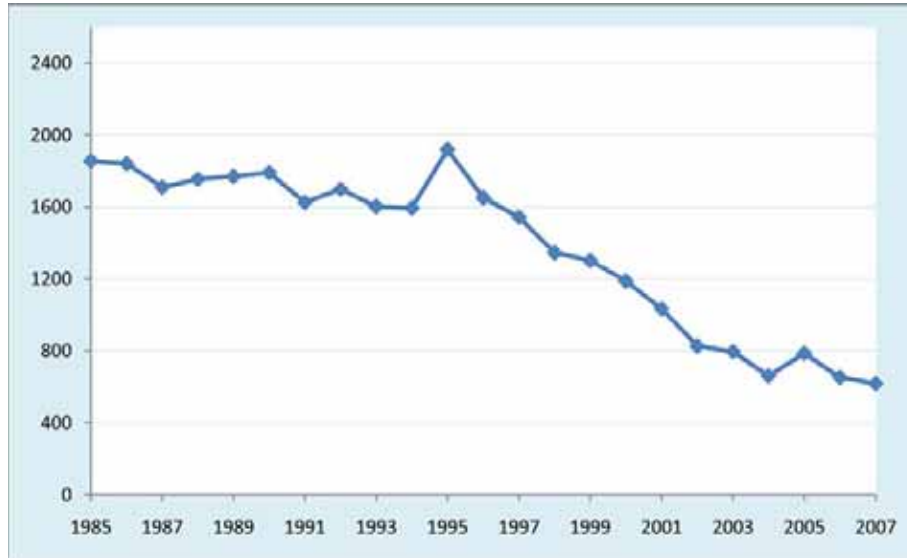
Figure 3: Number of Fatal Collisions By Road Type, 1997- 2007



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, 1985-2007



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 22,399 in 2006 to 23,237 in 2007.

1.6 Road User Category

Compared to 2006 there has been a marginal increase in the number of motorcyclist fatalities. There were minor increases in the number of pedal cyclist (Figure 5), pedestrian and goods vehicle user fatalities. However, the number of car user fatalities decreased from 226 to 171, while the number of other vehicle user fatalities decreased from 7 to 5.

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 2007 were vulnerable road users,
1 in 5 were pedestrians,
3 in 30 were motorcyclists,
1 in 30 were pedalcyclists.

Fifty-eight per cent of pedestrians were killed inside a built up area. Seventy-three per cent of motorcyclists were killed on roads with speed limit more than 60km/h. Forty 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 younger) were killed on our roads in 2007. Out of these, 9 were car passengers, 4 were pedestrians and 3 were pedal cyclists.

Figure 5a: Fatalities Classified by Road User and Age in 2007

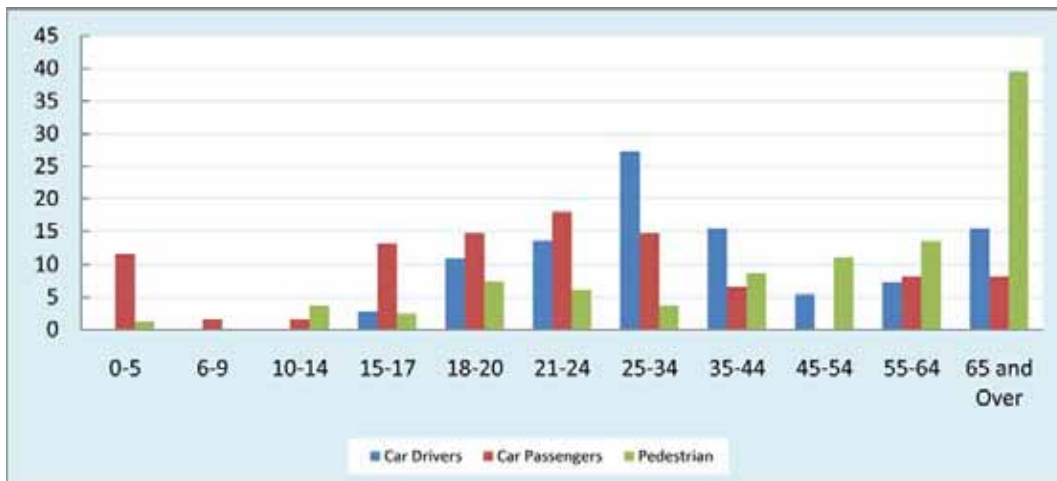


Figure 5b: Motor Cyclist and Pedal Cyclist Killed, Percentage of Total, 1973-2007

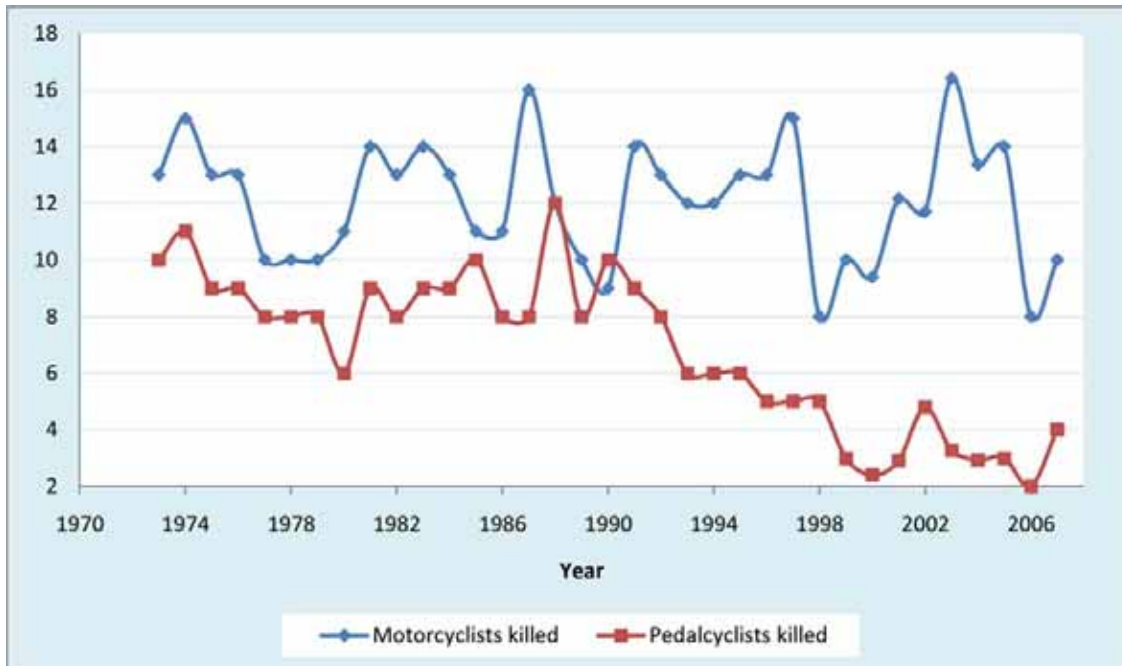
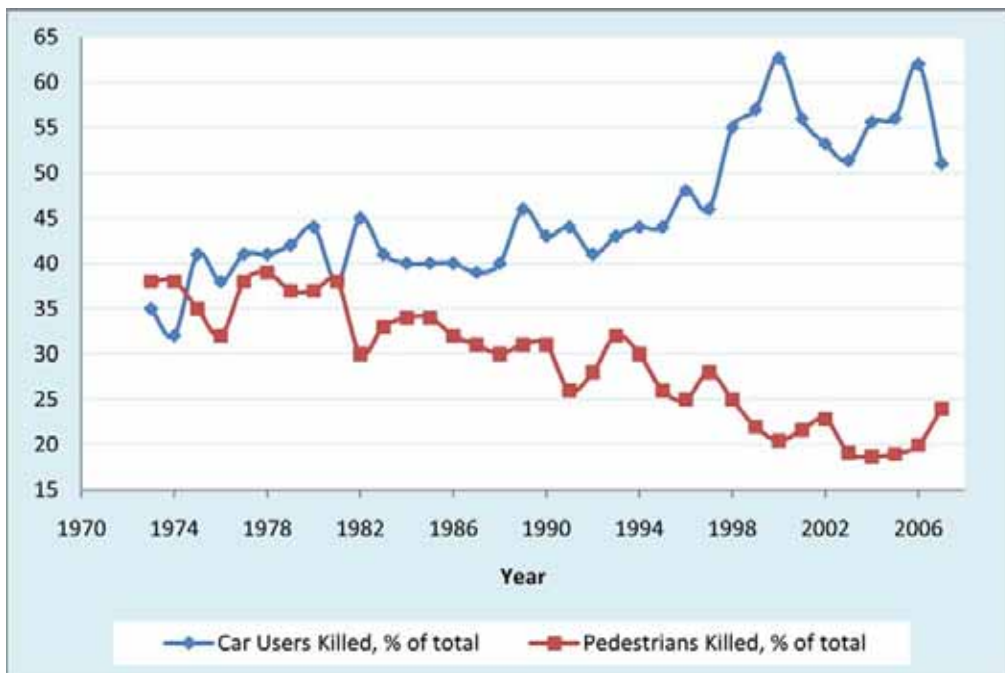


Figure 6: Pedestrians and Car Users Killed, Percentage of Total, 1973-2007



1.9 Primary Collision Type

Thirty-six per cent of all fatal collisions in 2007 were single vehicle only collisions. This represents an increase of 5 percentage points over the 2006 situation. This collision type, which involves no other road user, is strongly associated with 2 causal factors, namely excessive speed and / or alcohol/drug consumption. Single vehicle only collisions accounted for 17 per cent of injury collisions.

Head-on collisions accounted for 14 per cent of fatal collisions and 17 per cent of injury collisions. Collisions involving pedestrians accounted for 26 per cent of all fatal collisions and 18 per cent of all injury collisions.

Three out of 4 of all fatal collisions were either single vehicle, head-on or pedestrian collisions. This indicates that single vehicle, head-on or pedestrian collision types are, on average, more severe than angle, rear-end or 'other' road collision types, which together accounted for 48 per cent of injury collisions but only 24 per cent of fatal collisions.

