

# ROAD COLLISION FACTS

IRELAND

**2004**





# ROAD COLLISION FACTS

## I R E L A N D

### 2 0 0 4

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

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## **Acknowledgements**

This is the latest in a series of annual reviews of road collision data dating back to 1968.

Particular thanks are due to Tara Sharpe of the Garda National Traffic Bureau and Irene O'Shea, Cynthia Tobin, Anne Blake and Robert d'Arcy of the NRA's Road Collision Bureau.

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# SUMMARY

## Persons Killed

A total of 374 persons were killed in 334 collisions on Irish roads in the year 2004. This represents an increase of 39 fatalities (or twelve per cent) from the year 2003 but a reduction of 2 fatalities over the 2002 figures.

The reduction in fatalities noted for 2003 was influenced by the introduction of the penalty points system on 31st October, 2002.

The fatality rate, the number of persons killed per million registered vehicles, increased by approximately 6 per cent in 2004 compared with 2003.

## Road User Category

Compared to 2003 there was a substantial increase in the number of car user fatalities (which rose from 172 to 208) and in pedestrian fatalities (which rose from 64 to 70). The number of pedal cyclist fatalities, at 11, remained unchanged, while the number of motorcyclist fatalities decreased by five to 50. The number of other road users killed increased by two to 35.

## Primary Collision Type

Thirty-six per cent of all fatal collisions in 2004 were single vehicle only collisions. This represents an increase of three percentage points over the 2003 situation. This collision type, which involves no other road user, is strongly associated with two causal factors, namely excessive speed and / or alcohol consumption. Single vehicle only collisions accounted for just 20 per cent of injury collisions.

Head-on collisions accounted for 22 per cent of fatal collisions and 20 per cent of injury collisions. Collisions involving pedestrians accounted for 20 per cent of all fatal collisions and 16 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 45 per cent of injury collisions but only 22 per cent of fatal collisions.

## **Date and Time**

The worst month for fatalities in 2004 was July when 38 persons died in 32 collisions.

October recorded the fewest collisions when 22 persons died in 20 collisions.

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 83 in 2004, with 97 persons being killed in these collisions. This period accounted for 25 per cent of fatal collisions and 26 per cent of fatalities in 2004.

The number of persons killed during the later hours of darkness (between 3.00 am and 6.00 am), i.e. 36, increased by two over the 2003 level. Fatalities that occurred during these hours accounted for approximately 10 per cent of all road collision fatalities in 2004.

The worst days of the week for fatalities during 2004 were Saturdays and Sundays. These two days together accounted for 154 fatalities, or 41 per cent of total. The days of the week with fewest associated fatalities were Mondays and Tuesdays, on which days 70 persons, or 19 per cent of total, died.

## **Location**

Thirty per cent of all fatal collisions in 2004 occurred on urban roads, an increase of two percentage points over the 2003 figure. The percentage of fatal collisions occurring on rural roads decreased by two percentage points to 70 per cent. Forty per cent of all fatal collisions occurred on national roads, a decrease of two percentage points on the 2003 figure.

On a county-by-county basis, Cavan experienced the highest number of collisions per population (2.9 per 1,000 persons).

Longford had the highest number of collisions per 1,000 registered vehicles (5.0).

Louth experienced the highest number of collisions per 10 million vehicle kilometers of Travel (2.6).

## **International Comparisons**

On the basis of road deaths per 100,000 population, Ireland's rate at 8.4 in 2003, the latest year for which international comparative information is available, ranks seventh out of the EU-15 (excluding former accession countries).

## Coverage of the Report

This report covers all road traffic collisions reported to the Garda Síochána, where details were recorded and forwarded to the National Roads Authority, involving fatalities, personal injury or material damage which occurred on public roads in Ireland (exclusive of Northern Ireland) in 2004.

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

## All Road Collisions

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

## Collisions and Casualties

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

### Fatal Collision:

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

### Serious Injury Collision:

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

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

### Minor Injury Collision:

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

### Material Damage Collision:

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

## Learner Driver

A learner driver is a driver holding a provisional licence.

## Vehicles

Vehicles are classified as follows -

### 1. Pedal Cycle

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

### 2. Motor Cycle

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

### 3. Car

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

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

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

### 5. Goods Vehicle

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

### 6 Other Motor Vehicles

Other motor vehicles are miscellaneous types of motor vehicle not falling into any of the main categories.

## Rural Area

A rural area is defined as an area where the speed limit zone was greater than 40 m.p.h (approx. 64 kph) in 2004.

## Urban Area

An urban area is defined as an area where the speed limit zone was less than or equal to 40 m.p.h. (approx. 64 kph) in 2004.

## Built-up Area

A built-up area means an area which was within a 30 to 40 m.p.h. (48-64 kph) speed limit zone in 2004.

## Dark

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



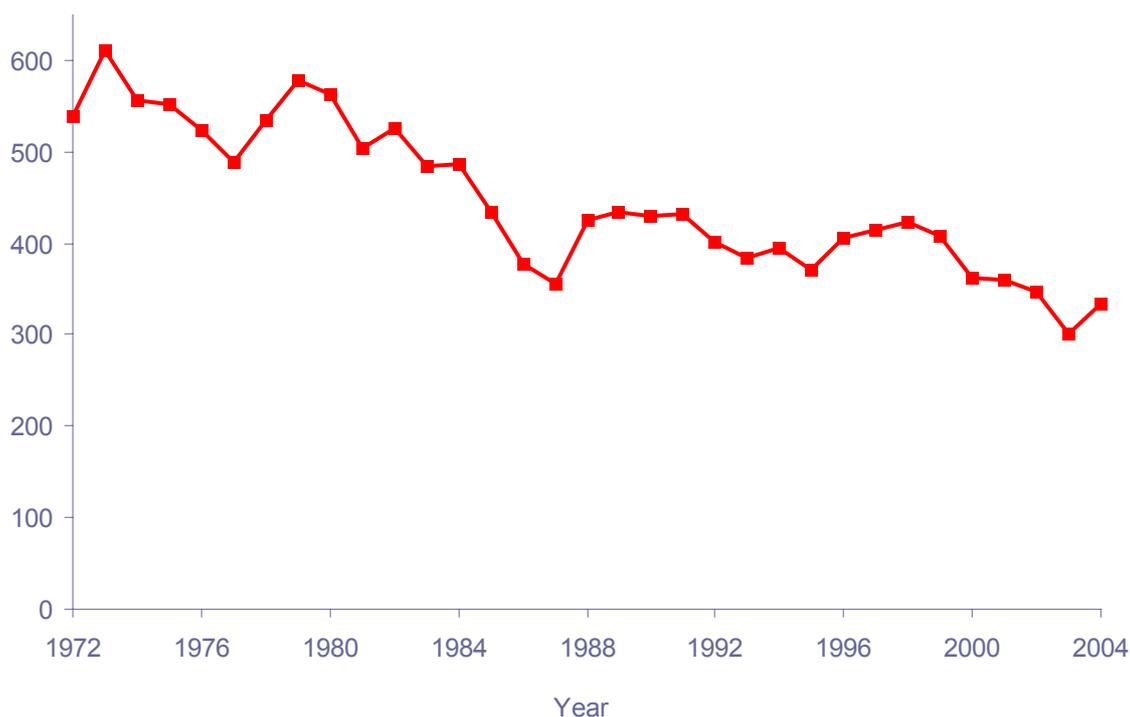
# Section 1: Collisions

## Persons Killed

A total of 374 persons were killed in 334 collisions on Irish roads in 2004. This represents an increase of 39 fatalities (or twelve per cent) from 2003 but a reduction of 2 fatalities over the 2002 figures.

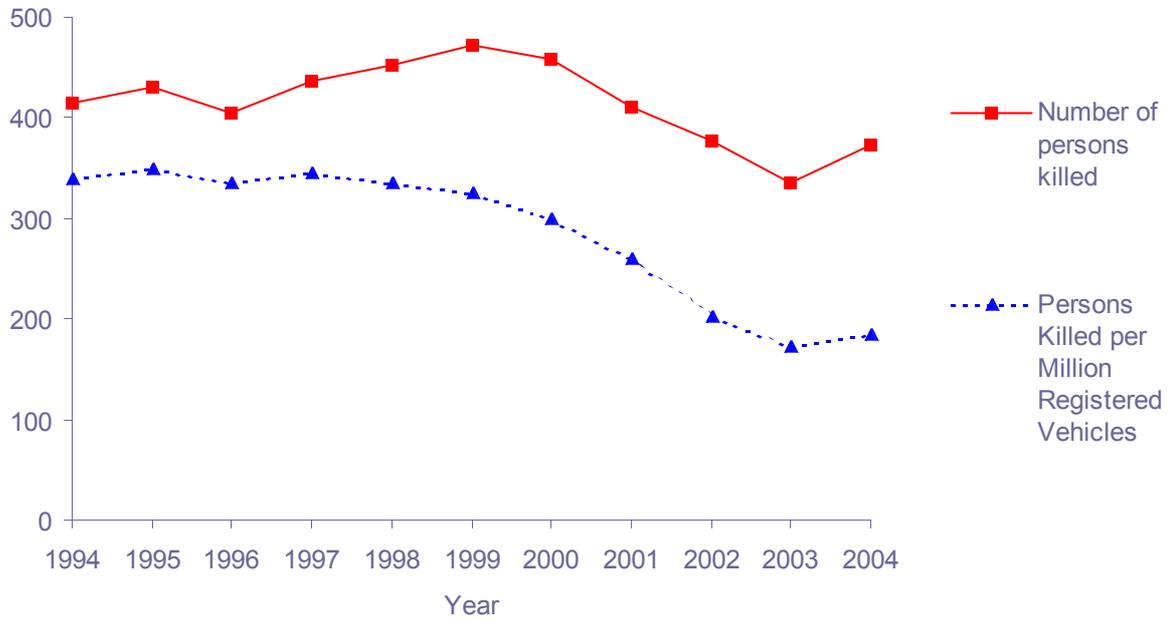
The reduction in fatalities noted for 2003 was influenced by the introduction of the penalty points system on 31st October, 2002.

**Figure 1: Number of Fatal Collisions, 1972-2004**

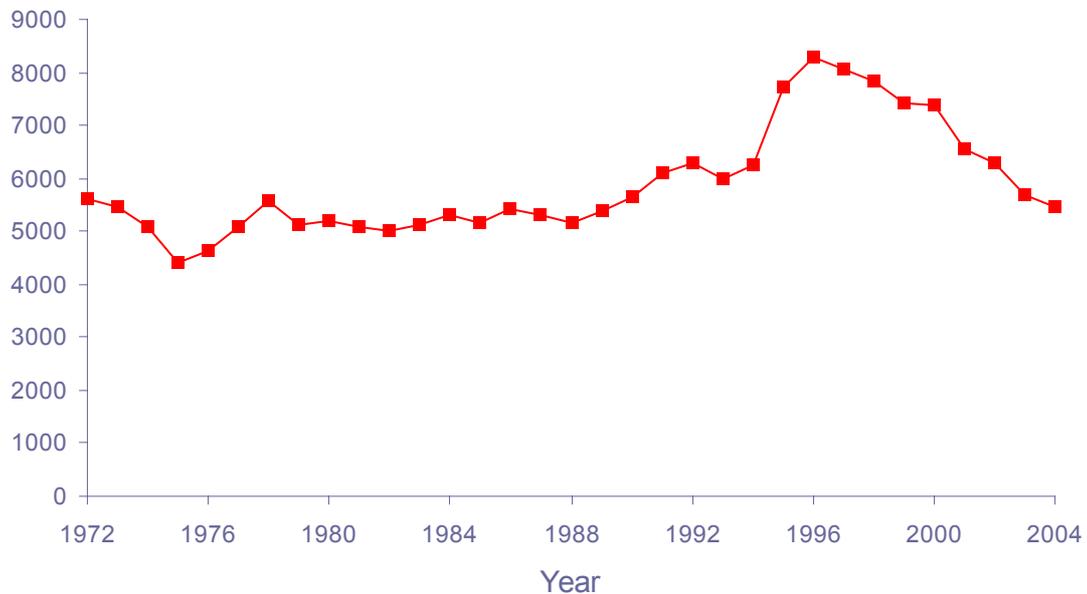


The fatality rate, the number of persons killed per million registered vehicles, increased by approximately 6 per cent in 2004 compared with 2003.

**Figure 2: Number of Persons Killed and Killed Rate per Million Registered Vehicles, 1994-2004**

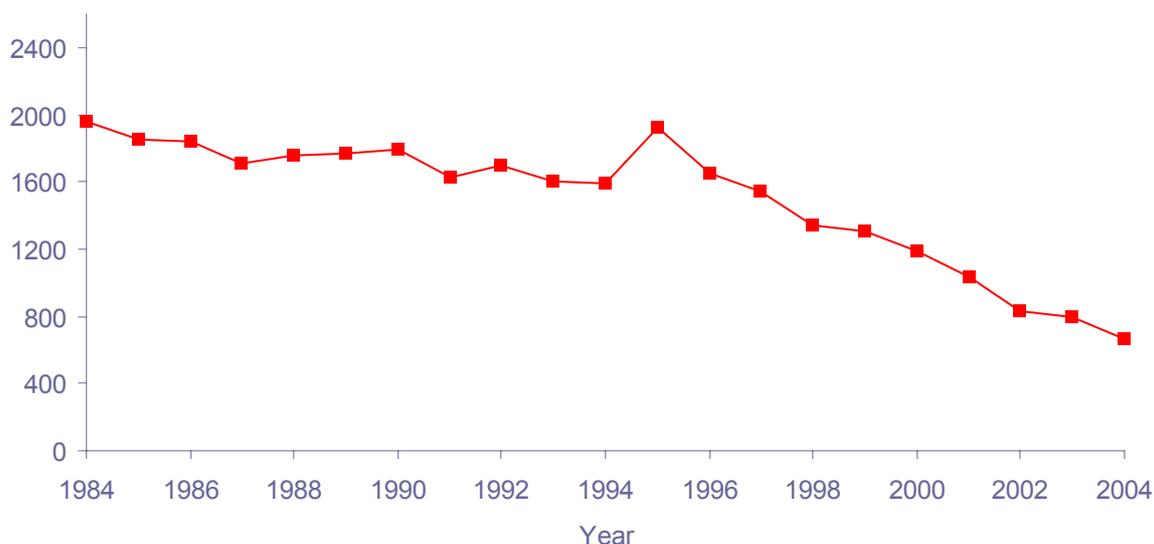


**Figure 3: Number of Injury Collisions, 1972-2004\***



\* Trends seen in 1995 and 2001 may have been influenced by alterations to the collision recording system in these years.

**Figure 4: Number of Serious Injury Collisions, 1984-2004\***



\* Trends seen in 1995 and 2001 may have been influenced by alterations to the collision recording system in these years.

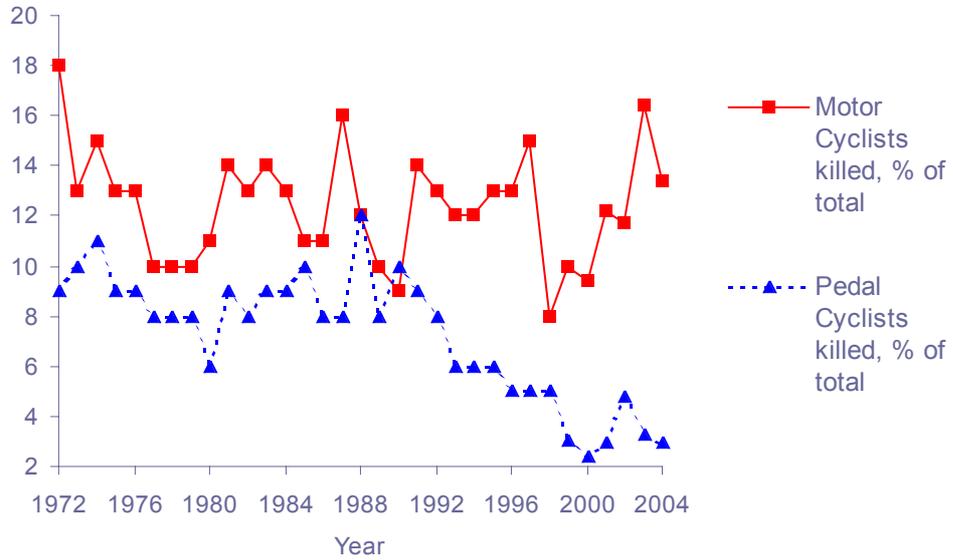
### **Material Damage Collisions**

The number of material damage collisions (where no injuries or fatalities are sustained but material damage is caused to vehicle and / or property) both reported to and recorded by An Garda Síochána decreased from 17,930 in 2003 to 16,525 in 2004.

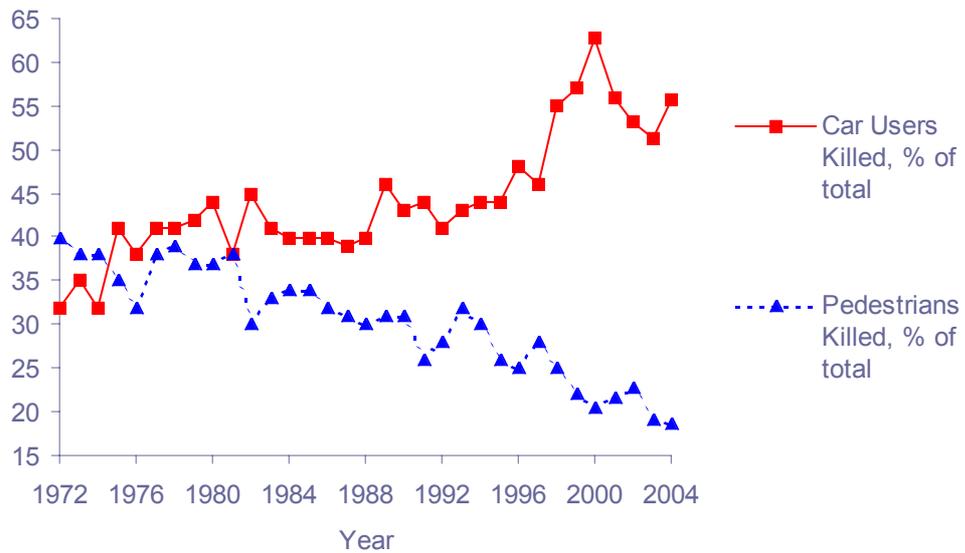
### **Road User Category**

Compared to 2003 there was a substantial increase in the number of car user fatalities (which rose from 172 to 208) and in pedestrian fatalities (which rose from 64 to 70) recorded in 2004. The number of pedal cyclist fatalities, at 11, remained unchanged, while the number of motorcyclist fatalities decreased by five to 50. The number of other road users killed increased by two to 35.

**Figure 5: Motor Cyclists and Pedal Cyclists Killed, percentage of total, 1972-2004**



**Figure 6: Pedestrians and Car Users Killed, percentage of total, 1972-2004**



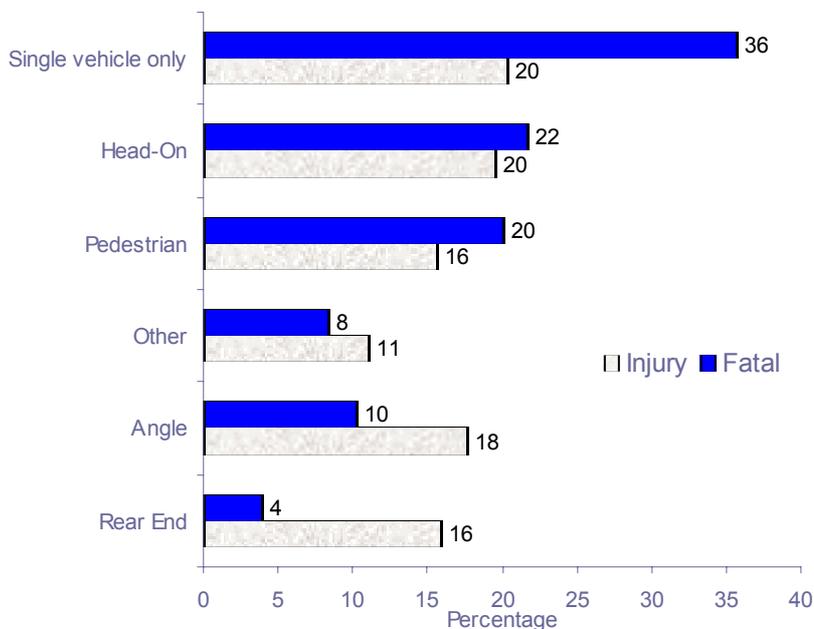
## Primary Collision Type

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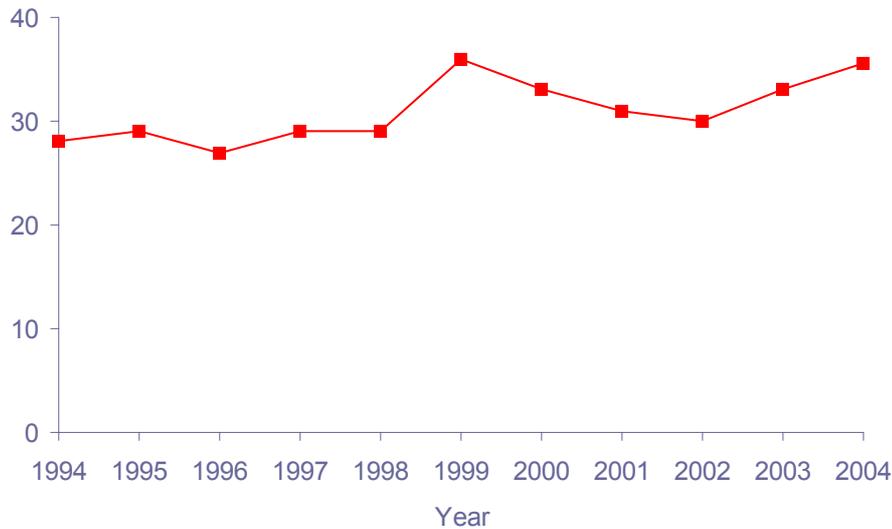
Head-on collisions accounted for 22 per cent of fatal collisions and 20 per cent of injury collisions. Collisions involving pedestrians accounted for 20 per cent of all fatal collisions and 16 per cent of all injury collisions.

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 45 per cent of injury collisions but only 22 per cent of fatal collisions.

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



**Figure 8: Percentage of Fatal Collisions Involving a Single Vehicle Only, 1994-2004**



### **Contributory Factors to Road Collisions**

The contributory factors listed by members of An Garda Síochána on collision report forms changed little from 2003 (see Table 17 on page 20). Driver error accounted for 88 per cent of all contributory factors identified, while the next most-listed factor, pedestrian error, accounted for 8 per cent. Road Factors accounted for 2 per cent of all listed contributory factors, while the figures for vehicle and environmental factors were 0.2 and 1.3 per cent respectively.

In two vehicle only fatal collisions - see Figure 9 - the most frequently cited contributory factor is 'went to the wrong side of the road' (40%), followed in turn by 'other action' (26 per cent), 'exceeded safe speed limit' (13 per cent), 'drove through stop / yield' (12 per cent), 'improper overtaking' (9 per cent) and 'drove through traffic signal' (1 per cent).

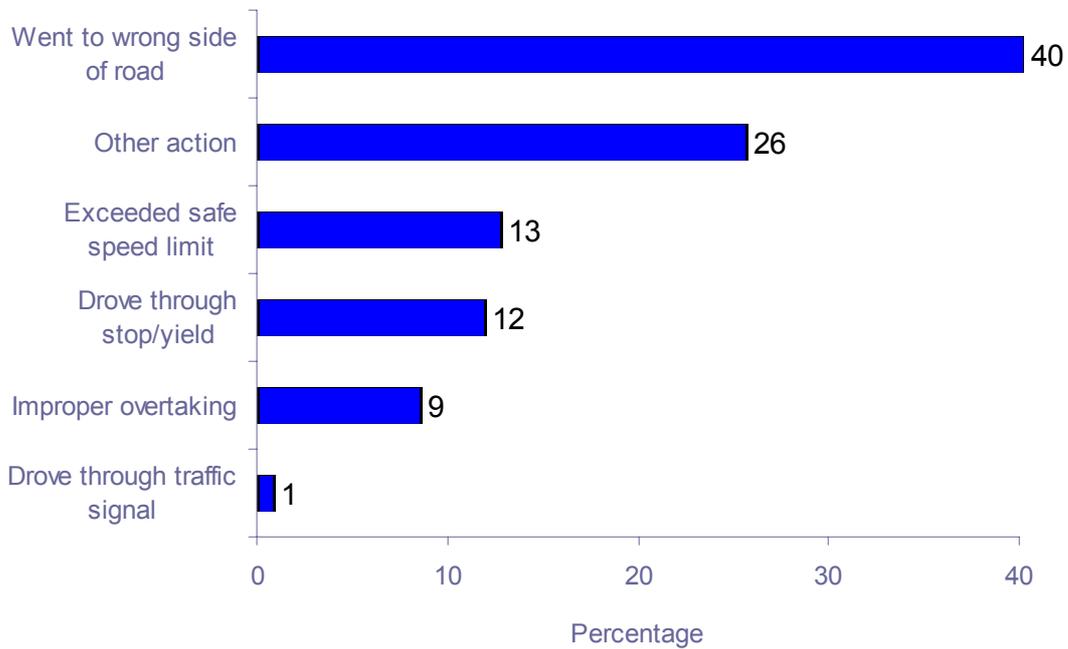
### **Collision Costs**

Based on the costs outlined in the 2004 Goodbody Economic Consultants report entitled 'Cost Benefit Parameters and Application Rules for Transport Project Appraisal', the estimated cost of all road collisions reported to and recorded by An Garda Síochána in 2004 is €1.22 billion.