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

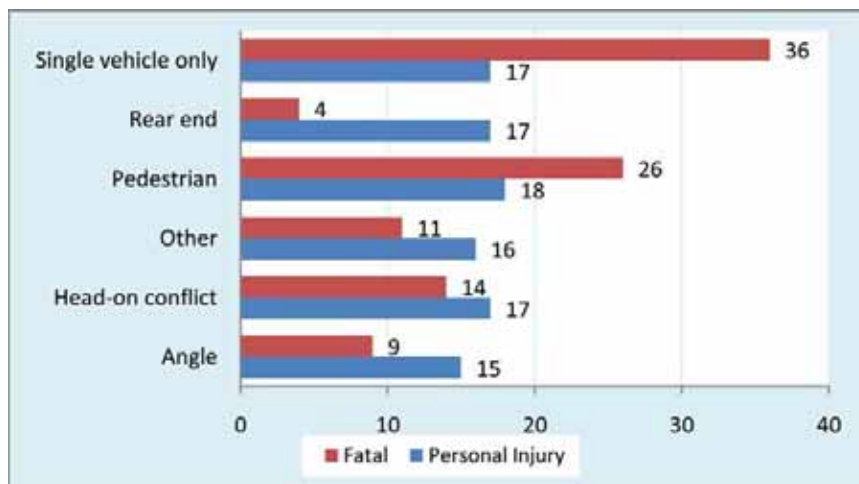
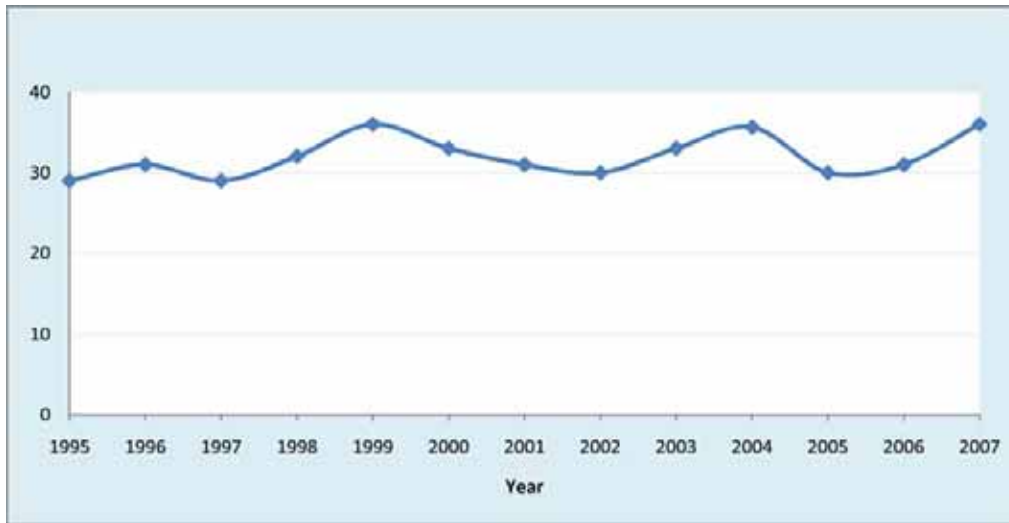


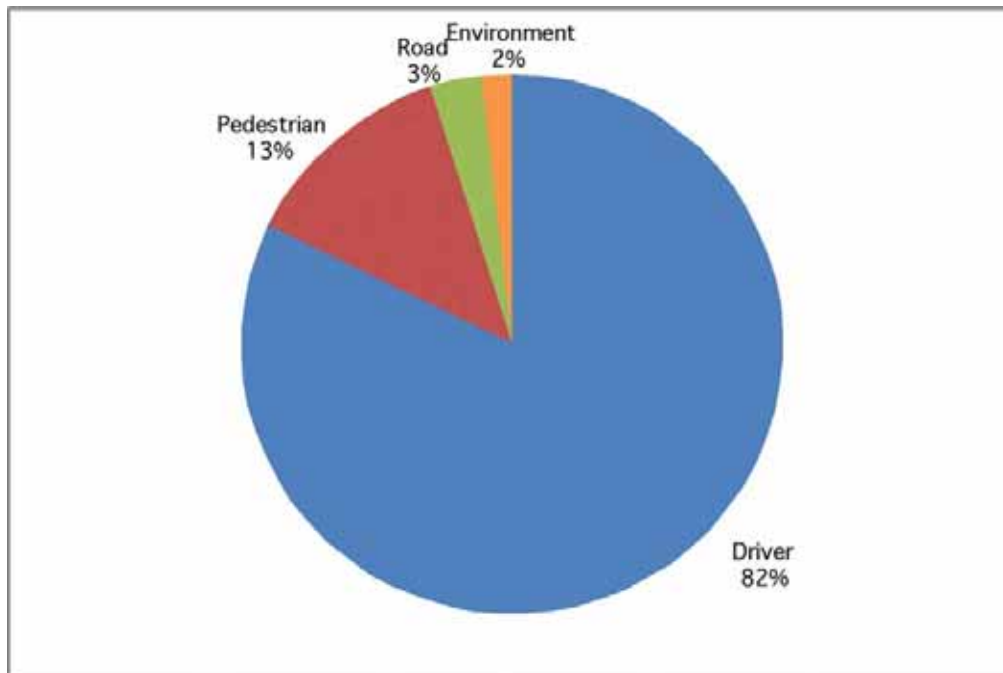
Figure 7b: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1995-2007



1.10 Contributory Factors to Road Collisions

The contributory factors listed by members of An Garda Síochána on collision report forms changed little from 2003 (see Table 17 on page 23). Driver error accounted for 82 per cent of all contributory factors identified in fatal collisions, while the next most listed factor, pedestrian error, accounted for 13 per cent. Road factors accounted for 3 per cent of all listed contributory factors. The breakdown of contributory factors to fatal collisions are shown in Figure 8 below.

Figure 8: Contributory Factors to Fatal Road Collisions



1.11 Contributory Actions to Road Collisions

In single vehicle fatal collisions, exceeding safe speed limit was cited as the main contributory action in 47 per cent of collisions. However, in two vehicle only fatal collisions - see Figure 9 (page 10) - the most frequently cited contributory action is 'went to the wrong side of the road' (41 per cent) followed in turn by 'other action' (24 per cent), 'exceeded safe speed limit' (19 per cent), 'drove through stop / yield' (8 per cent) and 'improper overtaking' (8 per cent).

“In single vehicle fatal collisions, 47 per cent exceeded safe speed limit.”

1.12 Collision Costs

The cost of collisions was based on those as outlined in the 2004 Goodbody Economic Consultants report entitled 'Cost Benefit Parameters and Application Rules for Transport Project Appraisal' which was commissioned by the Department of Transport. Using the updating mechanism as set out in the Goodbody Economic Consultant's report which is to inflate the year 2002 cost values to 2007 values, using the growth in Gross National Product (GNP) per person employed, the estimated cost of all fatal and injury road collisions reported to and recorded by An Garda Síochána in 2007 is €1.38billion. There is an increase in cost of collisions despite downward trend in fatal and injury collisions.

Table A2: Total Cost of Road Collisions in 2007

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	309	€2,891,435	€893,453,472
Serious	618	€386,286	€238,724,498
Minor	4,540	€38,045	€172,725,207
Material Damage	23,770	€3,044	€72,346,752
Total	29,237	N/A	€1,377,249,928

¹ Source of GNP per person employed Growth rate = CSO

1.13 International Comparisons

On the basis of road deaths per million population, in 2007, the latest year for which international comparative information is available, Ireland is ranked ninth out of the EU-25.

(Sources: IRTAD and ETSC)

Figure 9: Two Vehicle Fatal Collisions in 2007 Classified by Contributory Action

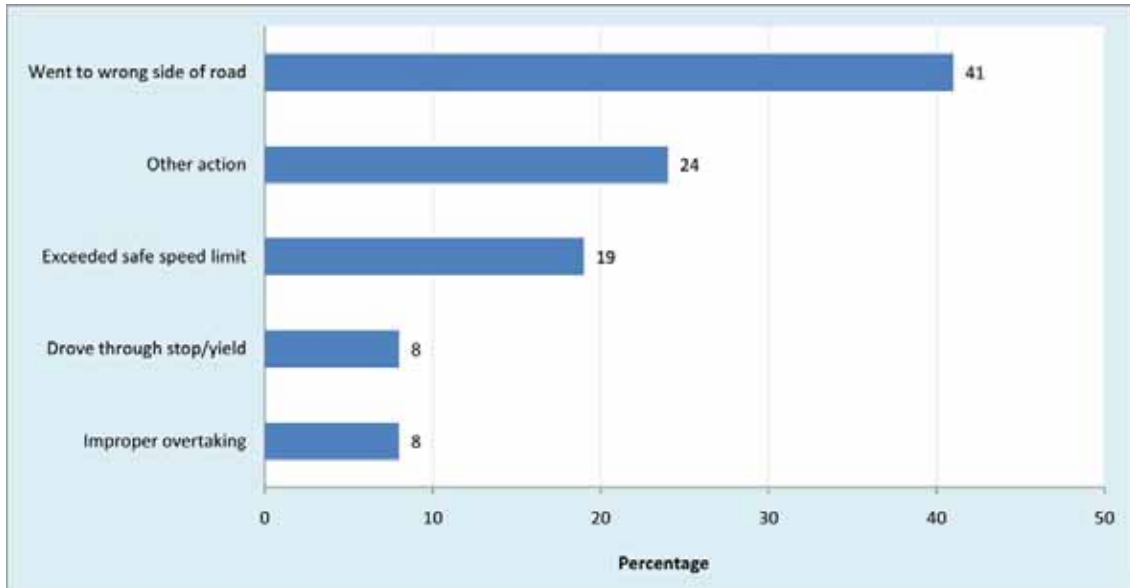
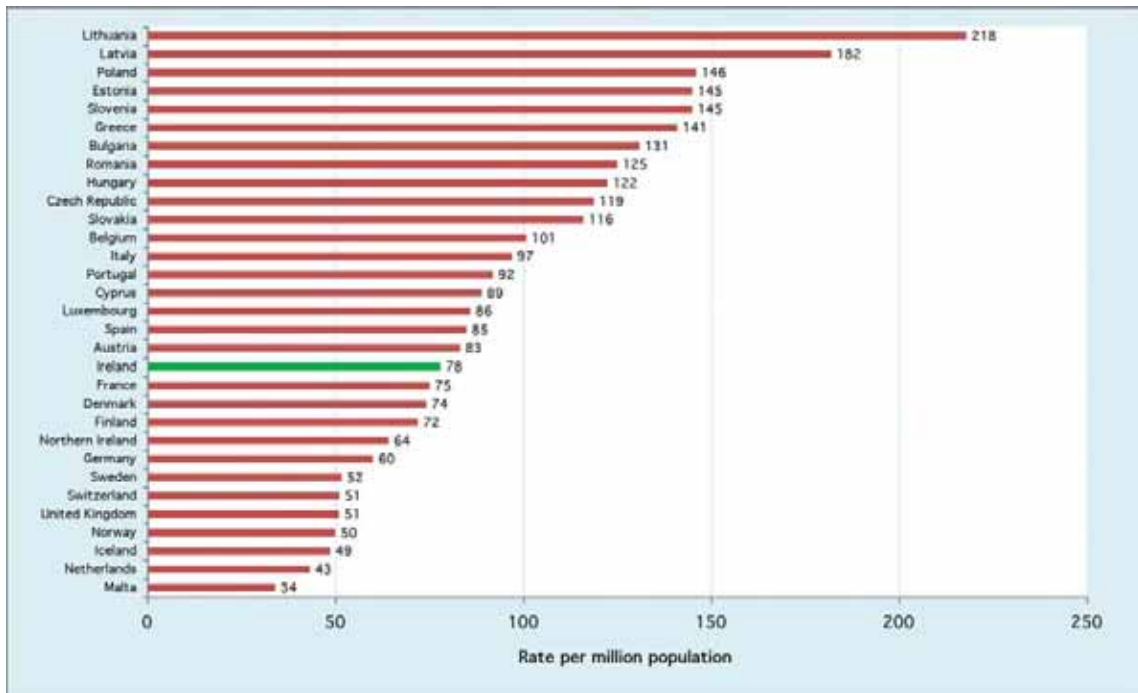


Figure 10: Road Fatalities per Million Population in 2007

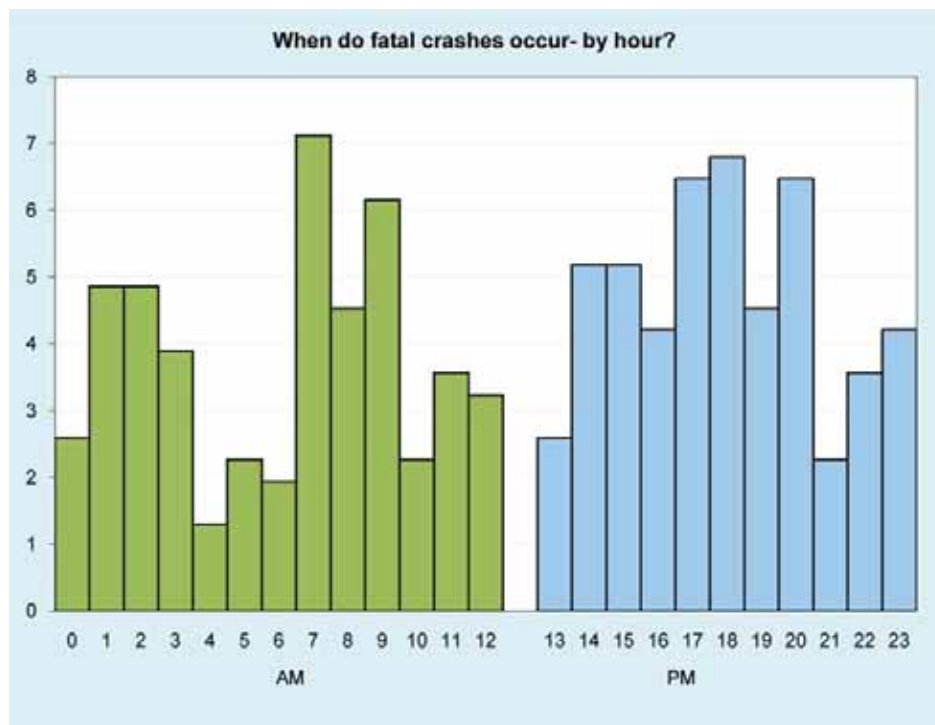


2. Date and Time

2.1 The Month of the Year

The worst month for fatalities in 2007 was December when 38 people died in 36 collisions. May recorded the fewest collisions when 24 people died in 19 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 2007



2.2 Persons Killed or Injured by Hour of Day

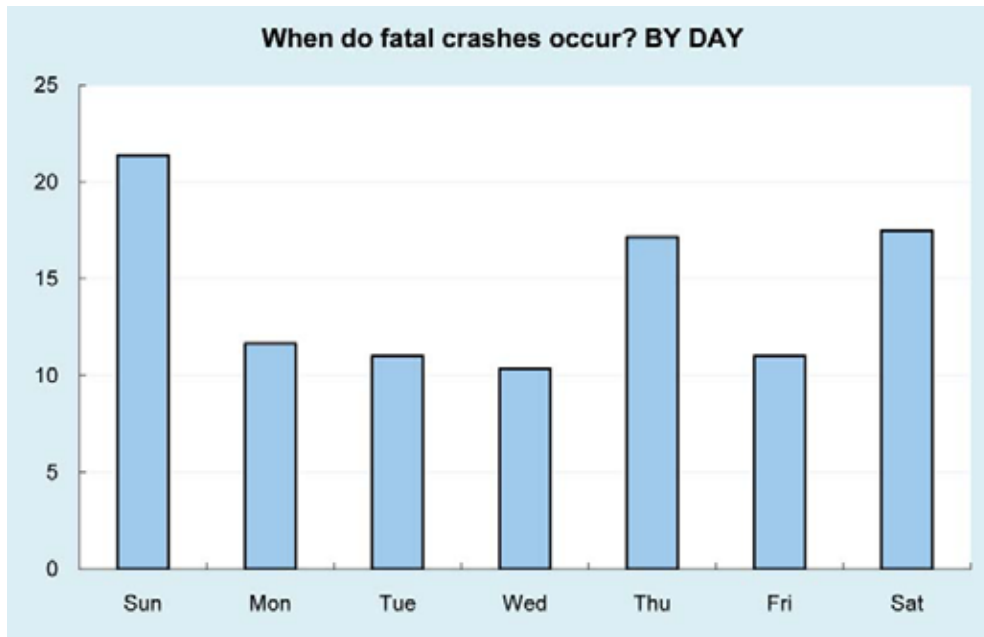
Figures 11 and 12 give the number of fatalities by hour of the day and the day of the week respectively. The highest number of fatalities occurred in the morning and afternoon rush hours (i.e. 7:00-9:00 and 17:00-19:00), the hours most probably associated with fatigue, since this is the time most people 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 69 in 2007, with 76 people being killed in these collisions. This period accounted for 23 per cent of fatal collisions and 23 per cent of fatalities in 2007.

The number of people killed during the later hours of darkness (between 3.00 am and 6.00 am) was 28. Fatalities that occurred during these hours accounted for approximately 8 per cent of all road collision fatalities in 2007.

2.3 Fatalities by Days of the Week

Figure 12: Percentage of Fatal Collisions by Days of the Week in 2007



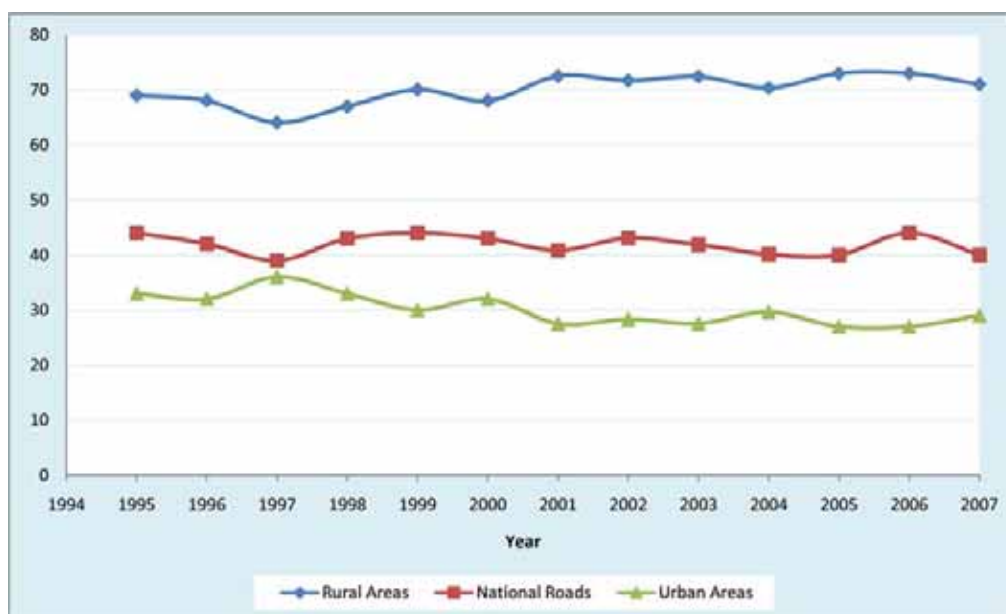
The worst days of the week for fatalities during 2007 were Saturdays, Sundays and Thursday. These three days together accounted for 190 fatalities, or 56 per cent of the total. The day of the week with fewest associated fatalities was Wednesday, when 34 people, or just under 10 per cent of the total, died.

3. Location

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

Twenty-nine per cent of all fatal collisions in 2007 occurred on urban roads. The percentage of fatal collisions occurring on rural roads was 71. Forty per cent of all fatal collisions occurred on national roads, a decrease of four percentage points on the 2006 figure. It should be noted that there has been reclassifications of some national roads to regional status within 2007. Some of the fatal collisions registered on national roads in 2007 might have occurred before or after the reclassification.

Figure 13: Percentage of Fatal Collisions in Rural, Urban Areas and on the National Routes, 1995-2007



3.2 On a County-by-County Basis

The collision rates per thousand population in 2006, per thousand registered vehicles in 2007 and per 10 million Vehicle-Kilometres of Travel in 2001, for each county are given in Table A.

On a county-by-county basis, Louth and Westmeath 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 (5 per 1,000 registered vehicles). Louth experienced the highest number of collisions per 10 million Vehicle Kilometers of Travel (approximately 3 per 10 million Vehicle Kilometers of Travel).

Table A: Collision Rates per Thousand Population (2006), per Thousand Registered Vehicles (2007), and per 10 Million Vehicle-Kilometres of Travel (2001), for each County

County	No. of Collisions per 1,000 Population¹	No. of Collisions per 1,000 Registered Vehicles²	No. of Collisions per 10 Million Vehicle Kilometres of Travel³
Leinster			
Carlow	1.2	1.8	1.1
Dublin	0.8	1.7	1.2
Kildare	1.1	2.0	1.1
Kilkenny	1.8	3.0	1.6
Laois	1.6	2.9	1.6
Longford	1.9	3.4	1.5
Louth	2.3	5.0	3.1
Meath	1.6	2.9	1.4
Offaly	1.8	3.2	2.1
Westmeath	2.1	3.8	1.7
Wexford	1.7	2.8	1.9
Wicklow	1.0	1.8	1.4
Munster			
Clare	1.3	2.1	0.6
Cork	1.2	2.1	2.1
Kerry	1.7	3.0	1.5
Limerick	1.8	3.3	2.0
Tipperary NR	1.2	1.9	1.0
Tipperary SR	1.9	3.1	1.8
Waterford	1.6	2.9	2.4
Connacht			
Galway	0.7	1.3	0.8
Leitrim	1.6	2.8	1.2
Mayo	1.1	2.0	1.1
Roscommon	1.7	2.8	1.5
Sligo	1.2	2.2	1.3
Ulster			
Cavan	1.9	3.3	1.3
Donegal	1.9	3.7	1.8
Monaghan	1.8	3.3	1.5
TOTAL	1.3	2.4	1.4

¹ Based on 2006 Census of Population

² Based on 2007 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, 1998-2007

Collision Type	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Fatal	408	374	362	360	346	301	334	360	321	309
Injury	7,831	7,433	7,395	6,549	6,279	5,684	5,447	6,173	5,697	5,158
Material Damage	23,604	24,995	25,066	21,191	17,915	17,930	16,525	21,274	22,399	23,770
TOTAL	31,843	32,802	32,823	28,100	24,540	23,915	22,306	27,807	28,417	29,237
Vehicles current licence (thousands)	1,512	1,608	1,682	1,770	1,850	1,937	2,036	2,138	2,296	2,442

Table 2 Persons Killed and Injured, 1998-2007

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Killed	458	413	415	411	376	335	374	396	365	338
Injured	12,773	12,340	12,043	10,222	9,206	8,262	7,867	9,318	8,575	7,806
TOTAL	13,231	12,753	12,458	10,633	9,582	8,597	8,241	9,714	8,940	8,144

Table 3 Persons Killed Classified by Road User Type, 1998-2007

Road User Type	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians	114	92	85	89	86	64	70	74	73	81
Pedal Cyclists	21	14	10	12	18	11	11	10	9	15
Motor Cyclists	37	43	39	50	44	55	50	56	29	33
Car Users	253	236	260	230	200	172	208	222	226	171
PSV Users	6	1	0	0	1	0	0	6	3	1
Goods Vehicle	21	23	17	26	20	27	25	22	18	32
Other or Unknown	6	4	4	4	7	6	10	6	7	5
TOTAL	458	413	415	411	376	335	374	396	365	338