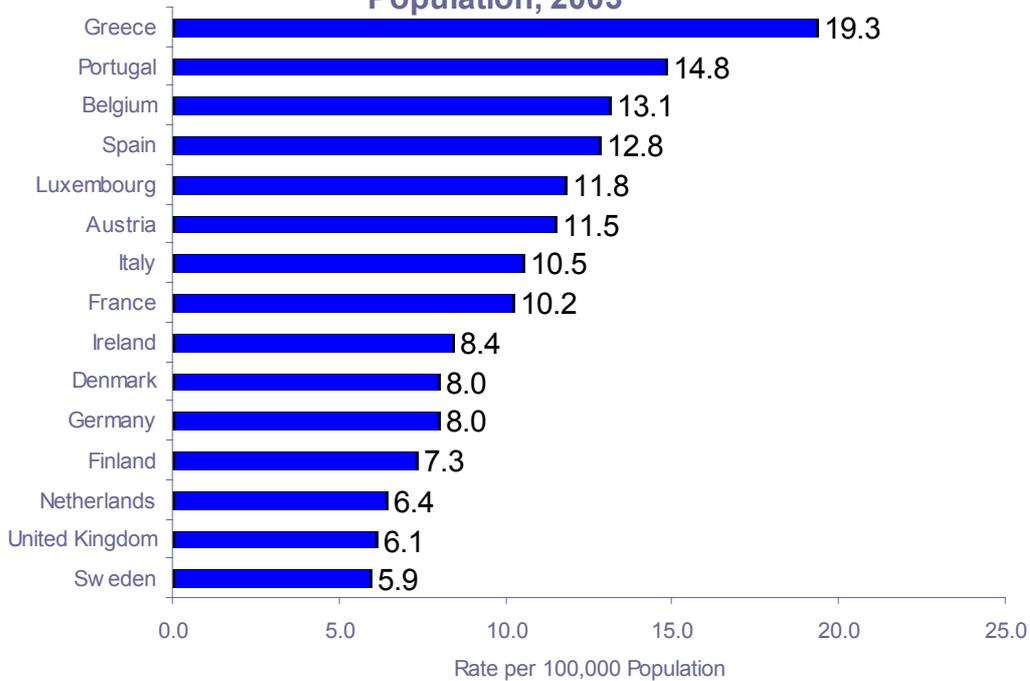
### **International Comparisons**

On the basis of road deaths per 100,000 population, Ireland's rate at 8.4 in 2003, the latest year for which international comparative information is available, ranks seventh out of the EU-15 (excluding former accession countries).

**Figure 9: Two Vehicle Fatal Collisions in 2004 Classified by Contributory Action**



**Figure 10: European Union Fatality Rate per 100,000 Population, 2003\***

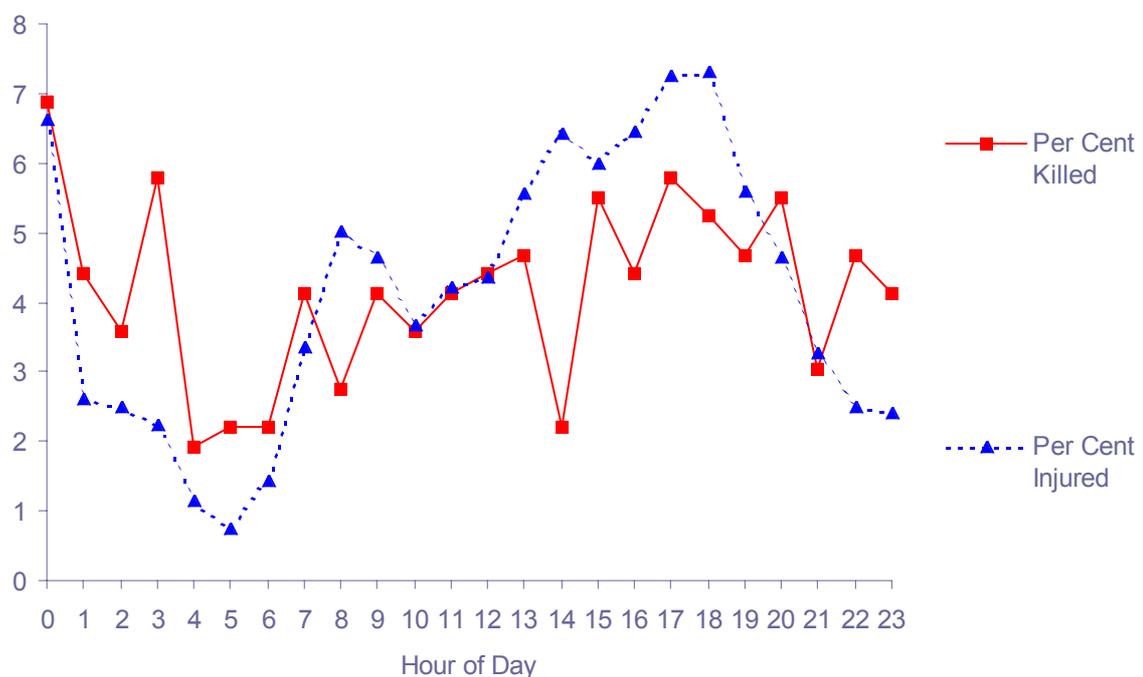


## Section 2: Date and Time

The worst month for fatalities in 2004 was July when 38 persons died in 32 collisions.

October recorded the fewest collisions when 22 persons died in 20 collisions.

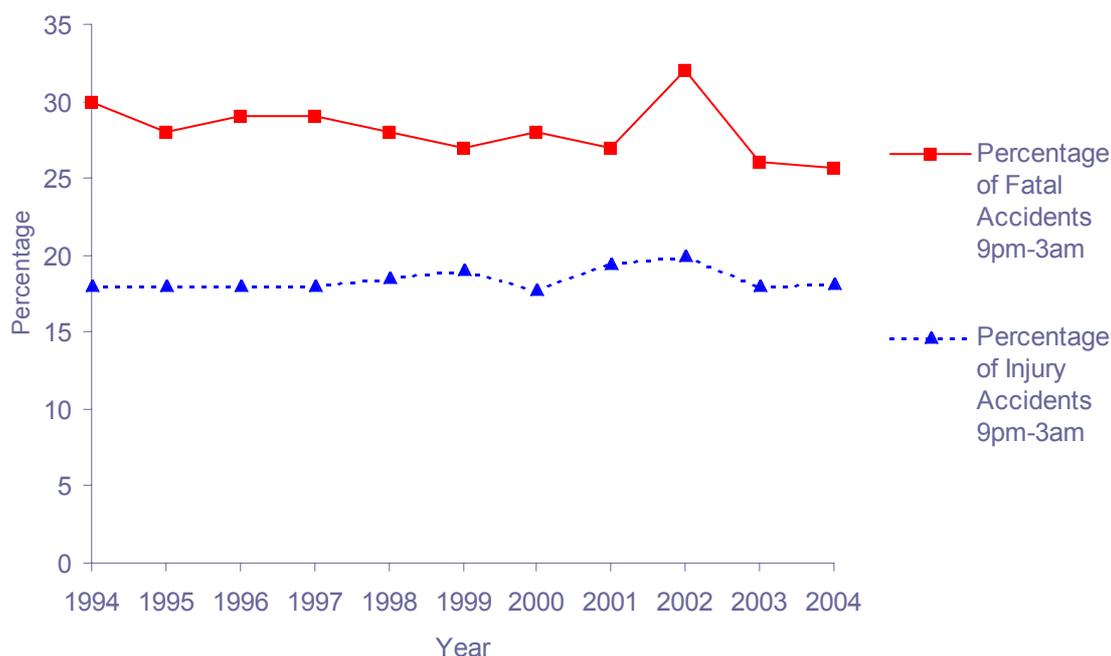
**Figure 11: Percentage of Persons Killed and Injured Classified by Hour of Day**



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 83 in 2004, with 97 persons being killed in these collisions. This period accounted for 25 per cent of fatal collisions and 26 per cent of fatalities in 2004.

The number of persons killed during the later hours of darkness (between 3.00 am and 6.00 am), i.e. 36, increased by two over the 2003 level. Fatalities that occurred during these hours accounted for approximately 10 per cent of all road collision fatalities in 2004.

**Figure 12: Percentage of Fatal and Injury Accidents 9pm - 3am, 1994-2004.**

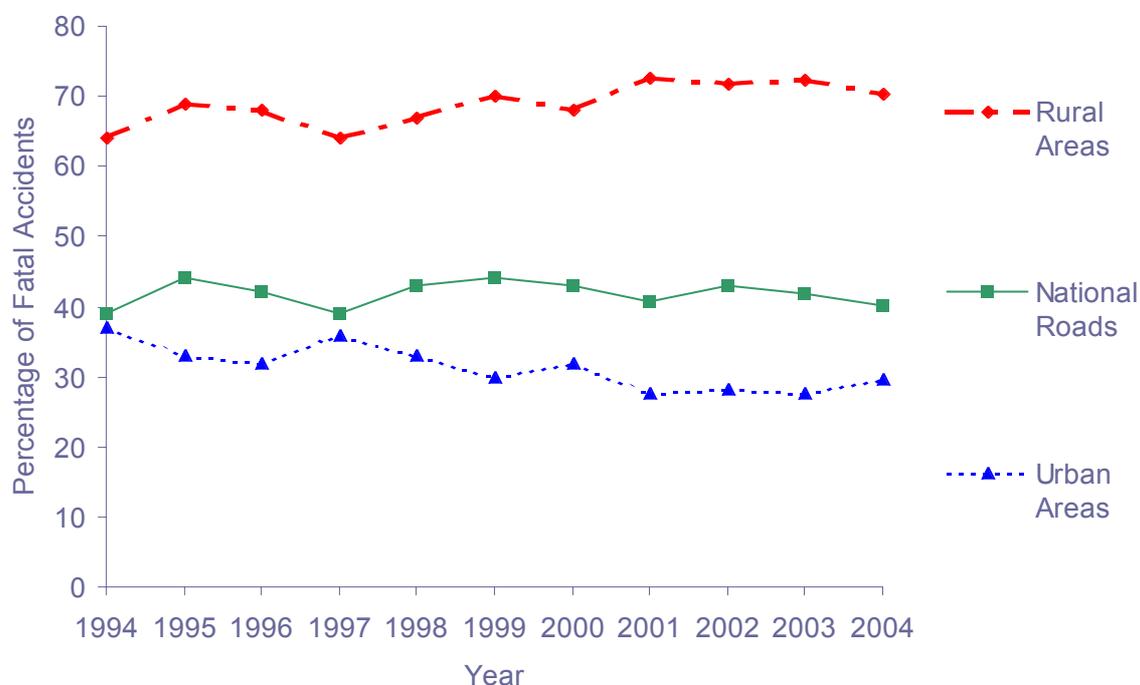


The worst days of the week for fatalities during 2004 were Saturdays and Sundays. These two days together accounted for 154 fatalities, or 41 per cent of total. The days of the week with fewest associated fatalities were Mondays and Tuesdays, on which days 70 persons, or 19 per cent of total, died.

## Section 3: Location

Thirty per cent of all fatal collisions in 2004 occurred on urban roads, an increase of two percentage points over the 2003 figure. The percentage of fatal collisions occurring on rural roads decreased by two percentage points to 70 per cent. Forty per cent of all fatal collisions occurred on national roads, a decrease of two percentage points on the 2003 figure.

**Figure 13: Percentage of Fatal Accidents in Rural, Urban Areas and on the National Routes, 1994-2004.**



On a county-by-county basis, Cavan experienced the highest number of collisions per population (2.9 per 1,000 persons).

Longford had the highest number of collisions per 1,000 registered vehicles (5.0).

Louth experienced the highest number of collisions per 10 million vehicle kilometers of Travel (2.6).