Table 4 All Casualties Classified by Road User Type, 1998-2007

Road User Type	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Pedestrians	1,583	1,398	1,332	1,202	1,196	1,115	982	1,063	1,017	965
Pedal Cyclists	592	475	451	363	296	307	298	233	220	272
Motor Cyclists	1,136	986	1,179	1,084	1,031	840	681	591	534	410
Car Users	8,751	8,933	8,395	7,033	6,225	5,521	5,395	6,628	6,024	5,638
Other Road User*	1,169	961	1,101	951	834	814	885	1,199	1,145	859
TOTAL	13,231	12,753	12,458	10,633	9,582	8,597	8,241	9,714	8,940	8,144

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

Table 5 Persons Killed and Injured in Each County, 2003-2007

County	Persons Killed					Persons Injured				
	2003	2004	2005	2006	2007	2003	2004	2005	2006	2007
Leinster										
Carlow	4	7	9	7	3	102	73	127	83	76
Dublin	37	45	41	34	35	1,828	1,621	1,716	1,713	1,217
Kildare	17	19	14	23	13	287	288	356	266	279
Kilkenny	9	9	6	4	12	146	186	240	199	227
Laois	11	8	14	8	5	132	143	187	181	170
Longford	6	5	9	6	6	102	104	104	90	105
Louth	14	9	14	14	16	364	316	367	308	368
Meath	14	22	30	22	14	345	296	420	397	388
Offaly	7	4	8	9	5	149	116	167	180	188
Westmeath	15	13	12	18	14	208	177	194	168	240
Wexford	16	16	21	20	17	330	295	377	395	311
Wicklow	9	14	8	11	9	282	238	318	234	188
Munster										
Clare	9	8	12	9	12	168	143	237	236	209
Cork	30	29	39	33	31	977	880	1,025	898	840
Kerry	15	14	11	21	14	220	241	344	348	394
Limerick	13	17	17	16	16	361	458	487	466	470
Tipperary NR	13	10	10	15	6	128	151	179	181	102
Tipperary SR	8	9	5	11	12	161	195	163	176	255
Waterford	5	4	9	8	6	220	233	298	234	240
Connacht										
Galway	17	25	21	19	24	401	340	404	421	264
Leitrim	0	4	8	3	7	84	45	78	72	63
Mayo	9	12	14	11	9	208	225	250	232	217
Roscommon	6	9	5	5	7	154	178	167	163	140
Sligo	5	9	11	4	7	97	124	205	143	115
Ulster (part of)										
Cavan	15	8	10	7	10	202	243	291	187	182
Donegal	23	29	27	19	22	440	397	448	444	409
Monaghan	8	16	11	8	6	166	161	169	160	149
TOTAL	335	374	396	365	338	8,262	7,867	9,318	8,575	7,806

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	21	438	459	8.4	22	639	661	8.1
February	24	397	421	7.7	25	564	589	7.2
March	32	438	470	8.6	34	666	700	8.6
April	25	361	386	7.1	30	565	595	7.3
May	19	423	442	8.1	24	625	649	8.0
June	28	420	448	8.2	29	693	722	8.9
July	30	471	501	9.2	31	721	752	9.2
August	24	462	486	8.9	28	741	769	9.4
September	26	430	456	8.3	28	657	685	8.4
October	24	451	475	8.7	26	654	680	8.3
November	20	449	469	8.6	23	661	684	8.4
December	36	418	454	8.3	38	620	658	8.1
TOTAL	309	5,158	5,467	100.0	338	7,806	8,144	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	8	133	141	2.6	8	210	218	2.7
1	15	83	98	1.8	16	139	155	1.9
2	15	94	109	2.0	17	154	171	2.1
3	12	107	119	2.2	14	172	186	2.3
4	4	54	58	1.1	5	76	81	1.0
5	7	60	67	1.2	9	84	93	1.1
6	6	83	89	1.6	6	122	128	1.6
7	22	176	198	3.6	23	230	253	3.1
8	14	312	326	6.0	17	447	464	5.7
9	19	225	244	4.5	21	331	352	4.3
10	7	201	208	3.8	9	255	264	3.2
11	11	232	243	4.4	11	340	351	4.3
12	10	276	286	5.2	10	411	421	5.2
13	8	297	305	5.6	9	450	459	5.6
14	16	308	324	5.9	21	470	491	6.0
15	16	362	378	6.9	16	574	590	7.2
16	13	333	346	6.3	13	483	496	6.1
17	20	410	430	7.9	21	634	655	8.0
18	21	369	390	7.1	22	559	581	7.1
19	14	316	330	6.0	14	464	478	5.9
20	20	232	252	4.6	21	412	433	5.3
21	7	198	205	3.7	9	302	311	3.8
22	11	176	187	3.4	12	290	302	3.7
23	13	121	134	2.5	14	197	211	2.6
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	309	5,158	5,467	100.0	338	7,806	8,144	100.0

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

Day	Collisions				Casualties			
	Fatal	Injury	Total	%	Killed	Injured	Total	%
Sunday	66	762	828	15.1	75	1,260	1,335	16.4
Monday	36	708	744	13.6	41	1,028	1,069	13.1
Tuesday	34	702	736	13.5	36	1,013	1,049	12.9
Wednesday	32	712	744	13.6	34	1,058	1,092	13.4
Thursday	53	701	754	13.8	56	1,041	1,097	13.5
Friday	34	817	851	15.6	37	1,215	1,252	15.4
Saturday	54	756	810	14.8	59	1,191	1,250	15.3
TOTAL	309	5,158	5,467	100.0	338	7,806	8,144	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	43	1,518	1,561	60.0	106	1,557	1,663	58.0
Daylight poor visibility	4	145	149	5.7	11	188	199	6.9
Dark road well-lighted	19	508	527	20.3	12	103	115	4.0
Dark road poorly-lighted	13	216	229	8.8	12	153	165	5.8
Dark unlit lighting	1	16	17	0.7	4	37	41	1.4
Dark no Lighting	4	63	67	2.6	70	544	614	21.4
Unknown	1	10	11	0.4	0	4	4	0.1
Not Stated	3	36	39	1.5	6	60	66	2.3
TOTAL	88	2,512	2,600	100.0	221	2,646	2,867	100.0

CASUALTIES

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	43	1,990	2,033	58.8	120	2,590	2,710	57.8
Daylight poor visibility	4	193	197	5.7	11	339	350	7.5
Dark road well-lighted	22	732	754	21.8	15	176	191	4.1
Dark road poorly-lighted	13	282	295	8.5	14	249	263	5.6
Dark unlit lighting	1	22	23	0.7	4	56	60	1.3
Dark no Lighting	4	91	95	2.7	76	929	1,005	21.5
Unknown	1	10	11	0.3	0	7	7	0.1
Not Stated	3	48	51	1.5	7	92	99	2.1
TOTAL	91	3,368	3,459	100.0	247	4,438	4,685	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	226	438	3,165	3,829	70.0
Wet	54	137	1,095	1,286	23.5
Frost/Ice	3	8	53	64	1.2
Snow	1	0	10	11	0.2
Fog/Mist	7	14	58	79	1.4
High Winds	3	1	6	10	0.2
Other	0	3	15	18	0.3
Unknown	3	2	21	26	0.5
Not Specified	12	15	117	144	2.6
TOTAL	309	618	4,540	5,467	100.0

Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions

Road Surface	Fatal	Serious Injury	Minor Injury	Total	%
Dry	194	388	2,685	3,267	59.8
Wet	93	201	1,605	1,899	34.7
Frost/Ice	4	11	73	88	1.6
Snow	0	0	5	5	0.1
Other	3	3	37	43	0.8
Unknown/ Not Specified	15	15	135	165	3.0
TOTAL	309	618	4,540	5,467	100.0

Table 12 Fatal and Injury Collisions Classified by Road Character

Road Character	Fatal	Serious Injury	Minor Injury	Total	%
Straight	160	352	2,600	3,112	56.9
Bend	71	139	837	1,047	19.2
Hillcrest	10	13	105	128	2.3
Some Gradient	17	28	186	231	4.2
Other	20	11	134	165	3.0
Not Specified	31	75	678	784	14.3
TOTAL	309	618	4,540	5,467	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	595	1,520	1,152	3,267	28.1
Wet	408	622	869	1,899	39.6
Frost/Ice	34	12	42	88	73.9
Snow	1	1	3	5	50.0
Other	15	12	16	43	55.6
Not Specified	5	7	153	165	41.7
Total	1,058	2,174	2,235	5,467	32.7

* 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	185	361	459	1,005	33.9
Bend	139	123	227	489	53.1
Hillcrest	10	20	21	51	33.3
Some Gradient	27	32	25	84	45.8
Other	5	16	32	53	23.8
Not Specified	42	70	105	217	37.5
TOTAL	408	622	869	1,899	39.6

* 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	46	769	815	31.3	33	86	119	4.2
Single Vehicle Only	19	203	222	8.5	90	621	711	24.8
Two or more Vehicle Accidents	23	1,540	1,563	60.1	98	1,939	2,037	71.0
TOTAL	88	2,512	2,600	100	221	2,646	2,867	100.0

Breakdown of two or more vehicle collisions

Rear End	2	419	421	26.9	11	360	371	18.2
Angle	6	356	362	23.2	20	360	380	18.7
Head-On	3	259	262	16.8	41	546	587	28.8
Other/Not Known	12	506	518	33.1	26	673	699	34.3

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	2	15	17	1.8
Parked Car	1	25	26	2.8
Parked Truck	1	2	3	0.3
Parked Trailer/Skip	0	2	2	0.2
Pole	11	55	66	7.1
Tree	14	48	62	6.6
Animal	0	22	22	2.4
Wall/Gate	23	134	157	16.8
Ditch	40	342	382	40.9
Other/Unknown	17	146	163	17.5
Not Stated	0	33	33	3.5
TOTAL	109	824	933	100.0

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

Contributory Factor	Fatal	Injury	Total	%
Driver	134	3,511	3,645	86.4
Pedestrian	21	333	354	8.4
Road	5	130	135	3.2
Vehicle	0	11	11	0.3
Environment	3	72	75	1.8
TOTAL	163	4,057	4,220	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, 2007

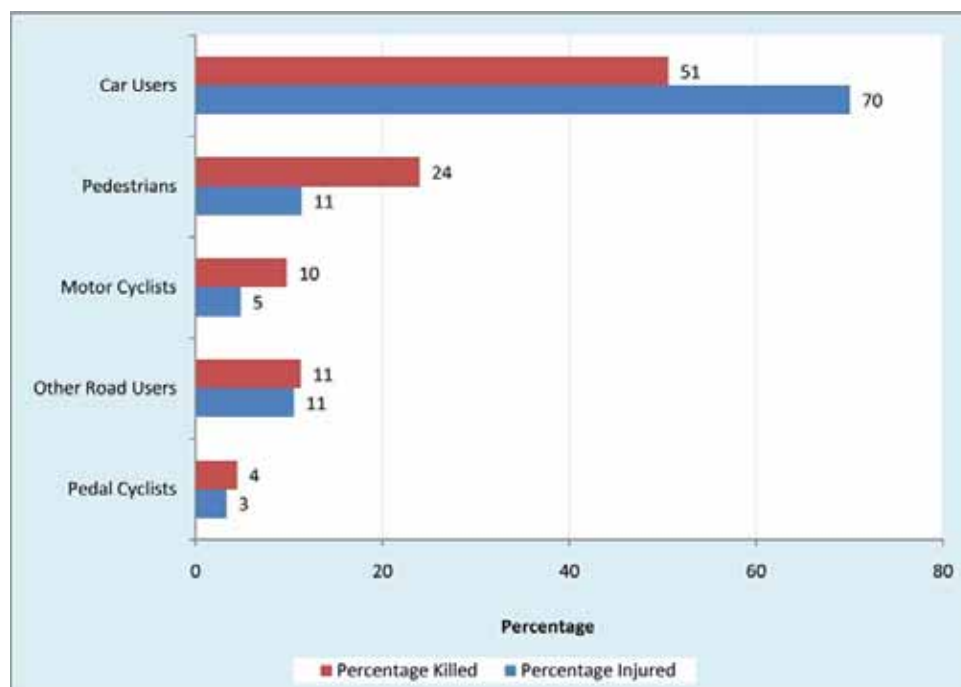


Table 18 All Casualties Classified by Road User Type

Casualty Class	Killed	Serious Injury	Minor Injury	Total	%
Pedestrians	81	146	732	959	12.0
Pedal Cycle Users	15	19	238	272	3.4
Motor Cycle Users	33	61	316	410	5.1
Car Users	171	542	4,848	5,561	69.4
PSV Users	1	3	81	85	1.1
Goods Vehicle Users	32	67	482	581	7.2
Other	5	22	120	147	1.8
TOTAL	338	860	6,817	8,015	100.0

Note: Collisions omitted when injury severity unknown

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	1	53	54	5.6	0	3	3	1.1	0	0	0	0.0
6-9	0	75	75	7.8	0	10	10	3.7	0	1	1	0.2
10-14	3	70	73	7.6	3	31	34	12.5	0	2	2	0.5
15-17	2	46	48	5.0	0	15	15	5.5	0	18	18	4.4
18-20	6	57	63	6.5	2	6	8	2.9	3	23	26	6.3
21-24	5	78	83	8.6	0	18	18	6.6	4	41	45	11.0
25-34	3	121	124	12.8	2	64	66	24.3	11	130	141	34.4
35-44	7	86	93	9.6	1	38	39	14.3	9	76	85	20.7
45-54	9	67	76	7.9	3	34	37	13.6	3	53	56	13.7
55-64	11	66	77	8.0	4	11	15	5.5	1	13	14	3.4
65 and Over	32	116	148	15.3	0	13	13	4.8	1	4	5	1.2
Unknown	2	49	51	5.3	0	14	14	5.1	1	16	17	4.1
TOTAL	81	884	965	100.0	15	257	272	100.0	33	377	410	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	7	158	165	7.9	7	159	166	2.9	0	2	2	0.2
6-9	0	0	0	0.0	1	84	85	4.1	1	84	85	1.5	0	11	11	1.3
10-14	0	1	1	0.0	1	131	132	6.3	1	132	133	2.4	0	10	10	1.2
15-17	3	73	76	2.1	8	211	219	10.5	11	284	295	5.2	1	29	30	3.5
18-20	12	389	401	11.3	9	321	330	15.8	21	710	731	13.0	5	58	63	7.3
21-24	15	476	491	13.8	11	220	231	11.1	26	696	722	12.8	4	83	87	10.1
25-34	30	862	892	25.1	9	297	306	14.7	39	1,159	1,198	21.2	5	198	203	23.6
35-44	17	600	617	17.4	4	153	157	7.5	21	753	774	13.7	7	145	152	17.7
45-54	6	389	395	11.1	0	104	104	5.0	6	493	499	8.9	8	121	129	15.0
55-64	8	278	286	8.0	5	109	114	5.5	13	387	400	7.1	5	68	73	8.5
65 and Over	17	257	274	7.7	5	135	140	6.7	22	392	414	7.3	3	26	29	3.4
Unknown	2	119	121	3.4	1	99	100	4.8	3	218	221	3.9	0	70	70	8.1
TOTAL	110	3,445	3,555	100.0	61	2,022	2,083	100.0	171	5,467	5,638	100.0	38	821	859	100.0

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	0	28	28	5.2	0	2	2	1.0	0	0	0	0.0
6-9	0	50	50	9.3	0	6	6	3.0	0	0	0	0.0
10-14	3	41	44	8.2	2	26	28	14.2	0	1	1	0.3
15-17	2	17	19	3.5	0	12	12	6.1	0	16	16	4.4
18-20	3	35	38	7.1	2	5	7	3.6	3	21	24	6.6
21-24	5	42	47	8.7	0	13	13	6.6	4	36	40	11.0
25-34	3	69	72	13.4	2	41	43	21.8	11	116	127	35.1
35-44	5	54	59	10.9	1	34	35	17.8	9	72	81	22.4
45-54	7	36	43	8.0	0	27	27	13.7	3	44	47	13.0
55-64	7	36	43	8.0	3	6	9	4.6	1	11	12	3.3
65 and Over	16	61	77	14.3	0	8	8	4.1	1	4	5	1.4
Unknown	1	18	19	3.5	0	7	7	3.6	1	8	9	2.5
TOTAL	52	487	539	100.0	10	187	197	100.0	33	329	362	100.0

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	0	0	0.0	2	69	71	8.6	2	69	71	2.7	0	2	2	0.3
6-9	0	0	0	0.0	0	38	38	4.6	0	38	38	1.4	0	7	7	1.1
10-14	0	1	1	0.1	0	56	56	6.8	0	57	57	2.2	0	7	7	1.1
15-17	3	52	55	3.1	6	92	98	11.8	9	144	153	5.8	1	23	24	3.7
18-20	11	234	245	13.6	5	145	150	18.1	16	379	395	15.0	4	47	51	7.8
21-24	12	250	262	14.6	8	121	129	15.6	20	371	391	14.9	4	68	72	11.1
25-34	24	395	419	23.3	7	130	137	16.5	31	525	556	21.2	5	163	168	25.8
35-44	12	287	299	16.6	2	52	54	6.5	14	339	353	13.4	7	121	128	19.7
45-54	4	176	180	10.0	0	29	29	3.5	4	205	209	8.0	8	96	104	16.0
55-64	4	143	147	8.2	1	22	23	2.8	5	165	170	6.5	5	53	58	8.9
65 and Over	13	154	167	9.3	1	27	28	3.4	14	181	195	7.4	3	16	19	2.9
Unknown	2	20	22	1.2	1	15	16	1.9	3	35	38	1.4	0	10	10	1.5
TOTAL	85	1,712	1,797	100.0	33	796	829	100.0	118	2,508	2,626	100.0	37	613	650	100.0

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

Age Groups	Pedestrians				Pedal Cyclists				Motor Cyclists			
	Killed	Injured	Total	%	Killed	Injured	Total	%	Killed	Injured	Total	%
0-5	1	21	22	5.6	0	1	1	1.6	0	0	0	0.0
6-9	0	22	22	5.6	0	4	4	6.3	0	1	1	3.6
10-14	0	29	29	7.4	1	4	5	7.9	0	1	1	3.6
15-17	0	29	29	7.4	0	2	2	3.2	0	2	2	7.1
18-20	3	22	25	6.4	0	1	1	1.6	0	2	2	7.1
21-24	0	34	34	8.7	0	5	5	7.9	0	4	4	14.3
25-34	0	50	50	12.8	0	20	20	31.7	0	9	9	32.1
35-44	2	32	34	8.7	0	3	3	4.8	0	2	2	7.1
45-54	2	29	31	7.9	2	7	9	14.3	0	6	6	21.4
55-64	4	29	33	8.5	1	5	6	9.5	0	1	1	3.6
65 and Over	16	53	69	17.7	0	5	5	7.9	0	0	0	0.0
Unknown	0	12	12	3.1	0	2	2	3.2	0	0	0	0.0
TOTAL	28	362	390	100.0	4	59	63	100.0	0	28	28	100.0

Age Groups	Car Drivers				Car Passengers				Total Car Users				Other Road Users			
	K	I	T	%	K	I	T	%	K	I	T	%	K	I	T	%
0-5	0	0	0	0.0	5	74	79	7.2	5	74	79	3.0	0	0	0	0.0
6-9	0	0	0	0.0	1	36	37	3.4	1	36	37	1.4	0	2	2	1.8
10-14	0	0	0	0.0	1	66	67	6.1	1	66	67	2.5	0	3	3	2.7
15-17	0	19	19	1.2	2	110	112	10.2	2	129	131	4.9	0	6	6	5.4
18-20	1	145	146	9.4	4	171	175	16.0	5	316	321	12.1	0	8	8	7.2
21-24	3	216	219	14.1	3	91	94	8.6	6	307	313	11.8	0	11	11	9.9
25-34	6	430	436	28.0	2	158	160	14.6	8	588	596	22.5	0	29	29	26.1
35-44	5	294	299	19.2	2	89	91	8.3	7	383	390	14.7	0	15	15	13.5
45-54	2	196	198	12.7	0	72	72	6.6	2	268	270	10.2	0	15	15	13.5
55-64	4	126	130	8.4	4	85	89	8.1	8	211	219	8.3	0	10	10	9.0
65 and Over	4	85	89	5.7	4	94	98	9.0	8	179	187	7.1	0	9	9	8.1
Unknown	0	20	20	1.3	0	20	20	1.8	0	40	40	1.5	0	3	3	2.7
TOTAL	25	1,531	1,556	100	28	1,066	1,094	100	53	2,597	2,650	100	0	111	111	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	101	103	6	96	102	205	2.7
6-9	0	101	101	1	65	66	167	2.2
10-14	5	132	137	2	103	105	242	3.2
15-17	12	212	224	2	168	170	394	5.2
18-20	28	487	515	8	349	357	872	11.4
21-24	33	530	563	6	361	367	930	12.2
25-34	52	914	966	8	696	704	1,670	21.9
35-44	36	620	656	9	435	444	1,100	14.4
45-54	22	408	430	6	325	331	761	10.0
55-64	21	271	292	13	256	269	561	7.4
65 and Over	34	270	304	24	246	270	574	7.5
Unknown	5	78	83	0	57	57	140	1.8
TOTAL	250	4,124	4,374	85	3,157	3,242	7,616	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) (2006)	Cas. per 1000 pop
	Killed	Injured	Total	%	Killed	Injured	Total					
0-5	2	96	98	2.8	6	120	126	224	2.8	360	0.6	
6-9	0	107	107	3.1	1	74	75	182	2.2	230	0.8	
10-14	5	146	151	4.4	2	99	101	252	3.1	274	0.9	
15-17	2	177	179	5.2	12	215	227	406	5.0	172	2.4	
18-20	7	318	325	9.4	30	536	566	891	10.9	183	4.9	
21-24	9	350	359	10.4	30	566	596	955	11.7	278	3.4	
25-34	9	703	712	20.6	51	969	1,020	1,732	21.3	722	2.4	
35-44	13	472	485	14.0	32	626	658	1,143	14.0	623	1.8	
45-54	7	324	331	9.6	22	444	466	797	9.8	522	1.5	
55-64	1	234	245	7.1	23	311	334	579	7.1	407	1.4	
65 and Over	24	258	282	8.2	34	293	327	609	7.5	468	1.3	
Unknown	2	183	185	5.3	4	185	189	374	4.6			
TOTAL	91	3,368	3,459	100.0	247	4,438	4,685	8,144	100.0	4,240	1.9	