**Table A: Collision Rates per Thousand Population (2002), per Thousand Registered Vehicles (2004), and per 10 Million Vehicle-Kilometres of Travel (2001), for each County**

| <b>County</b>   | <b>No. of Collisions<br/>per 1,000<br/>Population<sup>1</sup></b> | <b>No. of Collisions<br/>per 1,000<br/>Registered Vehicles<sup>2</sup></b> | <b>No. of Collisions<br/>per 10 Million Vehicle<br/>Kilometres of Travel<sup>3</sup></b> |
|-----------------|---|--|--|
| <b>Leinster</b> |   |  |  |
| Carlow          | 1.2   | 1.9  | 1.0  |
| Dublin          | 1.2   | 2.5  | 1.6  |
| Kildare         | 1.4   | 2.5  | 1.3  |
| Kilkenny        | 1.7   | 3.0  | 1.4  |
| Laois           | 1.6   | 3.0  | 1.4  |
| Longford        | 2.7   | 5.0  | 2.0  |
| Louth           | 2.1   | 4.8  | 2.6  |
| Meath           | 1.6   | 2.7  | 1.1  |
| Offaly          | 1.4   | 2.6  | 1.5  |
| Westmeath       | 1.8   | 3.4  | 1.3  |
| Wexford         | 1.8   | 3.0  | 1.8  |
| Wicklow         | 1.5   | 2.7  | 1.8  |
| <b>Munster</b>  |   |  |  |
| Clare           | 1.0   | 1.8  | 0.4  |
| Cork            | 1.4   | 2.6  | 2.3  |
| Kerry           | 1.4   | 2.4  | 1.1  |
| Limerick        | 1.9   | 3.8  | 2.0  |
| Tipperary N     | 1.7   | 2.7  | 1.3  |
| Tipperary S     | 1.6   | 2.8  | 1.5  |
| Waterford       | 1.7   | 3.1  | 2.3  |
| <b>Connacht</b> |   |  |  |
| Galway          | 1.2   | 2.3  | 1.3  |
| Leitrim         | 1.2   | 2.1  | 0.8  |
| Mayo            | 1.3   | 2.4  | 1.2  |
| Roscommon       | 2.0   | 3.6  | 1.7  |
| Sligo           | 1.7   | 3.2  | 1.6  |
| <b>Ulster</b>   |   |  |  |
| Cavan           | 2.9   | 5.3  | 1.8  |
| Donegal         | 1.8   | 3.7  | 1.6  |
| Monaghan        | 2.4   | 4.7  | 1.9  |
| <b>TOTAL</b>    | <b>1.5</b>  | <b>2.8</b>   | <b>1.5</b>   |

<sup>1</sup> Based on 2002 Census of Population

<sup>2</sup> Based on 2004 Registered Vehicle Data

<sup>3</sup> 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, 1995-2004**

| Collision Type                                      | 1995          | 1996          | 1997          | 1998          | 1999          | 2000          | 2001          | 2002          | 2003          | 2004          |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Fatal   | 405           | 415           | 424           | 408           | 374           | 362           | 360           | 346           | 301           | 334           |
| Injury  | 7,712         | 8,271         | 8,072         | 7,831         | 7,433         | 7,395         | 6,549         | 6,279         | 5,684         | 5,447         |
| Material Damage                                     | 19,825        | 21,662        | 22,364        | 23,604        | 24,995        | 25,066        | 21,191        | 17,915        | 17,930        | 16,525        |
| <b>TOTAL</b>  | <b>27,942</b> | <b>30,348</b> | <b>30,860</b> | <b>31,843</b> | <b>32,802</b> | <b>32,823</b> | <b>28,100</b> | <b>24,540</b> | <b>23,915</b> | <b>22,306</b> |
| <b>Vehicles<br/>current licence<br/>(thousands)</b> | <b>1,262</b>  | <b>1,338</b>  | <b>1,432</b>  | <b>1,512</b>  | <b>1,608</b>  | <b>1,684</b>  | <b>1,770</b>  | <b>1,850</b>  | <b>1,937</b>  | <b>2,036</b>  |

**Table 2 Persons Killed and Injured, 1995-2004**

|              | 1995   | 1996   | 1997   | 1998   | 1999   | 2000   | 2001   | 2002  | 2003  | 2004  |
|--------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|
| Killed       | 437    | 453    | 472    | 458    | 413    | 415    | 411    | 376   | 335   | 374   |
| Injured      | 12,673 | 13,319 | 13,115 | 12,773 | 12,340 | 12,043 | 10,222 | 9,206 | 8,262 | 7,867 |
| <b>TOTAL</b> | 13,110 | 13,772 | 13,587 | 13,231 | 12,753 | 12,458 | 10,633 | 9,582 | 8,597 | 8,241 |

**Table 3 Persons Killed Classified by Road User Type, 1995-2004.**

| Road User Type  | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|-----------------|------|------|------|------|------|------|------|------|------|------|
| Pedestrians     | 113  | 115  | 130  | 114  | 92   | 85   | 89   | 86   | 64   | 70   |
| Pedal Cyclists  | 28   | 22   | 24   | 21   | 14   | 10   | 12   | 18   | 11   | 11   |
| Motor Cyclists  | 57   | 58   | 68   | 37   | 43   | 39   | 50   | 44   | 55   | 50   |
| Car Users       | 193  | 218  | 219  | 253  | 236  | 260  | 230  | 200  | 172  | 208  |
| Other Road User | 46   | 40   | 31   | 33   | 28   | 21   | 30   | 28   | 33   | 35   |
| <b>TOTAL</b>    | 437  | 453  | 472  | 458  | 413  | 415  | 411  | 376  | 335  | 374  |

**Table 4 All Casualties Classified by Road User Type, 1995-2004.**

| Road User Type  | 1995   | 1996   | 1997   | 1998   | 1999   | 2000   | 2001   | 2002  | 2003  | 2004  |
|-----------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|
| Pedestrians     | 1,775  | 1,832  | 1,759  | 1,583  | 1,398  | 1,332  | 1,202  | 1,196 | 1,115 | 982   |
| Pedal Cyclists  | 893    | 835    | 676    | 592    | 475    | 451    | 363    | 296   | 307   | 298   |
| Motor Cyclists  | 1,291  | 1,263  | 1,282  | 1,136  | 986    | 1,179  | 1,084  | 1,031 | 840   | 681   |
| Car Users       | 8,064  | 8,629  | 8,565  | 8,751  | 8,933  | 8,395  | 7,033  | 6,225 | 5,521 | 5,395 |
| Other Road User | 1,087  | 1,213  | 1,305  | 1,169  | 961    | 1,101  | 951    | 834   | 814   | 885   |
| <b>TOTAL</b>    | 13,110 | 13,772 | 13,587 | 13,231 | 12,753 | 12,458 | 10,633 | 9,582 | 8,597 | 8,241 |

**Table 5 Persons Killed and Injured in Each County, 2000-2004**

| County                  | Persons Killed |            |            |            |            | Persons Injured |               |              |              |              |
|-------------------------|----------------|------------|------------|------------|------------|-----------------|---------------|--------------|--------------|--------------|
|                         | 2000           | 2001       | 2002       | 2003       | 2004       | 2000            | 2001          | 2002         | 2003         | 2004         |
| <b>Leinster</b>         |                |            |            |            |            |                 |               |              |              |              |
| Carlow                  | 5              | 8          | 11         | 4          | 7          | 203             | 131           | 114          | 102          | 73           |
| Dublin                  | 69             | 53         | 49         | 37         | 45         | 3,363           | 2,707         | 2,113        | 1,828        | 1,621        |
| Kildare                 | 18             | 31         | 19         | 17         | 19         | 518             | 349           | 416          | 287          | 288          |
| Kilkenny                | 9              | 11         | 9          | 9          | 9          | 202             | 220           | 237          | 146          | 186          |
| Laois                   | 16             | 13         | 5          | 11         | 8          | 192             | 196           | 133          | 132          | 143          |
| Longford                | 9              | 3          | 8          | 6          | 5          | 131             | 122           | 140          | 102          | 104          |
| Louth                   | 30             | 15         | 19         | 14         | 9          | 506             | 303           | 337          | 364          | 316          |
| Meath                   | 20             | 26         | 18         | 14         | 22         | 454             | 416           | 399          | 345          | 296          |
| Offaly                  | 10             | 9          | 6          | 7          | 4          | 168             | 120           | 121          | 149          | 116          |
| Westmeath               | 9              | 7          | 10         | 15         | 13         | 203             | 226           | 199          | 208          | 177          |
| Wexford                 | 11             | 16         | 7          | 16         | 16         | 421             | 364           | 351          | 330          | 295          |
| Wicklow                 | 14             | 13         | 11         | 9          | 14         | 400             | 302           | 264          | 282          | 238          |
| <b>Munster</b>          |                |            |            |            |            |                 |               |              |              |              |
| Clare                   | 12             | 9          | 16         | 9          | 8          | 186             | 166           | 189          | 168          | 143          |
| Cork                    | 34             | 52         | 35         | 30         | 29         | 1,225           | 1,114         | 1,054        | 977          | 880          |
| Kerry                   | 12             | 14         | 8          | 15         | 14         | 342             | 399           | 255          | 220          | 241          |
| Limerick                | 10             | 22         | 21         | 13         | 17         | 589             | 484           | 520          | 361          | 458          |
| Tipperary N             | 13             | 7          | 5          | 13         | 10         | 205             | 159           | 123          | 128          | 151          |
| Tipperary S             | 10             | 9          | 10         | 8          | 9          | 182             | 181           | 161          | 161          | 195          |
| Waterford               | 10             | 13         | 12         | 5          | 4          | 324             | 323           | 254          | 220          | 233          |
| <b>Connacht</b>         |                |            |            |            |            |                 |               |              |              |              |
| Galway                  | 22             | 22         | 26         | 17         | 25         | 455             | 477           | 466          | 401          | 340          |
| Leitrim                 | 4              | 5          | 5          | 0          | 4          | 62              | 103           | 58           | 84           | 45           |
| Mayo                    | 11             | 8          | 14         | 9          | 12         | 385             | 289           | 264          | 208          | 225          |
| Roscommon               | 11             | 6          | 5          | 6          | 9          | 188             | 135           | 177          | 154          | 178          |
| Sligo                   | 13             | 6          | 9          | 5          | 9          | 205             | 117           | 131          | 97           | 124          |
| <b>Ulster (part of)</b> |                |            |            |            |            |                 |               |              |              |              |
| Cavan                   | 3              | 5          | 7          | 15         | 8          | 252             | 232           | 214          | 202          | 243          |
| Donegal                 | 18             | 14         | 20         | 23         | 29         | 448             | 431           | 360          | 440          | 397          |
| Monaghan                | 12             | 14         | 11         | 8          | 16         | 234             | 156           | 156          | 166          | 161          |
| <b>TOTAL</b>            | <b>415</b>     | <b>411</b> | <b>376</b> | <b>335</b> | <b>374</b> | <b>12,043</b>   | <b>10,222</b> | <b>9,206</b> | <b>8,262</b> | <b>7,867</b> |

## 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      | 26         | 448          | 474          | 8.2          | 32         | 647          | 679          | 8.2          |
| February     | 29         | 386          | 415          | 7.2          | 36         | 563          | 599          | 7.3          |
| March        | 22         | 436          | 458          | 7.9          | 25         | 601          | 626          | 7.6          |
| April        | 27         | 422          | 449          | 7.8          | 27         | 606          | 633          | 7.7          |
| May          | 24         | 420          | 444          | 7.7          | 26         | 615          | 641          | 7.8          |
| June         | 31         | 449          | 480          | 8.3          | 36         | 679          | 715          | 8.7          |
| July         | 32         | 440          | 472          | 8.2          | 38         | 649          | 687          | 8.3          |
| August       | 34         | 499          | 533          | 9.2          | 35         | 746          | 781          | 9.5          |
| September    | 29         | 486          | 515          | 8.9          | 34         | 691          | 725          | 8.8          |
| October      | 20         | 530          | 550          | 9.5          | 22         | 763          | 785          | 9.5          |
| November     | 28         | 435          | 463          | 8.0          | 29         | 616          | 645          | 7.8          |
| December     | 32         | 496          | 528          | 9.1          | 34         | 691          | 725          | 8.8          |
| <b>TOTAL</b> | <b>334</b> | <b>5,447</b> | <b>5,781</b> | <b>100.0</b> | <b>374</b> | <b>7,867</b> | <b>8,241</b> | <b>100.0</b> |

**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    | 18         | 321          | 339          | 5.9          | 25         | 514          | 539          | 6.5          |
| 1              | 16         | 124          | 140          | 2.4          | 16         | 202          | 218          | 2.6          |
| 2              | 12         | 115          | 127          | 2.2          | 13         | 195          | 208          | 2.5          |
| 3              | 17         | 97           | 114          | 2.0          | 21         | 175          | 196          | 2.4          |
| 4              | 7          | 64           | 71           | 1.2          | 7          | 90           | 97           | 1.2          |
| 5              | 8          | 44           | 52           | 0.9          | 8          | 59           | 67           | 0.8          |
| 6              | 8          | 80           | 88           | 1.5          | 8          | 111          | 119          | 1.4          |
| 7              | 11         | 191          | 202          | 3.5          | 15         | 261          | 276          | 3.3          |
| 8              | 9          | 290          | 299          | 5.2          | 10         | 390          | 400          | 4.9          |
| 9              | 13         | 269          | 282          | 4.9          | 15         | 362          | 377          | 4.6          |
| 10             | 13         | 208          | 221          | 3.8          | 13         | 285          | 298          | 3.6          |
| 11             | 15         | 234          | 249          | 4.3          | 15         | 327          | 342          | 4.1          |
| 12             | 16         | 245          | 261          | 4.5          | 16         | 339          | 355          | 4.3          |
| 13             | 13         | 294          | 307          | 5.3          | 17         | 433          | 450          | 5.5          |
| 14             | 7          | 341          | 348          | 6.0          | 8          | 499          | 507          | 6.2          |
| 15             | 18         | 318          | 336          | 5.8          | 20         | 466          | 486          | 5.9          |
| 16             | 15         | 352          | 367          | 6.3          | 16         | 501          | 517          | 6.3          |
| 17             | 19         | 430          | 449          | 7.8          | 21         | 565          | 586          | 7.1          |
| 18             | 17         | 395          | 412          | 7.1          | 19         | 569          | 588          | 7.1          |
| 19             | 16         | 297          | 313          | 5.4          | 17         | 435          | 452          | 5.5          |
| 20             | 19         | 255          | 274          | 4.7          | 20         | 362          | 382          | 4.6          |
| 21             | 11         | 178          | 189          | 3.3          | 11         | 254          | 265          | 3.2          |
| 22             | 13         | 125          | 138          | 2.4          | 17         | 193          | 210          | 2.5          |
| 23             | 13         | 117          | 130          | 2.2          | 15         | 188          | 203          | 2.5          |
| Unknown        | 10         | 63           | 73           | 1.3          | 11         | 92           | 103          | 1.2          |
| <b>TOTAL</b>   | <b>334</b> | <b>5,447</b> | <b>5,781</b> | <b>100.0</b> | <b>374</b> | <b>7,867</b> | <b>8,241</b> | <b>100.0</b> |