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	47	792	839	24.3	34	92	126	2.7
Pedal Cycle Users	7	223	230	6.6	8	34	42	0.9
Motor Cycle Users	12	225	237	6.9	21	152	173	3.7
Car Users	21	1,846	1,867	54.0	150	3,621	3,771	80.5
PSV Users	0	84	84	2.4	1	41	42	0.9
Goods Vehicle Users	3	136	139	4.0	29	418	447	9.5
Other	1	62	63	1.8	4	80	84	1.8
Unknown	0	0	0	0.0	0	0	0	0.0
TOTAL	91	3,368	3,459	100.0	247	4,438	4,685	100.0

Note: Collisions omitted when speed limit is unknown

Table 25 Pedestrian Casualties Classified by Light Condition and by Location Type

Light Condition	Inside Built-up Areas				Outside Built-up Areas			
	Killed	Injured	Total	%	Killed	Injured	Total	%
Daylight good visibility	17	463	480	57.2	5	47	52	41.3
Daylight poor visibility	4	36	40	4.8	1	2	3	2.4
Dark road well-lighted	9	167	176	21.0	4	7	11	8.7
Dark road poorly-lighted	10	99	109	13.0	5	7	12	9.5
Dark unlit lighting	0	5	5	0.6	1	3	4	3.2
Dark no Lighting	4	5	9	1.1	17	22	39	31.0
Unknown	0	6	6	0.7	0	0	0	0.0
Not Stated	3	11	14	1.7	1	4	5	4.0
TOTAL	47	792	839	100.0	34	92	126	100.0

Note: Collisions omitted when speed limit is unknown

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

Pedestrian Action	Age								
	0-14		15-64		65 & over		All ages		Total
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
DAYLIGHT									
Crossing masked by Parked Car	1	16	1	12	0	9	2	37	39
Otherwise crossing	0	42	1	94	7	33	8	169	177
Walking with traffic	0	3	1	16	1	5	2	24	26
Walking against traffic	0	2	0	9	2	0	2	11	13
Standing in roadway	0	1	0	14	0	1	0	16	16
Playing in roadway	1	24	0	0	0	0	1	24	25
Lying on roadway	0	0	0	0	1	0	1	0	1
Other	1	34	2	69	1	14	4	117	121
Unknown	0	35	2	59	4	23	6	117	123
TOTAL	3	157	7	273	16	85	26	515	541
DARKNESS									
Crossing masked by Parked Car	0	4	0	10	0	2	0	16	16
Otherwise crossing	0	10	6	58	8	15	14	83	97
Walking with traffic	0	0	3	11	0	0	3	11	14
Walking against traffic	0	2	4	16	1	2	5	20	25
Standing in roadway	0	2	1	15	1	1	2	18	20
Playing in roadway	0	8	0	2	0	0	0	10	10
Lying on roadway	0	0	2	1	0	0	2	1	3
Other	0	2	6	65	5	5	11	72	83
Unknown	1	13	14	67	1	6	16	86	102
TOTAL	1	41	36	245	16	31	53	317	370
OVERALL TOTAL	4	198	43	518	32	116	79	832	911

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	15	255	7	277	3.2
Motor Cycle	33	349	31	413	4.8
Car	110	3,445	2,872	6,427	74.9
PSV	1	27	91	119	1.4
Goods Vehicle	22	422	663	1,107	12.9
Other or Unknown	4	90	144	238	2.8
TOTAL	185	4,588	3,808	8,581	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	10	187	6	203	3.7
Motor Cycle	33	317	24	374	6.8
Car	85	1,712	1,783	3,580	65.6
PSV	1	21	80	102	1.9
Goods Vehicle	21	369	598	988	18.1
Other or Unknown	5	81	127	213	3.9
TOTAL	155	2,687	2,618	5,460	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	4	59	0	63	2.5
Motor Cycle	0	15	3	18	0.7
Car	25	1,531	845	2,401	94.0
PSV	0	5	5	10	0.4
Goods Vehicle	0	23	18	41	1.6
Other or Unknown	0	16	6	22	0.9
TOTAL	29	1,649	877	2,555	100.0

* where specified

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

Age Group	Drivers									
	Male				Female				Overall Total	% of Total
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total		
0-5	0	0	1	1	0	0	0	0	1	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	1	0	1	0	0	0	0	1	0.0
15-17	3	52	41	96	0	19	5	24	120	2.0
18-20	11	234	216	461	1	145	61	207	668	11.2
21-24	12	250	243	505	3	216	98	317	822	13.7
25-34	24	395	453	872	6	430	225	661	1,533	25.6
35-44	12	287	331	630	5	294	195	494	1,124	18.8
45-54	4	176	235	415	2	196	136	334	749	12.5
55-64	4	143	129	276	4	126	71	201	477	8.0
65 and Over	13	154	113	280	4	85	40	129	409	6.8
Unknown	2	20	21	43	0	20	14	34	77	1.3
TOTAL	85	1,712	1,783	3,580	25	1,531	845	2,401	5,981	100.0

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

Age Group	Male				Female				Overall Total	% of Total
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total		
0-5	0	0	0	0	0	0	0	0	0	0
6-9	0	0	0	0	0	1	0	1	1	0.3
10-14	0	0	0	0	0	1	0	1	1	0.3
15-17	0	15	1	16	0	1	0	1	17	4.3
18-20	3	18	2	23	0	0	1	1	24	6.1
21-24	4	34	4	42	0	2	1	3	45	11.5
25-34	11	113	9	133	0	3	1	4	137	34.9
35-44	9	72	2	83	0	2	0	2	85	21.7
45-54	3	43	4	50	0	4	0	4	54	13.8
55-64	1	11	0	12	0	1	0	1	13	3.3
65 and Over	1	4	1	6	0	0	0	0	6	1.5
Unknown	1	7	1	9	0	0	0	0	9	2.3
TOTAL	33	317	24	374	0	15	3	18	392	100

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

Age Group	Male				Female				Overall Total	% of Total
	Killed	Injured	Uninjured	Total	Killed	Injured	Uninjured	Total		
0-5	0	0	0	0	0	0	0	0	0	0.0
6-9	0	0	0	0	0	0	0	0	0	0.0
10-14	0	3	0	3	0	0	0	0	3	0.2
15-17	0	6	7	13	0	2	0	2	15	1.1
18-20	2	26	26	54	0	1	0	1	55	4.1
21-24	1	50	67	118	0	3	1	4	122	9.0
25-34	3	122	229	354	0	14	7	21	375	27.6
35-44	6	109	211	326	0	11	12	23	349	25.7
45-54	6	82	156	244	0	3	5	8	252	18.6
55-64	5	44	78	127	0	2	2	4	131	9.6
65 and Over	3	12	23	38	0	2	1	3	41	3.0
Unknown	0	8	6	14	0	1	0	1	15	1.1
TOTAL	26	462	803	1,291	0	39	28	67	1,358	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	42	1,520	1,055	2,617	41.0
Seat Belt Not in Use	14	70	32	116	1.8
Unknown	32	917	778	1,727	27.1
Not Stated	22	888	1,007	1,917	30.1
TOTAL	110	3,395	2,872	6,377	100.0
Passengers (front seat)					
Seat Belt in Use	17	554	*	571	47.0
Seat Belt Not in Use	6	33	*	39	3.2
Unknown	11	328	*	339	27.9
Not Stated	3	263	*	266	21.9
TOTAL	37	1,178	*	1,215	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	1	23	3	27	6.5
Crash Helmet Not in Use	12	97	8	117	28.3
Unknown	3	26	3	32	7.7
Not Stated	17	203	17	237	57.4
TOTAL	33	349	31	413	100.0
Passengers					
Crash Helmet in Use	0	1	*	1	4.2
Crash Helmet Not in Use	0	5	*	5	20.8
Unknown	0	0	*	0	0.0
Not Stated	0	18	*	18	75.0
TOTAL	0	24	*	24	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	170	4,528	4,698	94.5
Northern Ireland	6	86	92	1.8
Britain	3	44	47	0.9
Other	7	129	136	2.7
TOTAL	186	4,787	4,973	100.0
GOODS				
Ireland	77	787	864	93.4
Northern Ireland	1	26	27	2.9
Britain	2	10	12	1.3
Other	0	22	22	2.4
TOTAL	80	845	925	100.0

Table 36 Two Vehicle Collisions: Contributory Action, where Specified

Driver Action	Fatal	Injury	Total	%
Drove through Stop/Yield Sign	3	120	123	16.7
Exceeded Safe Speed	7	47	54	7.3
Went to Wrong Side of Road	15	226	241	32.7
Improper Overtaking	3	37	40	5.4
Drove Through Traffic Signal	0	36	36	4.9
Failed to Signal	0	13	13	1.8
Other Action	9	220	229	31.1
TOTAL	37	699	736	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	7	228	235	5.8	8	35	43	0.9
Motor Cycles	12	236	248	6.1	22	144	166	3.7
Cars	63	2,926	2,989	73.4	202	3,259	3,461	76.2
PSVs	5	76	81	2.0	2	37	39	0.9
Goods Vehicles	24	395	419	10.3	71	624	695	15.3
Other or Unknown	1	100	101	2.5	10	130	140	3.1
TOTAL	112	3,961	4,073	100.0	315	4,229	4,544	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	8	8	0.9	1	8	9	1.0
Motor Cycles	1	16	17	1.8	14	74	88	9.4
Cars	52	684	736	78.8	75	656	731	78.3
PSVs	3	30	33	3.5	0	6	6	0.6
Goods Vehicles	22	96	118	12.6	1	6	71	8.7
Other or Unknown	1	21	22	2.4	3	9	12	1.3
TOTAL	79	855	934	100.0	109	824	933	100.0

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
Pedal Cycle-Pedal Cycle	0	1	1	0	2	2
Pedal Cycle-Motor Cycle	0	3	3	0	7	7
Pedal Cycle-Car 7	186	193	7	194	201	
Pedal Cycle-PSV	2	6	8	2	6	8
Pedal Cycle-Goods	5	31	36	5	31	36
Pedal Cycle-Other/Unknown	0	4	4	0	4	4
TOTAL	14	231	245	14	244	258

	Fatal	Injury	Total	Fatalities	Injuries	Total
Motor Cycle-Pedal Cycle	0	3	3	0	7	7
Motor Cycle-Motor Cycle	0	3	3	0	4	4
Motor Cycle-Car	12	202	214	12	232	244
Motor Cycle-PSV	0	5	5	0	5	5
Motor Cycle-Goods	2	27	29	2	32	34
Motor Cycle-Other/Unknown	1	2	3	1	3	4
TOTAL	15	242	257	15	283	298

	Fatal	Injury	Total	Fatalities	Injuries	Total
Car-Pedal Cycle	7	186	193	7	194	201
Car-Motor Cycle	12	202	214	12	232	244
Car-Car	32	1,411	1,443	41	2,581	2,622
Car-PSV	1	43	44	1	110	111
Car-Goods	26	467	493	30	732	762
Car-Other/Unknown	5	126	131	5	199	204
TOTAL	83	2,435	2,518	96	4,048	4,144

Table 39 Two-Vehicle Collisions Classified by Vehicle Type

	Fatal	Injury	Total	Fatalities	Injuries	Total
PSV-Pedal Cycle	2	6	8	2	6	8
PSV-Motor Cycle	0	5	5	0	5	5
PSV-Car	1	43	44	1	110	111
PSV-PSV	0	2	2	0	3	3
PSV-Goods	1	7	8	1	16	17
PSV-Other/Unknown	0	3	3	0	4	4
TOTAL	4	66	70	4	144	148