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

| Day          | Collisions |        |       |       | Casualties |         |       |       |
|--------------|------------|--------|-------|-------|------------|---------|-------|-------|
|              | Fatal      | Injury | Total | %     | Killed     | Injured | Total | %     |
| Sunday       | 65         | 809    | 874   | 15.1  | 70         | 1,278   | 1,348 | 16.4  |
| Monday       | 37         | 744    | 781   | 13.5  | 41         | 1,091   | 1,132 | 13.7  |
| Tuesday      | 26         | 703    | 729   | 12.6  | 29         | 997     | 1,026 | 12.4  |
| Wednesday    | 40         | 695    | 735   | 12.7  | 42         | 982     | 1,024 | 12.4  |
| Thursday     | 39         | 863    | 902   | 15.6  | 45         | 1,165   | 1,210 | 14.7  |
| Friday       | 58         | 838    | 896   | 15.5  | 63         | 1,158   | 1,221 | 14.8  |
| Saturday     | 69         | 795    | 864   | 14.9  | 84         | 1,196   | 1,280 | 15.5  |
| <b>TOTAL</b> | 334        | 5,447  | 5,781 | 100.0 | 374        | 7,867   | 8,241 | 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 | 45                    | 1,694  | 1,739 | 59.1  | 113                    | 1,560  | 1,673 | 58.9  |
| Daylight poor visibility | 2                     | 125    | 127   | 4.3   | 9                      | 177    | 186   | 6.6   |
| Dark road well-lighted   | 27                    | 683    | 710   | 24.1  | 10                     | 97     | 107   | 3.8   |
| Dark road poorly-lighted | 15                    | 216    | 231   | 7.9   | 16                     | 127    | 143   | 5.0   |
| Dark unlit lighting      | 1                     | 6      | 7     | 0.2   | 1                      | 30     | 31    | 1.1   |
| Dark no Lighting         | 7                     | 53     | 60    | 2.0   | 83                     | 586    | 669   | 23.6  |
| Unknown                  | 1                     | 38     | 39    | 1.3   | 1                      | 10     | 11    | 0.4   |
| Not Stated               | 1                     | 28     | 29    | 1.0   | 2                      | 17     | 19    | 0.7   |
| <b>TOTAL</b>             | 99                    | 2,843  | 2,942 | 100.0 | 235                    | 2,604  | 2,839 | 100.0 |

**CASUALTIES**

| Light Condition          | Inside Built-up Areas |         |       |       | Outside Built-up Areas |         |       |       |
|--------------------------|-----------------------|---------|-------|-------|------------------------|---------|-------|-------|
|                          | Killed                | Injured | Total | %     | Killed                 | Injured | Total | %     |
| Daylight good visibility | 49                    | 2,132   | 2,181 | 57.7  | 123                    | 2,463   | 2,586 | 58.0  |
| Daylight poor visibility | 2                     | 163     | 165   | 4.4   | 9                      | 269     | 278   | 6.2   |
| Dark road well-lighted   | 30                    | 939     | 969   | 25.6  | 10                     | 143     | 153   | 3.4   |
| Dark road poorly-lighted | 15                    | 272     | 287   | 7.6   | 18                     | 215     | 233   | 5.2   |
| Dark unlit lighting      | 1                     | 11      | 12    | 0.3   | 1                      | 41      | 42    | 0.9   |
| Dark no Lighting         | 7                     | 81      | 88    | 2.3   | 100                    | 1,019   | 1,119 | 25.1  |
| Unknown                  | 2                     | 39      | 41    | 1.1   | 3                      | 13      | 16    | 0.4   |
| Not Stated               | 1                     | 37      | 38    | 1.0   | 3                      | 30      | 33    | 0.7   |
| <b>TOTAL</b>             | 107                   | 3,674   | 3,781 | 100.0 | 267                    | 4,193   | 4,460 | 100.0 |

*Note: Collisions omitted when speed limit is unknown*

**Table 10 Fatal and Injury Collisions Classified by Primary Weather Conditions**

| <b>Weather</b> | <b>Fatal</b> | <b>Serious Injury</b> | <b>Minor Injury</b> | <b>Total</b> | <b>%</b>     |
|----------------|--------------|-----------------------|---------------------|--------------|--------------|
| Dry            | 260          | 489                   | 3,401               | 4,150        | 71.8         |
| Wet            | 54           | 123                   | 975                 | 1,152        | 19.9         |
| Frost/Ice      | 2            | 10                    | 91                  | 103          | 1.8          |
| Snow           | 0            | 2                     | 14                  | 16           | 0.3          |
| Fog/Mist       | 10           | 10                    | 72                  | 92           | 1.6          |
| High Winds     | 3            | 3                     | 19                  | 25           | 0.4          |
| Other          | 1            | 3                     | 30                  | 34           | 0.6          |
| Unknown        | 1            | 5                     | 67                  | 73           | 1.3          |
| Not Specified  | 3            | 17                    | 116                 | 136          | 2.4          |
| <b>TOTAL</b>   | <b>334</b>   | <b>662</b>            | <b>4,785</b>        | <b>5,781</b> | <b>100.0</b> |

**Table 11 Fatal and Injury Collisions Classified by Road Surface Conditions**

| <b>Road Surface</b>     | <b>Fatal</b> | <b>Serious Injury</b> | <b>Minor Injury</b> | <b>Total</b> | <b>%</b>     |
|-------------------------|--------------|-----------------------|---------------------|--------------|--------------|
| Dry                     | 220          | 402                   | 2,924               | 3,546        | 61.3         |
| Wet                     | 95           | 221                   | 1,553               | 1,869        | 32.3         |
| Frost/Ice               | 2            | 9                     | 91                  | 102          | 1.8          |
| Snow                    | 1            | 0                     | 7                   | 8            | 0.1          |
| Other                   | 5            | 7                     | 23                  | 35           | 0.6          |
| Unknown / Not Specified | 11           | 23                    | 187                 | 221          | 3.8          |
| <b>TOTAL</b>            | <b>334</b>   | <b>662</b>            | <b>4,785</b>        | <b>5,781</b> | <b>100.0</b> |

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

| <b>Road Character</b> | <b>Fatal</b> | <b>Serious Injury</b> | <b>Minor Injury</b> | <b>Total</b> | <b>%</b>     |
|-----------------------|--------------|-----------------------|---------------------|--------------|--------------|
| Straight              | 173          | 329                   | 2,484               | 2,986        | 51.7         |
| Bend                  | 72           | 155                   | 972                 | 1,199        | 20.7         |
| Hillcrest             | 12           | 22                    | 150                 | 184          | 3.2          |
| Some Gradient         | 37           | 75                    | 492                 | 604          | 10.4         |
| Other                 | 7            | 6                     | 75                  | 88           | 1.5          |
| Not Specified         | 33           | 75                    | 612                 | 720          | 12.5         |
| <b>TOTAL</b>          | <b>334</b>   | <b>662</b>            | <b>4,785</b>        | <b>5,781</b> | <b>100.0</b> |

**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           | 793               | 1,803        | 950          | 3,546        | 30.5               |
| Wet           | 481               | 577          | 811          | 1,869        | 45.5               |
| Frost/Ice     | 52                | 9            | 41           | 102          | 85.2               |
| Snow          | 6                 | 0            | 2            | 8            | 100.0              |
| Other         | 16                | 9            | 10           | 35           | 64.0               |
| Not Specified | 28                | 39           | 154          | 221          | 41.8               |
| <b>Total</b>  | <b>1,376</b>      | <b>2,437</b> | <b>1,968</b> | <b>5,781</b> | <b>36.1</b>        |

\* 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       | 173               | 317         | 375        | 865          | 35.3               |
| Bend           | 180               | 121         | 193        | 494          | 59.8               |
| Hillcrest      | 18                | 22          | 37         | 77           | 45.0               |
| Some Gradient  | 65                | 49          | 101        | 215          | 57.0               |
| Other          | 8                 | 11          | 13         | 32           | 42.1               |
| Not Specified  | 37                | 57          | 92         | 186          | 39.4               |
| <b>TOTAL</b>   | <b>481</b>        | <b>577</b>  | <b>811</b> | <b>1,869</b> | <b>45.5</b>        |

\* 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                      | 44                    | 769          | 813          | 27.6         | 23                     | 81           | 104          | 3.7          |
| Single Vehicle Only                                | 30                    | 294          | 324          | 11.0         | 89                     | 806          | 895          | 31.5         |
| Two or more Vehicle Accidents                      | 25                    | 1,780        | 1,805        | 61.4         | 123                    | 1,717        | 1,840        | 64.8         |
| <b>TOTAL</b>                                       | <b>99</b>             | <b>2,843</b> | <b>2,942</b> | <b>100.0</b> | <b>235</b>             | <b>2,604</b> | <b>2,839</b> | <b>100.0</b> |
| <b>Breakdown of two or more vehicle collisions</b> |                       |              |              |              |                        |              |              |              |
| Rear End   | 2                     | 485          | 487          | 27.0         | 11                     | 379          | 390          | 21.2         |
| Angle  | 5                     | 535          | 540          | 29.9         | 29                     | 419          | 448          | 24.3         |
| Head-On  | 10                    | 387          | 397          | 22.0         | 62                     | 671          | 733          | 39.8         |
| Other/Not Known                                    | 8                     | 373          | 381          | 21.1         | 21                     | 248          | 269          | 14.6         |

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          | 28           | 30           | 2.5          |
| Parked Car          | 0          | 31           | 31           | 2.5          |
| Parked Truck        | 1          | 6            | 7            | 0.6          |
| Parked Trailer/Skip | 0          | 2            | 2            | 0.2          |
| Pole                | 11         | 78           | 89           | 7.3          |
| Tree                | 21         | 43           | 64           | 5.3          |
| Animal              | 2          | 26           | 28           | 2.3          |
| Wall/Gate           | 34         | 204          | 238          | 19.5         |
| Ditch               | 34         | 505          | 539          | 44.2         |
| Other/Unknown       | 13         | 166          | 179          | 14.7         |
| Not Stated          | 1          | 11           | 12           | 1.0          |
| <b>TOTAL</b>        | <b>119</b> | <b>1,100</b> | <b>1,219</b> | <b>100.0</b> |

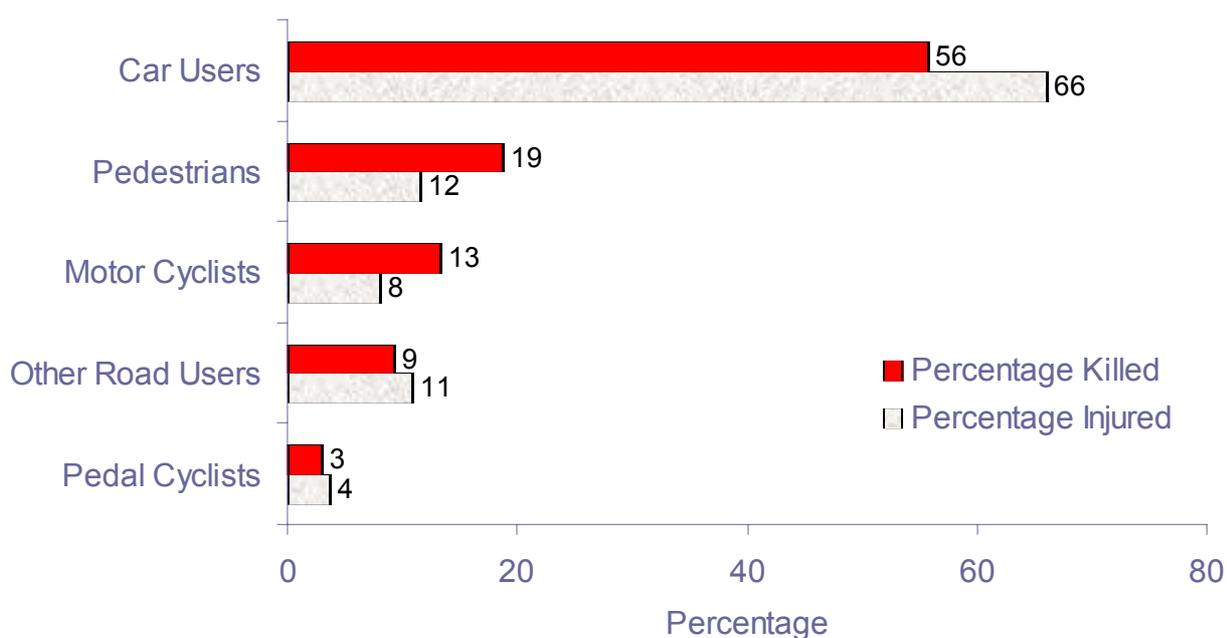
**Table 17 Fatal and Injury Collisions Classified by Possible Contributory Factor Where Specified**

| Contributory Factor | Fatal      | Injury       | Total        | %            |
|---------------------|------------|--------------|--------------|--------------|
| Driver              | 170        | 2,706        | 2,876        | 88.3         |
| Pedestrian          | 21         | 251          | 272          | 8.3          |
| Road                | 4          | 55           | 59           | 1.8          |
| Vehicle             | 1          | 7            | 8            | 0.2          |
| Environment         | 0          | 43           | 43           | 1.3          |
| <b>TOTAL</b>        | <b>196</b> | <b>3,062</b> | <b>3,258</b> | <b>100.0</b> |

*Note: More than one factor is specified in certain collisions*

## SECTION 3: CASUALTIES

**Figure 14: Percentage of Persons Killed and Injured by Road User Type, 2004**



**Table 18 All Casualties Classified by Road User Type**

| Casualty Class      | Killed     | Serious Injury | Minor Injury | Total        | %            |
|---------------------|------------|----------------|--------------|--------------|--------------|
| Pedestrians         | 70         | 130            | 782          | 982          | 11.9         |
| Pedal Cycle Users   | 11         | 23             | 264          | 298          | 3.6          |
| Motor Cycle Users   | 50         | 104            | 527          | 681          | 8.3          |
| Car Users           | 208        | 530            | 4,657        | 5,395        | 65.5         |
| PSV Users           | 0          | 6              | 73           | 79           | 1.0          |
| Goods Vehicle Users | 25         | 81             | 501          | 607          | 7.4          |
| Other               | 10         | 26             | 163          | 199          | 2.4          |
| <b>TOTAL</b>        | <b>374</b> | <b>900</b>     | <b>6,967</b> | <b>8,241</b> | <b>100.0</b> |

*Note: Collisions omitted when injury severity unknown*

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

| Age Groups   | Pedestrians |            |            |              | Pedal Cyclists |            |            |              | Motor Cyclists |            |            |              |
|--------------|-------------|------------|------------|--------------|----------------|------------|------------|--------------|----------------|------------|------------|--------------|
|              | Killed      | Injured    | Total      | %            | Killed         | Injured    | Total      | %            | Killed         | Injured    | Total      | %            |
| 0-5          | 2           | 54         | 56         | 5.7          | 0              | 3          | 3          | 1.0          | 0              | 1          | 1          | 0.1          |
| 6-9          | 0           | 62         | 62         | 6.3          | 0              | 17         | 17         | 5.7          | 0              | 0          | 0          | 0.0          |
| 10-14        | 0           | 95         | 95         | 9.7          | 0              | 42         | 42         | 14.1         | 0              | 3          | 3          | 0.4          |
| 15-17        | 1           | 56         | 57         | 5.8          | 2              | 13         | 15         | 5.0          | 1              | 68         | 69         | 10.1         |
| 18-20        | 3           | 63         | 66         | 6.7          | 0              | 14         | 14         | 4.7          | 5              | 78         | 83         | 12.2         |
| 21-24        | 3           | 80         | 83         | 8.5          | 1              | 24         | 25         | 8.4          | 15             | 99         | 114        | 16.7         |
| 25-34        | 6           | 125        | 131        | 13.3         | 1              | 62         | 63         | 21.1         | 16             | 212        | 228        | 33.5         |
| 35-44        | 6           | 78         | 84         | 8.6          | 1              | 37         | 38         | 12.8         | 8              | 82         | 90         | 13.2         |
| 45-54        | 9           | 70         | 79         | 8.0          | 2              | 20         | 22         | 7.4          | 2              | 26         | 28         | 4.1          |
| 55-64        | 7           | 61         | 68         | 6.9          | 1              | 17         | 18         | 6.0          | 0              | 17         | 17         | 2.5          |
| 65 and Over  | 28          | 88         | 116        | 11.8         | 3              | 10         | 13         | 4.4          | 2              | 4          | 6          | 0.9          |
| Unknown      | 5           | 80         | 85         | 8.7          | 0              | 28         | 28         | 9.4          | 1              | 41         | 42         | 6.2          |
| <b>TOTAL</b> | <b>70</b>   | <b>912</b> | <b>982</b> | <b>100.0</b> | <b>11</b>      | <b>287</b> | <b>298</b> | <b>100.0</b> | <b>50</b>      | <b>631</b> | <b>681</b> | <b>100.0</b> |

| Age Groups   | Car Drivers |              |              |              | Car Passengers |              |              |              | Total Car Users |              |              |              | Other Road Users |            |            |              |
|--------------|-------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|-----------------|--------------|--------------|--------------|------------------|------------|------------|--------------|
|              | K           | I            | T            | %            | K              | I            | T            | %            | K               | I            | T            | %            | K                | I          | T          | %            |
| 0-5          | 0           | 0            | 0            | 0.0          | 0              | 80           | 80           | 4.6          | 0               | 80           | 80           | 1.5          | 0                | 3          | 3          | 0.3          |
| 6-9          | 0           | 0            | 0            | 0.0          | 1              | 61           | 62           | 3.6          | 1               | 61           | 62           | 1.1          | 1                | 5          | 6          | 0.7          |
| 10-14        | 0           | 5            | 5            | 0.1          | 3              | 92           | 95           | 5.4          | 3               | 97           | 100          | 1.9          | 0                | 13         | 13         | 1.5          |
| 15-17        | 2           | 49           | 51           | 1.4          | 8              | 148          | 156          | 8.9          | 10              | 197          | 207          | 3.8          | 1                | 40         | 41         | 4.6          |
| 18-20        | 17          | 275          | 292          | 8.0          | 17             | 235          | 252          | 14.4         | 34              | 510          | 544          | 10.1         | 3                | 74         | 77         | 8.7          |
| 21-24        | 18          | 450          | 468          | 12.8         | 7              | 190          | 197          | 11.3         | 25              | 640          | 665          | 12.3         | 7                | 86         | 93         | 10.5         |
| 25-34        | 27          | 933          | 960          | 26.3         | 14             | 274          | 288          | 16.5         | 41              | 1,207        | 1,248        | 23.1         | 7                | 201        | 208        | 23.5         |
| 35-44        | 17          | 595          | 612          | 16.8         | 8              | 109          | 117          | 6.7          | 25              | 704          | 729          | 13.5         | 4                | 160        | 164        | 18.5         |
| 45-54        | 12          | 429          | 441          | 12.1         | 5              | 104          | 109          | 6.3          | 17              | 533          | 550          | 10.2         | 4                | 98         | 102        | 11.5         |
| 55-64        | 11          | 253          | 264          | 7.2          | 5              | 96           | 101          | 5.8          | 16              | 349          | 365          | 6.8          | 4                | 64         | 68         | 7.7          |
| 65 and Over  | 19          | 251          | 270          | 7.4          | 6              | 106          | 112          | 6.4          | 25              | 357          | 382          | 7.1          | 3                | 29         | 32         | 3.6          |
| Unknown      | 8           | 280          | 288          | 7.9          | 3              | 172          | 175          | 10.0         | 11              | 452          | 463          | 8.6          | 1                | 77         | 78         | 8.8          |
| <b>TOTAL</b> | <b>131</b>  | <b>3,520</b> | <b>3,651</b> | <b>100.0</b> | <b>77</b>      | <b>1,667</b> | <b>1,744</b> | <b>100.0</b> | <b>208</b>      | <b>5,187</b> | <b>5,395</b> | <b>100.0</b> | <b>35</b>        | <b>850</b> | <b>885</b> | <b>100.0</b> |

**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           | 34         | 35         | 6.9          | 0              | 3          | 3          | 1.4          | 0              | 1          | 1          | 0.2          |
| 6-9          | 0           | 34         | 34         | 6.7          | 0              | 13         | 13         | 6.3          | 0              | 0          | 0          | 0.0          |
| 10-14        | 0           | 50         | 50         | 9.8          | 0              | 37         | 37         | 17.8         | 0              | 3          | 3          | 0.5          |
| 15-17        | 1           | 29         | 30         | 5.9          | 1              | 11         | 12         | 5.8          | 1              | 60         | 61         | 10.7         |
| 18-20        | 1           | 36         | 37         | 7.3          | 0              | 10         | 10         | 4.8          | 5              | 68         | 73         | 12.8         |
| 21-24        | 2           | 48         | 50         | 9.8          | 1              | 15         | 16         | 7.7          | 14             | 85         | 99         | 17.3         |
| 25-34        | 5           | 70         | 75         | 14.7         | 0              | 44         | 44         | 21.2         | 15             | 184        | 199        | 34.8         |
| 35-44        | 5           | 49         | 54         | 10.6         | 1              | 26         | 27         | 13.0         | 8              | 71         | 79         | 13.8         |
| 45-54        | 4           | 41         | 45         | 8.8          | 2              | 10         | 12         | 5.8          | 2              | 23         | 25         | 4.4          |
| 55-64        | 7           | 22         | 29         | 5.7          | 1              | 13         | 14         | 6.7          | 0              | 15         | 15         | 2.6          |
| 65 and Over  | 11          | 35         | 46         | 9.0          | 2              | 8          | 10         | 4.8          | 2              | 4          | 6          | 1.0          |
| Unknown      | 1           | 23         | 24         | 4.7          | 0              | 10         | 10         | 4.8          | 0              | 11         | 11         | 1.9          |
| <b>TOTAL</b> | <b>38</b>   | <b>471</b> | <b>509</b> | <b>100.0</b> | <b>8</b>       | <b>200</b> | <b>208</b> | <b>100.0</b> | <b>47</b>      | <b>525</b> | <b>572</b> | <b>100.0</b> |

| Age Groups   | Car Drivers |              |              |              | Car Passengers |            |            |              | Total Car Users |              |              |              | Other Road Users |            |            |              |
|--------------|-------------|--------------|--------------|--------------|----------------|------------|------------|--------------|-----------------|--------------|--------------|--------------|------------------|------------|------------|--------------|
|              | K           | I            | T            | %            | K              | I          | T          | %            | K               | I            | T            | %            | K                | I          | T          | %            |
| 0-5          | 0           | 0            | 0            | 0.0          | 0              | 44         | 44         | 6.3          | 0               | 44           | 44           | 1.7          | 0                | 3          | 3          | 0.5          |
| 6-9          | 0           | 0            | 0            | 0.0          | 1              | 28         | 29         | 4.1          | 1               | 28           | 29           | 1.1          | 0                | 2          | 2          | 0.3          |
| 10-14        | 0           | 5            | 5            | 0.3          | 1              | 39         | 40         | 5.7          | 1               | 44           | 45           | 1.7          | 0                | 7          | 7          | 1.1          |
| 15-17        | 2           | 43           | 45           | 2.4          | 5              | 66         | 71         | 10.1         | 7               | 109          | 116          | 4.5          | 1                | 26         | 27         | 4.4          |
| 18-20        | 15          | 194          | 209          | 11.1         | 12             | 125        | 137        | 19.5         | 27              | 319          | 346          | 13.4         | 2                | 53         | 55         | 8.9          |
| 21-24        | 13          | 258          | 271          | 14.5         | 6              | 98         | 104        | 14.8         | 19              | 356          | 375          | 14.6         | 6                | 65         | 71         | 11.5         |
| 25-34        | 19          | 444          | 463          | 24.7         | 11             | 120        | 131        | 18.7         | 30              | 564          | 594          | 23.1         | 6                | 156        | 162        | 26.3         |
| 35-44        | 11          | 308          | 319          | 17.0         | 2              | 37         | 39         | 5.6          | 13              | 345          | 358          | 13.9         | 4                | 130        | 134        | 21.7         |
| 45-54        | 7           | 206          | 213          | 11.4         | 2              | 33         | 35         | 5.0          | 9               | 239          | 248          | 9.6          | 3                | 69         | 72         | 11.7         |
| 55-64        | 6           | 130          | 136          | 7.3          | 3              | 22         | 25         | 3.6          | 9               | 152          | 161          | 6.3          | 4                | 42         | 46         | 7.5          |
| 65 and Over  | 16          | 148          | 164          | 8.7          | 2              | 24         | 26         | 3.7          | 18              | 172          | 190          | 7.4          | 3                | 21         | 24         | 3.9          |
| Unknown      | 2           | 48           | 50           | 2.7          | 0              | 20         | 20         | 2.9          | 2               | 68           | 70           | 2.7          | 1                | 13         | 14         | 2.3          |
| <b>TOTAL</b> | <b>91</b>   | <b>1,784</b> | <b>1,875</b> | <b>100.0</b> | <b>45</b>      | <b>656</b> | <b>701</b> | <b>100.0</b> | <b>136</b>      | <b>2,440</b> | <b>2,576</b> | <b>100.0</b> | <b>30</b>        | <b>587</b> | <b>617</b> | <b>100.0</b> |