	Fatal	Injury	Total	Fatalities	Injuries	Total
Goods-Pedal Cycle	5	31	36	5	31	36
Goods-Motor Cycle	2	27	29	2	32	34
Goods-Car	26	467	493	30	732	762
Goods-PSV	1	7	8	1	16	17
Goods-Goods	7	67	74	7	103	110
Goods-Other/Unknown	1	21	22	1	38	39
TOTAL	42	620	662	46	952	998

	Fatal	Injury	Total	Fatalities	Injuries	Total
Other-Pedal Cycle	0	4	4	0	4	4
Other-Motor Cycle	1	2	3	1	3	4
Other-Car	5	126	131	5	199	204
Other-PSV	0	3	3	0	4	4
Other-Goods	1	21	22	1	38	39
Other-Other/Unknown	0	8	8	0	16	16
TOTAL	7	164	171	7	264	271

SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

County and Province	Pop. (000's) (2006)	Reg. Motor Vehicle (000's) (2007)	Collisions				Casualties			
			Fatal	Injury	Total	%	Killed	Injured	Total	%
Leinster										
Carlow	50	35	3	56	59	1.1	3	76	79	1.0
Dublin	1,187	610	33	937	970	17.7	35	1,217	1,252	15.4
Kildare	186	109	11	186	197	3.6	13	279	292	3.6
Kilkenny	88	55	11	144	155	2.8	12	227	239	2.9
Laois	67	40	5	103	108	2.0	5	170	175	2.1
Longford	34	20	4	61	65	1.2	6	105	111	1.4
Louth	111	55	15	245	260	4.8	16	368	384	4.7
Meath	163	98	14	248	262	4.8	14	388	402	4.9
Offaly	71	41	5	121	126	2.3	5	188	193	2.4
Westmeath	79	47	13	154	167	3.1	14	240	254	3.1
Wexford	132	87	16	208	224	4.1	17	311	328	4.0
Wicklow	126	76	8	123	131	2.4	9	188	197	2.4
Munster										
Clare	111	69	11	128	139	2.5	12	209	221	2.7
Cork	481	296	28	564	592	10.8	31	840	871	10.7
Kerry	140	86	12	229	241	4.4	14	394	408	5.0
Limerick	184	107	14	318	332	6.1	16	470	486	6.0
Tipperary NR	66	45	6	74	80	1.5	6	102	108	1.3
Tipperary SR	83	53	9	148	157	2.9	12	255	267	3.3
Waterford	108	66	6	170	176	3.2	6	240	246	3.0
Connacht										
Galway	232	131	22	145	167	3.1	24	264	288	3.5
Leitrim	29	18	6	41	47	0.9	7	70	77	0.9
Mayo	124	74	8	134	142	2.6	9	217	226	2.8
Roscommon	59	37	6	92	98	1.8	7	140	147	1.8
Sligo	61	36	6	69	75	1.4	7	115	122	1.5
Ulster (Part of)										
Cavan	64	39	10	109	119	2.2	10	182	192	2.4
Donegal	147	81	21	257	278	5.1	22	409	431	5.3
Monaghan	56	32	6	94	100	1.8	6	149	155	1.9
TOTAL	4,240	2,442	309	5,158	5,467	100.0	338	7,806	8,144	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	24	284	308	5.6	26	426	452	5.6
Carlow / Kildare	12	265	277	5.1	14	401	415	5.1
Clare	13	147	160	2.9	15	240	255	3.1
Cork City	8	273	281	5.1	8	417	425	5.2
Cork North	9	128	137	2.5	11	176	187	2.3
Cork West	11	167	178	3.3	12	255	267	3.3
Donegal	6	115	121	2.2	6	139	145	1.8
DMR North Central	8	147	155	2.8	9	220	229	2.8
DMR North	7	105	112	2.0	7	153	160	2.0
DMR South Central	5	222	227	4.2	5	272	277	3.4
DMR South	4	260	264	4.8	4	326	330	4.1
DMR East	4	92	96	1.8	5	108	113	1.4
DMR West	14	232	246	4.5	17	380	397	4.9
Galway West	21	257	278	5.1	22	409	431	5.3
Kerry	10	218	228	4.2	10	336	346	4.2
Laois / Offaly	17	226	243	4.4	20	359	379	4.7
Limerick	9	142	151	2.8	10	229	239	2.9
Longford / Westmeath	11	89	100	1.8	13	146	159	2.0
Louth / Meath	16	302	318	5.8	17	445	462	5.7
Mayo	16	218	234	4.3	16	356	372	4.6
Roscommon / Galway	17	86	103	1.9	19	163	182	2.2
Sligo/Leitrim	12	227	239	4.4	14	386	400	4.9
Tipperary	13	309	322	5.9	14	458	472	5.8
Waterford / Kilkenny	31	501	532	9.7	32	769	801	9.8
Wexford / Wicklow	11	146	157	2.9	12	237	249	3.1
TOTAL	309	5,158	5,467	100	338	7,806	8,144	100.0

Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings

	Fatal	Injury	Total
Total at or near Pedestrian Crossing	0	71	71

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	18	18	1	24	25

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	7	396	403	48.0	11	241	252	48.5
Crossroads	4	240	244	29.0	8	202	210	40.4
Y-Junction	1	17	18	2.1	1	15	16	3.1
Roundabout	3	101	104	12.4	1	17	18	3.5
Complex Junction	2	69	71	8.5	3	21	24	4.6
TOTAL	17	823	840	100.0	24	496	520	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	3	255	258	19.0
Stop Sign	13	284	297	21.8
Yield Sign	1	90	91	6.7
Road Markings Only	3	76	79	5.8
Roundabout	3	34	37	2.7
Pedestrian Crossing	0	66	66	4.9
Within 50ft of Pedestrian X	0	5	5	0.4
No Control	10	280	290	21.3
Other / Not Stated	8	229	237	17.4
TOTAL	41	1,319	1,360	100.0

Table 46 Fatal and Injury Collisions Classified by Road Type

Road Type	Fatal	Injury	Total	%
Two-Way Single Carriageway	248	3,982	4,230	77.4
One-Way Single Carriageway	7	272	279	5.1
Dual Carriageway	14	154	168	3.1
Motorway	8	75	83	1.5
Other/Unknown	32	675	707	12.9
TOTAL	309	5,158	5,467	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	18	596	614	47.1	20	757	777 44.9
Dun Laoghaire-Rathdown	309	4	123	127	9.7	4	150	154 8.9
Fingal County	177	4	57	61	4.7	4	87	91 5.3
South Dublin County	153	6	146	152	11.7	6	196	202 11.7
Cork Co.Borough	104	3	150	153	11.7	3	241	244 14.1
Waterford Co.Borough	-	0	47	47	3.6	0	54	54 3.1
Limerick Co.Borough	-	1	135	136	10.4	2	189	191 11.0
Galway Co.Borough	-	2	12	14	1.1	2	16	18 1.0
TOTAL		38	1,266	1,304	100.0	41	1,690	1,731 100.0

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

Road User	Dublin City		Dun Laoghaire Rathdown		Fingal		South Dublin	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	9	200	2	35	1	10	1	42
Pedal Cycle Users	3	90	0	13	0	5	0	7
Motor Cycle Users	2	79	1	17	1	3	1	15
Car Users	4	328	1	76	2	61	3	118
PSV Users	0	22	0	2	0	2	0	1
Goods Vehicle Users	2	16	0	3	0	5	1	9
Other or Unknown	0	22	0	4	0	1	0	4
TOTAL	20	757	4	150	4	87	6	196

Road User	Cork City		Waterford City		Limerick City		Galway City	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Pedestrians	2	46	0	7	0	32	2	5
Pedal Cycle Users	1	6	0	3	0	9	0	2
Motor Cycle Users	0	14	0	8	0	11	0	1
Car Users	0	123	0	33	2	128	0	8
PSV Users	0	39	0	1	0	0	0	0
Goods Vehicle Users	0	13	0	2	0	3	0	0
Other or Unknown	0	0	0	0	0	6	0	0
TOTAL	3	241	0	54	2	189	2	16

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	92	0	14	0	6	0	7
Motor Cycle	2	86	1	19	1	3	1	15
Car	10	654	3	134	3	69	5	176
PSV	2	35	0	6	0	3	0	4
Goods	7	75	1	21	1	11	2	26
Other or Unknown	0	31	0	4	0	1	0	6
TOTAL	24	973	5	198	5	93	8	234

Vehicle Type	Cork City		Waterford City		Limerick City		Galway City	
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury
Pedal Cycle	1	6	0	3	0	9	0	2
Motor Cycle	0	16	0	8	0	11	0	1
Car	1	179	0	62	1	182	1	15
PSV	0	5	0	1	0	0	1	0
Goods	0	30	0	4	1	16	0	0
Other or Unknown	1	3	0	2	0	6	0	0
TOTAL	3	239	0	80	2	224	2	18

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 2007			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns 10,000-50,000 population					
Arklow	11,712	1	8	9	0.8
Athlone	14,347	1	20	21	1.5
Ballina	10,056	0	7	7	0.7
Bray	27,041	0	2	2	0.1
Carlow	13,623	0	14	14	1.0
Castlebar	10,655	1	23	24	2.3
Clonmel	15,482	1	19	20	1.3
Drogheda	28,973	1	21	22	0.8
Dundalk	29,037	2	70	72	2.5
Ennis	20,142	0	11	11	0.5
Killarney	13,497	3	19	22	1.6
Letterkenny	15,062	2	11	13	0.9
Naas	20,044	0	8	8	0.4
Newbridge	17,042	0	11	11	0.6
Sligo	17,892	1	11	12	0.7
Tralee	20,288	0	27	27	1.3
Tullamore	10,900	0	19	19	1.7
Towns 5,000-10,000 population					
Athy	7,943	0	1	1	0.1
Balbriggan	6,731	0	11	11	1.6
Ballinasloe	6,049	0	12	12	2.0
Carrick-On-Suir	5,856	0	5	5	0.9
Cobh	6,541	0	5	5	0.8
Dungarvan	7,813	0	10	10	1.3
Edenderry	5,617	0	5	5	0.9
Kilkenny	8,661	0	15	15	1.7
Longford	7,622	0	8	8	1.0
Mallow	7,864	0	9	9	1.1
Monaghan	6,221	1	12	13	2.1
Mullingar	8,940	0	21	21	2.3
Nenagh	7,415	1	8	9	1.2
Newcastle	5,098	0	3	3	0.6
Passage West	5,203	0	3	3	0.6
Roscommon	5,017	0	5	5	1.0
Thurles	6,831	0	4	4	0.6
Tramore	9,192	0	9	9	1.0
Westport	5,163	0	3	3	0.6
Wexford	8,854	0	21	21	2.4
Wicklow	6,930	0	12	12	1.7
Youghal	6,393	1	1	2	0.3