**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           | 18         | 19         | 4.7          | 0              | 0         | 0         | 0.0          | 0              | 0         | 0         | 0.0          |
| 6-9          | 0           | 23         | 23         | 5.7          | 0              | 3         | 3         | 5.2          | 0              | 0         | 0         | 0.0          |
| 10-14        | 0           | 44         | 44         | 10.9         | 0              | 3         | 3         | 5.2          | 0              | 0         | 0         | 0.0          |
| 15-17        | 0           | 27         | 27         | 6.7          | 1              | 1         | 2         | 3.4          | 0              | 5         | 5         | 10.0         |
| 18-20        | 2           | 27         | 29         | 7.2          | 0              | 2         | 2         | 3.4          | 0              | 5         | 5         | 10.0         |
| 21-24        | 1           | 30         | 31         | 7.7          | 0              | 5         | 5         | 8.6          | 1              | 12        | 13        | 26.0         |
| 25-34        | 1           | 54         | 55         | 13.6         | 1              | 16        | 17        | 29.3         | 1              | 16        | 17        | 34.0         |
| 35-44        | 1           | 27         | 28         | 6.9          | 0              | 10        | 10        | 17.2         | 0              | 6         | 6         | 12.0         |
| 45-54        | 5           | 25         | 30         | 7.4          | 0              | 6         | 6         | 10.3         | 0              | 2         | 2         | 4.0          |
| 55-64        | 0           | 36         | 36         | 8.9          | 0              | 3         | 3         | 5.2          | 0              | 1         | 1         | 2.0          |
| 65 and Over  | 17          | 52         | 69         | 17.1         | 1              | 2         | 3         | 5.2          | 0              | 0         | 0         | 0.0          |
| Unknown      | 0           | 13         | 13         | 3.2          | 0              | 4         | 4         | 6.9          | 0              | 1         | 1         | 2.0          |
| <b>TOTAL</b> | <b>28</b>   | <b>376</b> | <b>404</b> | <b>100.0</b> | <b>3</b>       | <b>55</b> | <b>58</b> | <b>100.0</b> | <b>2</b>       | <b>48</b> | <b>50</b> | <b>100.0</b> |

| Age Groups   | Car Drivers |              |              |              | Car Passengers |            |            |              | Total Car Users |              |              |              | Other Road Users |            |            |              |
|--------------|-------------|--------------|--------------|--------------|----------------|------------|------------|--------------|-----------------|--------------|--------------|--------------|------------------|------------|------------|--------------|
|              | K           | I            | T            | %            | K              | I          | T          | %            | K               | I            | T            | %            | K                | I          | T          | %            |
| 0-5          | 0           | 0            | 0            | 0.0          | 0              | 34         | 34         | 4.2          | 0               | 34           | 34           | 1.6          | 0                | 0          | 0          | 0.0          |
| 6-9          | 0           | 0            | 0            | 0.0          | 0              | 27         | 27         | 3.4          | 0               | 27           | 27           | 1.2          | 1                | 2          | 3          | 2.3          |
| 10-14        | 0           | 0            | 0            | 0.0          | 2              | 49         | 51         | 6.4          | 2               | 49           | 51           | 2.4          | 0                | 6          | 6          | 4.7          |
| 15-17        | 0           | 3            | 3            | 0.2          | 3              | 64         | 67         | 8.4          | 3               | 67           | 70           | 3.2          | 0                | 8          | 8          | 6.2          |
| 18-20        | 2           | 68           | 70           | 5.1          | 5              | 98         | 103        | 12.9         | 7               | 166          | 173          | 8.0          | 1                | 15         | 16         | 12.4         |
| 21-24        | 5           | 175          | 180          | 13.2         | 1              | 81         | 82         | 10.2         | 6               | 256          | 262          | 12.1         | 1                | 15         | 16         | 12.4         |
| 25-34        | 8           | 432          | 440          | 32.2         | 3              | 134        | 137        | 17.1         | 11              | 566          | 577          | 26.6         | 1                | 27         | 28         | 21.7         |
| 35-44        | 6           | 246          | 252          | 18.4         | 6              | 65         | 71         | 8.9          | 12              | 311          | 323          | 14.9         | 0                | 16         | 16         | 12.4         |
| 45-54        | 5           | 191          | 196          | 14.3         | 3              | 62         | 65         | 8.1          | 8               | 253          | 261          | 12.0         | 1                | 14         | 15         | 11.6         |
| 55-64        | 5           | 103          | 108          | 7.9          | 2              | 60         | 62         | 7.7          | 7               | 163          | 170          | 7.8          | 0                | 15         | 15         | 11.6         |
| 65 and Over  | 3           | 80           | 83           | 6.1          | 4              | 76         | 80         | 10.0         | 7               | 156          | 163          | 7.5          | 0                | 3          | 3          | 2.3          |
| Unknown      | 1           | 33           | 34           | 2.5          | 0              | 22         | 22         | 2.7          | 1               | 55           | 56           | 2.6          | 0                | 3          | 3          | 2.3          |
| <b>TOTAL</b> | <b>35</b>   | <b>1,331</b> | <b>1,366</b> | <b>100.0</b> | <b>29</b>      | <b>772</b> | <b>801</b> | <b>100.0</b> | <b>64</b>       | <b>2,103</b> | <b>2,167</b> | <b>100.0</b> | <b>5</b>         | <b>124</b> | <b>129</b> | <b>100.0</b> |

**Table 22 All Casualties Classified by Age and Sex**

| Age Groups   | Male   |         |       | Female |         |       | Overall Total | %     |
|--------------|--------|---------|-------|--------|---------|-------|---------------|-------|
|              | Killed | Injured | Total | Killed | Injured | Total |               |       |
| 0-5          | 1      | 85      | 86    | 1      | 52      | 53    | 139           | 1.9   |
| 6-9          | 1      | 77      | 78    | 1      | 55      | 56    | 134           | 1.8   |
| 10-14        | 1      | 141     | 142   | 2      | 102     | 104   | 246           | 3.4   |
| 15-17        | 11     | 235     | 246   | 4      | 108     | 112   | 358           | 4.9   |
| 18-20        | 35     | 486     | 521   | 10     | 215     | 225   | 746           | 10.2  |
| 21-24        | 42     | 569     | 611   | 9      | 318     | 327   | 938           | 12.9  |
| 25-34        | 56     | 1,018   | 1,074 | 15     | 679     | 694   | 1,768         | 24.3  |
| 35-44        | 31     | 621     | 652   | 13     | 370     | 383   | 1,035         | 14.2  |
| 45-54        | 20     | 382     | 402   | 14     | 300     | 314   | 716           | 9.8   |
| 55-64        | 21     | 244     | 265   | 7      | 218     | 225   | 490           | 6.7   |
| 65 and Over  | 36     | 240     | 276   | 25     | 213     | 238   | 514           | 7.1   |
| Unknown      | 4      | 125     | 129   | 1      | 76      | 77    | 206           | 2.8   |
| <b>TOTAL</b> | 259    | 4,223   | 4,482 | 102    | 2,706   | 2,808 | 7,290         | 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) (2004) | Cas. per 1000 pop |
|--------------|-----------------------|---------|-------|-------|------------------------|---------|-------|-------|---------------|-------|--------------------|-------------------|
|              | Killed                | Injured | Total | %     | Killed                 | Injured | Total |       |               |       |                    |                   |
| 0-5          | 1                     | 83      | 84    | 2.2   | 1                      | 58      | 59    | 143   | 1.7           | 349   | 0.4                |                   |
| 6-9          | 1                     | 90      | 91    | 2.4   | 1                      | 55      | 56    | 147   | 1.8           | 217   | 0.7                |                   |
| 10-14        | 0                     | 161     | 161   | 4.3   | 3                      | 89      | 92    | 253   | 3.1           | 277   | 0.9                |                   |
| 15-17        | 6                     | 185     | 191   | 5.1   | 9                      | 189     | 198   | 389   | 4.7           | 178   | 2.2                |                   |
| 18-20        | 8                     | 306     | 314   | 8.3   | 37                     | 433     | 470   | 784   | 9.5           | 186   | 4.2                |                   |
| 21-24        | 15                    | 408     | 423   | 11.2  | 36                     | 521     | 557   | 980   | 11.9          | 276   | 3.6                |                   |
| 25-34        | 15                    | 866     | 881   | 23.3  | 56                     | 941     | 997   | 1,878 | 22.8          | 650   | 2.9                |                   |
| 35-44        | 10                    | 484     | 494   | 13.1  | 34                     | 577     | 611   | 1,105 | 13.4          | 583   | 1.9                |                   |
| 45-54        | 12                    | 338     | 350   | 9.3   | 22                     | 409     | 431   | 781   | 9.5           | 496   | 1.6                |                   |
| 55-64        | 2                     | 221     | 223   | 5.9   | 26                     | 287     | 313   | 536   | 6.5           | 381   | 1.4                |                   |
| 65 and Over  | 31                    | 209     | 240   | 6.3   | 30                     | 279     | 309   | 549   | 6.7           | 451   | 1.2                |                   |
| Unknown      | 6                     | 323     | 329   | 8.7   | 12                     | 355     | 367   | 696   | 8.4           |       |                    |                   |
| <b>TOTAL</b> | 107                   | 3,674   | 3,781 | 100.0 | 267                    | 4,193   | 4,460 | 8,241 | 100.0         | 4,044 | 2.0                |                   |

*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         | 48                    | 823     | 871   | 23.0  | 22                     | 89      | 111   | 2.5   |
| Pedal Cycle Users   | 5                     | 246     | 251   | 6.6   | 6                      | 41      | 47    | 1.1   |
| Motor Cycle Users   | 19                    | 453     | 472   | 12.5  | 31                     | 178     | 209   | 4.7   |
| Car Users           | 31                    | 1,893   | 1,924 | 50.9  | 177                    | 3,294   | 3,471 | 77.8  |
| PSV Users           | 0                     | 40      | 40    | 1.1   | 0                      | 46      | 46    | 1.0   |
| Goods Vehicle Users | 1                     | 148     | 149   | 3.9   | 24                     | 429     | 453   | 10.2  |
| Other               | 3                     | 71      | 74    | 2.0   | 7                      | 116     | 123   | 2.8   |
| Unknown             | 0                     | 0       | 0     | 0.0   | 0                      | 0       | 0     | 0.0   |
| <b>TOTAL</b>        | 107                   | 3,674   | 3,781 | 100.0 | 267                    | 4,193   | 4,460 | 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 | 28                    | 477     | 505   | 58.0  | 7                      | 37      | 44    | 39.6  |
| Daylight poor visibility | 0                     | 26      | 26    | 3.0   | 0                      | 3       | 3     | 2.7   |
| Dark road well-lighted   | 9                     | 187     | 196   | 22.5  | 0                      | 7       | 7     | 6.3   |
| Dark road poorly-lighted | 8                     | 95      | 103   | 11.8  | 2                      | 10      | 12    | 10.8  |
| Dark unlit lighting      | 0                     | 4       | 4     | 0.5   | 0                      | 1       | 1     | 0.9   |
| Dark no Lighting         | 2                     | 4       | 6     | 0.7   | 13                     | 30      | 43    | 38.7  |
| Unknown                  | 0                     | 21      | 21    | 2.4   | 0                      | 1       | 1     | 0.9   |
| Not Stated               | 1                     | 9       | 10    | 1.1   | 0                      | 0       | 0     | 0.0   |
| <b>TOTAL</b>             | 48                    | 823     | 871   | 100.0 | 22                     | 89      | 111   | 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    |            |
| <b>DAYLIGHT</b>               |          |            |           |            |           |           |           |            |            |
| Crossing masked by Parked Car | 0        | 33         | 0         | 32         | 2         | 3         | 2         | 68         | 70         |
| Otherwise crossing            | 0        | 45         | 4         | 120        | 8         | 19        | 12        | 184        | 196        |
| Walking with traffic          | 0        | 2          | 1         | 16         | 1         | 7         | 2         | 25         | 27         |
| Walking against traffic       | 0        | 7          | 1         | 20         | 0         | 4         | 1         | 31         | 32         |
| Standing in roadway           | 1        | 4          | 1         | 21         | 1         | 4         | 3         | 29         | 32         |
| Playing in roadway            | 0        | 33         | 0         | 2          | 0         | 0         | 0         | 35         | 35         |
| Lying on roadway              | 0        | 4          | 0         | 0          | 0         | 0         | 0         | 4          | 4          |
| Other                         | 1        | 16         | 2         | 27         | 2         | 9         | 5         | 52         | 57         |
| Unknown                       | 0        | 23         | 5         | 34         | 1         | 5         | 6         | 62         | 68         |
| <b>TOTAL</b>                  | <b>2</b> | <b>167</b> | <b>14</b> | <b>272</b> | <b>15</b> | <b>51</b> | <b>31</b> | <b>490</b> | <b>521</b> |
| <b>DARKNESS</b>               |          |            |           |            |           |           |           |            |            |
| Crossing masked by Parked Car | 0        | 5          | 0         | 26         | 0         | 8         | 0         | 39         | 39         |
| Otherwise crossing            | 0        | 12         | 5         | 93         | 9         | 17        | 14        | 122        | 136        |
| Walking with traffic          | 0        | 0          | 4         | 18         | 0         | 0         | 4         | 18         | 22         |
| Walking against traffic       | 0        | 1          | 2         | 22         | 0         | 3         | 2         | 26         | 28         |
| Standing in roadway           | 0        | 2          | 6         | 28         | 1         | 3         | 7         | 33         | 40         |
| Playing in roadway            | 0        | 5          | 0         | 0          | 0         | 0         | 0         | 5          | 5          |
| Lying on roadway              | 0        | 2          | 2         | 2          | 0         | 0         | 2         | 4          | 6          |
| Other                         | 0        | 13         | 1         | 40         | 1         | 2         | 2         | 55         | 57         |
| Unknown                       | 0        | 3          | 1         | 32         | 2         | 4         | 3         | 39         | 42         |
| <b>TOTAL</b>                  | <b>0</b> | <b>43</b>  | <b>21</b> | <b>261</b> | <b>13</b> | <b>37</b> | <b>34</b> | <b>341</b> | <b>375</b> |
| <b>OVERALL TOTAL</b>          | <b>2</b> | <b>210</b> | <b>35</b> | <b>533</b> | <b>28</b> | <b>88</b> | <b>65</b> | <b>831</b> | <b>896</b> |