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

Towns under 50,000 population (2006) with Legally Defined Boundaries	Population (2006)	Collisions 2007			Average Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Towns under 5,000 population					
Ardee	4,301	0	5	5	1.2
Ballybay	401	0	0	0	0.0
Ballyshannon	2,004	0	0	0	0.0
Bandon	1,721	0	8	8	4.6
Bantry	3,309	0	1	1	0.3
Belturbet	1,395	1	1	2	1.4
Birr	4,091	0	5	5	1.2
Boyle	1,599	0	0	0	0.0
Buncrana	3,411	0	5	5	1.5
Bundoran	1,706	0	0	0	0.0
Callan	1,771	1	2	3	1.7
Carrickmacross	1,973	0	1	1	0.5
Cashel	2,431	0	4	4	1.6
Castleblaney	1,822	0	2	2	1.1
Cavan	3,934	0	8	8	2.0
Ceannannus Mor	2,257	0	4	4	1.8
Clonakilty	3,745	0	1	1	0.3
Clones	1,517	0	2	2	1.3
Cootehill	1,243	1	0	1	0.8
Enniscorthy	3,241	0	19	19	5.9
Fermoy	2,275	0	5	5	2.2
Fethard Town	1,374	0	3	3	2.2
Granard	1,233	0	2	2	0.2
Gorey	933	1	1	2	2.1
Kilkee	2,657	1	1	2	0.8
Kilrush	2,694	0	4	4	1.5
Kinsale	2,298	0	1	1	0.4
Lismore	790	0	1	1	1.3
Listowel	3,901	0	2	2	0.5
Loughrea	4,532	0	1	1	0.2
Macroom	3,407	1	4	5	1.5
Midleton	3,934	0	4	4	1.0
Mountmellick	2,872	0	0	0	0.0
Muine Bheag	2,532	0	0	0	0.0
Navan	3,710	1	22	23	6.2
NewRoss	4,677	0	9	9	1.9
Portlaoise	3,281	0	4	4	1.2
Rathkeale	1,445	0	2	2	1.4
Skibbereen	2,338	0	4	4	1.7

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 2007			Collisions per 1,000 population
		Fatal	Personal Injury	Total	
Templemore	2,255	0	0	0	0.0
Tipperary	4,415	0	5	5	.1
Trim	1,375	0	6	6	0.4
Tuam	2,997	0	1	1	0.3
Tullow	3,048	0	1	1	0.3

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

National Route	Inside Built-up Areas				Outside Built-up Areas				Overall Total	Rate per 10 ⁶ Veh. Km*
	F	SI	MI	Total	F	SI	MI	Total		
N1	0	2	13	15	1	4	22	27	42	0.08
N2	1	1	12	14	3	6	34	43	57	0.11
N3	2	0	21	23	6	7	44	57	80	0.12
N4	1	2	8	11	5	6	41	52	63	0.05
N5	0	1	4	5	2	7	16	25	30	0.10
N6	1	2	9	12	1	2	29	32	44	0.06
N7	3	2	18	23	9	7	44	60	83	0.06
N8	0	1	16	17	6	4	29	39	56	0.08
N9	0	1	5	6	1	3	28	32	38	0.09
N10	0	0	0	0	1	0	10	11	11	0.10
N11	0	0	18	18	6	7	23	36	54	0.06
N12	0	0	0	0	0	0	5	5	5	0.24
N13	0	0	0	0	4	4	4	12	12	0.08
N14	0	0	1	1	0	1	6	7	8	0.14
N15	0	2	6	8	4	6	14	24	32	0.12
N16	0	1	0	1	3	1	2	6	7	0.14
N17	0	0	3	3	4	6	17	27	30	0.08
N18	1	0	10	11	4	1	15	20	31	0.07
N19	0	0	0	0	0	0	0	0	0	0.00
N20	0	1	8	9	3	4	14	21	30	0.06
N21	0	3	6	9	2	7	20	29	38	0.13
N22	3	1	6	10	3	5	26	34	44	0.12
N23	0	0	1	1	0	0	2	2	3	0.14
N24	0	0	11	11	1	4	36	41	52	0.13
N25	2	0	8	10	7	7	44	58	68	0.07
N26	0	0	1	1	0	0	0	0	1	0.02
N27	0	0	0	0	0	0	1	1	1	0.02
N28	1	0	3	4	0	0	8	8	12	0.19
N29	0	0	0	0	1	0	0	1	1	0.40
N30	0	0	2	2	2	0	5	7	9	0.15
N31	0	0	0	0	0	0	0	0	0	0.00
N32	0	0	1	1	0	0	0	0	1	0.02
N33	0	0	0	0	0	0	1	1	1	0.09
M50	0	0	7	7	3	2	11	16	23	0.03
TOTAL	15	20	198	233	82	101	551	734	967	0.08

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	1	0	1	2	0	1	7	8	10	0.12
N52	1	2	11	14	5	3	23	31	45	0.13
N53	0	0	1	1	3	0	8	11	12	0.27
N54	0	0	3	3	0	0	5	5	8	0.13
N55	0	1	3	4	1	1	10	12	16	0.13
N56	0	2	6	8	3	4	23	30	38	0.14
N58	0	0	0	0	0	0	1	1	1	0.07
N59	0	0	4	4	2	6	13	21	25	0.06
N60	0	0	2	2	1	5	6	12	14	0.09
N61	0	1	1	2	2	5	10	17	19	0.16
N62	0	0	1	1	0	1	18	19	20	0.13
N63	0	0	1	1	0	4	7	11	12	0.09
N65	0	0	0	0	0	2	5	7	7	0.16
N66	0	0	0	0	0	0	2	2	2	0.07
N67	1	0	2	3	2	3	10	15	18	0.14
N68	0	0	0	0	2	2	5	9	9	0.12
N69	0	0	1	1	2	0	21	23	24	0.11
N70	0	0	3	3	0	1	9	10	13	0.07
N71	0	1	9	10	2	4	22	28	38	0.09
N72	0	1	0	1	4	2	25	31	32	0.13
N73	0	0	0	0	0	0	0	0	0	0.00
N74	0	0	0	0	0	0	2	2	2	0.08
N75	0	0	0	0	0	0	0	0	0	0.00
N76	0	0	3	3	0	3	8	11	14	0.15
N77	0	0	1	1	0	0	5	5	6	0.09
N78	0	0	1	1	0	1	15	16	17	0.16
N80	0	4	12	16	2	5	20	27	43	0.16
N81	0	5	20	25	1	0	25	26	51	0.18
N82	0	0	1	1	0	0	0	0	1	0.12
N83	0	0	1	1	0	0	1	1	2	0.05
N84	0	0	0	0	1	1	4	6	6	0.04
N85	0	0	1	1	0	2	1	3	4	0.08
N86	0	0	0	0	1	1	5	7	7	0.06
N87	0	0	1	1	1	0	9	10	11	0.38
TOTAL	3	17	90	110	35	57	325	417	527	0.12
OVERALL TOTAL	18	37	288	343	117	158	876	1,151	1,494	0.09

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

Table 52 Material Damage Collisions Classified by Month and by County

2007													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Carlow	43	40	42	28	36	40	33	37	44	41	37	36	457
Cavan	59	46	66	42	57	39	69	45	46	58	55	39	621
Clare	32	47	45	38	48	57	41	53	41	39	25	33	499
Cork	267	235	259	256	291	240	289	404	158	328	292	265	3,284
Donegal	62	49	50	47	44	59	58	64	47	72	63	69	684
Dublin	430	437	452	336	406	415	383	367	388	342	358	422	4,736
Galway	53	54	57	52	59	40	74	68	75	67	66	45	710
Kerry	38	33	45	40	62	60	62	93	54	57	47	55	646
Kildare	61	66	65	69	61	69	65	57	62	72	81	81	809
Kilkenny	79	56	56	59	55	57	61	66	57	67	59	48	720
Laois	32	43	36	29	45	28	41	42	48	24	43	43	454
Leitrim	13	12	27	10	15	18	21	14	12	15	18	21	196
Limerick	254	148	126	164	217	181	257	279	213	284	251	74	2,448
Longford	28	21	25	19	13	25	15	19	26	15	14	11	231
Louth	80	83	101	74	115	103	78	75	117	104	108	96	1,134
Mayo	36	32	47	35	44	44	47	41	32	36	35	41	470
Meath	37	33	43	21	27	33	34	31	40	37	32	37	405
Monaghan	13	34	23	20	26	25	23	36	29	29	24	31	313
Offaly	34	40	48	37	44	42	56	41	31	40	40	42	495
Roscommon	42	33	48	41	39	36	25	34	47	31	32	32	440
Sligo	46	61	58	36	29	17	17	14	14	15	10	11	328
Tipperary	96	87	84	68	61	82	75	90	88	88	86	66	971
Waterford	102	78	96	101	80	99	84	103	74	90	72	83	1,062
Westmeath	25	22	25	21	11	25	27	10	18	24	12	18	238
Wexford	86	75	71	61	80	105	96	96	83	93	78	83	1,007
Wicklow	31	28	31	40	42	38	46	32	24	36	20	44	412
TOTAL	2,079	1,893	2,026	1,744	2,007	1,977	2,077	2,211	1,868	2,104	1,958	1,826	23,770

Table 53: International Comparisons

	Number of Road Deaths¹ 2007	Rate per billion Vehicle kilometers 2007	Road Deaths per 100,000 Population 2007
E.U. Countries			
Austria	691	8.9a	8.3
Belgium	1,067	10.8	10.2a
Czech Republic	1,222	20.6a	11.9
Denmark	406	8.2	7.4
Finland	380	7.0	7.2
France	4,620	8.2	7.5
Germany	4,949	7.2	6
Great Britain	2,946	5.8	5.4a
Greece	1,657a	-	14.9a
Hungary	1,232	-	12.2
Iceland	15	4.8	4.9
Ireland	338	-	7.8
Italy	5,669a	-	9.7a
Luxemburg	43	-	9
Netherlands	709	7.7d	4.3
Northern Ireland	113	-	6.4
Poland	5,583	-	13.8a
Portugal	974	-	9.2a
Slovakia	627	-	11.4e
Slovenia	263a	16.5a	13.1a
Spain	3,823	-	9.3a
Sweden	471	6.1	5.2
United Kingdom	3,059	-	5.4a
Other Countries			
Australia	1,617	7.6a	8
Canada	2,892a	8.7a	9.2a
Israel	398	8.9	5.5
Japan	6,639	9.5a	5.2
New Zealand	422	10.5	10
Norway	242a	6.5a	5.2a
South Korea	6,166	19.3a	12.7
Switzerland	384	6.27	5.1
U.S.A.	42,642a	9.0b	14.2a

(a) 2006 data ; (b) 2005 data ; (c) 2004 data ; (d) 2003 data ; (e) 2002 data ; (f) 2001 and 2000

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 2007.

Urban Area

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

Built-up Area

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

Dark

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

WHY JUST ONE DRINK IMPAIRS YOUR DRIVING



Every Drink of Alcohol Impairs Driving



At the legal limit

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

At under 3/4 of the legal limit

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

At under 1/2 of the legal limit

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

At under 1/3 of the legal limit

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

At under 1/4 of the legal limit

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

At under 1/8 of the legal limit

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



Any alcohol impairs driving and increases the risk of collision. With every drink you are risking the lives of others, if you drive.



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 tasks" by M. Moskowitz and G. Fiorentino (April 2006), covering 112 scientific studies 1981 to 1997. The legal limit is 80mg/100ml (20 milligrams of alcohol per 100 milligrams of blood).

To read the scientific evidence go to

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



NEVER EVER DRINK & DRIVE

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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