*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**

| <b>Drivers</b>     |               |                |                  |              |              |
|--------------------|---------------|----------------|------------------|--------------|--------------|
| <b>All Drivers</b> |               |                |                  |              |              |
|                    | <b>Killed</b> | <b>Injured</b> | <b>Uninjured</b> | <b>Total</b> | <b>%</b>     |
| Pedal Cycle        | 11            | 284            | 6                | 301          | 3.1          |
| Motor Cycle        | 49            | 576            | 72               | 697          | 7.3          |
| Car                | 131           | 3,520          | 3,140            | 6,791        | 71.0         |
| PSV                | 0             | 28             | 117              | 145          | 1.5          |
| Goods Vehicle      | 17            | 433            | 775              | 1,225        | 12.8         |
| Other or Unknown   | 8             | 153            | 249              | 410          | 4.3          |
| <b>TOTAL</b>       | <b>216</b>    | <b>4,994</b>   | <b>4,359</b>     | <b>9,569</b> | <b>100.0</b> |

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

| <b>Drivers</b>       |               |                |                  |              |              |
|----------------------|---------------|----------------|------------------|--------------|--------------|
| <b>Male Drivers*</b> |               |                |                  |              |              |
|                      | <b>Killed</b> | <b>Injured</b> | <b>Uninjured</b> | <b>Total</b> | <b>%</b>     |
| Pedal Cycle          | 8             | 200            | 3                | 211          | 3.6          |
| Motor Cycle          | 46            | 495            | 52               | 593          | 10.0         |
| Car                  | 91            | 1,784          | 1,820            | 3,695        | 62.3         |
| PSV                  | 0             | 20             | 96               | 116          | 2.0          |
| Goods Vehicle        | 16            | 350            | 654              | 1,020        | 17.2         |
| Other or Unknown     | 6             | 105            | 182              | 293          | 4.9          |
| <b>TOTAL</b>         | <b>167</b>    | <b>2,954</b>   | <b>2,807</b>     | <b>5,928</b> | <b>100.0</b> |

\* where specified

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

| Drivers          |        |         |           |       |       |
|------------------|--------|---------|-----------|-------|-------|
| Female Drivers*  | Killed | Injured | Uninjured | Total | %     |
| Pedal Cycle      | 3      | 55      | 0         | 58    | 2.4   |
| Motor Cycle      | 1      | 30      | 1         | 32    | 1.3   |
| Car              | 35     | 1,331   | 882       | 2,248 | 92.7  |
| PSV              | 0      | 4       | 3         | 7     | 0.3   |
| Goods Vehicle    | 1      | 24      | 20        | 45    | 1.9   |
| Other or Unknown | 2      | 24      | 10        | 36    | 1.5   |
| <b>TOTAL</b>     | 42     | 1,468   | 916       | 2,426 | 100.0 |

\* where specified

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

| Drivers      |        |         |           |       |        |         |           |       |               |            |
|--------------|--------|---------|-----------|-------|--------|---------|-----------|-------|---------------|------------|
| 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      | 5       | 2         | 7     | 0      | 0       | 2         | 2     | 9             | 0.2        |
| 15-17        | 2      | 43      | 31        | 76    | 0      | 3       | 1         | 4     | 80            | 1.3        |
| 18-20        | 15     | 194     | 145       | 354   | 2      | 68      | 46        | 116   | 470           | 7.9        |
| 21-24        | 13     | 258     | 217       | 488   | 5      | 175     | 112       | 292   | 780           | 13.1       |
| 25-34        | 19     | 444     | 482       | 945   | 8      | 432     | 242       | 682   | 1,627         | 27.4       |
| 35-44        | 11     | 308     | 340       | 659   | 6      | 246     | 212       | 464   | 1,123         | 18.9       |
| 45-54        | 7      | 206     | 279       | 492   | 5      | 191     | 131       | 327   | 819           | 13.8       |
| 55-64        | 6      | 130     | 163       | 299   | 5      | 103     | 68        | 176   | 475           | 8.0        |
| 65 and Over  | 16     | 148     | 125       | 289   | 3      | 80      | 44        | 127   | 416           | 7.0        |
| Unknown      | 2      | 48      | 36        | 86    | 1      | 33      | 24        | 58    | 144           | 2.4        |
| <b>TOTAL</b> | 91     | 1,784   | 1,820     | 3,695 | 35     | 1,331   | 882       | 2,248 | 5,943         | 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     |               |            |
| 0-4          | 0         | 0          | 0         | 0          | 0        | 0         | 0         | 0         | 0             | 0.0        |
| 5-9          | 0         | 0          | 0         | 0          | 0        | 0         | 0         | 0         | 0             | 0.0        |
| 10-14        | 0         | 2          | 1         | 3          | 0        | 0         | 0         | 0         | 3             | 0.5        |
| 15-17        | 1         | 49         | 6         | 56         | 0        | 3         | 0         | 3         | 59            | 9.4        |
| 18-20        | 5         | 61         | 5         | 71         | 0        | 3         | 0         | 3         | 74            | 11.8       |
| 21-24        | 13        | 80         | 7         | 100        | 0        | 6         | 0         | 6         | 106           | 17.0       |
| 25-34        | 15        | 179        | 18        | 212        | 1        | 12        | 0         | 13        | 225           | 36.0       |
| 35-44        | 8         | 71         | 7         | 86         | 0        | 4         | 0         | 4         | 90            | 14.4       |
| 45-54        | 2         | 23         | 2         | 27         | 0        | 1         | 0         | 1         | 28            | 4.5        |
| 55-64        | 0         | 15         | 2         | 17         | 0        | 1         | 0         | 1         | 18            | 2.9        |
| 65 and Over  | 2         | 4          | 1         | 7          | 0        | 0         | 1         | 1         | 8             | 1.3        |
| Unknown      | 0         | 11         | 3         | 14         | 0        | 0         | 0         | 0         | 14            | 2.2        |
| <b>TOTAL</b> | <b>46</b> | <b>495</b> | <b>52</b> | <b>593</b> | <b>1</b> | <b>30</b> | <b>1</b>  | <b>32</b> | <b>625</b>    | <b>100</b> |

**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         | 1          | 0          | 1            | 0        | 0         | 0         | 0         | 1             | 0.1          |
| 10-14        | 0         | 0          | 1          | 1            | 0        | 0         | 0         | 0         | 1             | 0.1          |
| 15-17        | 0         | 8          | 16         | 24           | 0        | 2         | 2         | 4         | 28            | 1.8          |
| 18-20        | 0         | 33         | 40         | 73           | 0        | 3         | 2         | 5         | 78            | 5.1          |
| 21-24        | 3         | 51         | 78         | 132          | 1        | 5         | 5         | 11        | 143           | 9.4          |
| 25-34        | 4         | 123        | 281        | 408          | 0        | 9         | 7         | 16        | 424           | 27.9         |
| 35-44        | 3         | 117        | 240        | 360          | 0        | 8         | 8         | 16        | 376           | 24.8         |
| 45-54        | 3         | 64         | 146        | 213          | 0        | 6         | 3         | 9         | 222           | 14.6         |
| 55-64        | 4         | 36         | 84         | 124          | 0        | 6         | 3         | 9         | 133           | 8.8          |
| 65 and Over  | 3         | 17         | 23         | 43           | 0        | 1         | 0         | 1         | 44            | 2.9          |
| Unknown      | 2         | 25         | 23         | 50           | 2        | 12        | 3         | 17        | 67            | 4.4          |
| <b>TOTAL</b> | <b>22</b> | <b>475</b> | <b>932</b> | <b>1,429</b> | <b>3</b> | <b>52</b> | <b>33</b> | <b>88</b> | <b>1,517</b>  | <b>100.0</b> |

*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        | %            |
|--------------------------------|------------|--------------|--------------|--------------|--------------|
| <b>Car Drivers</b>             |            |              |              |              |              |
| Seat Belt in Use               | 41         | 1,579        | 1,263        | 2,883        | 42.5         |
| Seat Belt Not in Use           | 37         | 163          | 56           | 256          | 3.8          |
| Unknown                        | 43         | 1,236        | 1,201        | 2,480        | 36.5         |
| Not Stated                     | 10         | 542          | 620          | 1,172        | 17.3         |
| <b>TOTAL</b>                   | <b>131</b> | <b>3,520</b> | <b>3,140</b> | <b>6,791</b> | <b>100.0</b> |
| <b>Passengers (front seat)</b> |            |              |              |              |              |
| Seat Belt in Use               | 14         | 284          | *            | 298          | 29.9         |
| Seat Belt Not in Use           | 5          | 30           | *            | 35           | 3.5          |
| Unknown                        | 14         | 212          | *            | 226          | 22.7         |
| Not Stated                     | 15         | 421          | *            | 436          | 43.8         |
| <b>TOTAL</b>                   | <b>48</b>  | <b>947</b>   | <b>*</b>     | <b>995</b>   | <b>100.0</b> |

\* in this and following table: not available

**Table 34 Users of Motor Cycles Involved in Fatal and Injury Collisions Classified by Crash Helmet Usage**

| Crash Helmet Usage      | Killed    | Injured    | Uninjured | Total      | %            |
|-------------------------|-----------|------------|-----------|------------|--------------|
| <b>Drivers</b>          |           |            |           |            |              |
| Crash Helmet in Use     | 8         | 31         | 6         | 45         | 6.5          |
| Crash Helmet Not in Use | 20        | 234        | 21        | 275        | 39.5         |
| Unknown                 | 1         | 50         | 4         | 55         | 7.9          |
| Not Stated              | 20        | 261        | 41        | 322        | 46.2         |
| <b>TOTAL</b>            | <b>49</b> | <b>576</b> | <b>72</b> | <b>697</b> | <b>100.0</b> |
| <b>Passengers</b>       |           |            |           |            |              |
| Crash Helmet in Use     | 0         | 30         | *         | 30         | 38.5         |
| Crash Helmet Not in Use | 0         | 18         | *         | 18         | 23.1         |
| Unknown / Not Stated    | 2         | 28         | *         | 30         | 38.5         |
| <b>TOTAL</b>            | <b>2</b>  | <b>76</b>  | <b>*</b>  | <b>78</b>  | <b>100.0</b> |

**Table 35 Cars and Goods Vehicles Involved in Fatal and Injury Collisions Classified by Driver's Country of Residence**

|                  | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>%</b>     |
|------------------|--------------|---------------|--------------|--------------|
| <b>CARS</b>      |              |               |              |              |
| Ireland          | 227          | 5,090         | 5,317        | 93.9         |
| Northern Ireland | 6            | 106           | 112          | 2.0          |
| Britain          | 3            | 69            | 72           | 1.3          |
| Other            | 9            | 153           | 162          | 2.9          |
| <b>TOTAL</b>     | <b>245</b>   | <b>5,418</b>  | <b>5,663</b> | <b>100.0</b> |
| <b>GOODS</b>     |              |               |              |              |
| Ireland          | 82           | 881           | 963          | 90.8         |
| Northern Ireland | 5            | 45            | 50           | 4.7          |
| Britian          | 2            | 13            | 15           | 1.4          |
| Other            | 1            | 31            | 32           | 3.0          |
| <b>TOTAL</b>     | <b>90</b>    | <b>970</b>    | <b>1,060</b> | <b>100.0</b> |

**Table 36 Two Vehicle Collisions: Contributory Action, where Specified**

| <b>Driver Action</b>          | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>%</b>     |
|-------------------------------|--------------|---------------|--------------|--------------|
| Drove through Stop/Yield Sign | 14           | 312           | 326          | 12.4         |
| Exceeded Safe Speed           | 15           | 245           | 260          | 9.9          |
| Went to Wrong Side of Road    | 47           | 470           | 517          | 19.7         |
| Improper Overtaking           | 10           | 130           | 140          | 5.3          |
| Drove Through Traffic Signal  | 1            | 59            | 60           | 2.3          |
| Failed to Signal              | 0            | 30            | 30           | 1.1          |
| Other Action                  | 30           | 1,266         | 1,296        | 49.3         |
| <b>TOTAL</b>                  | <b>117</b>   | <b>2,512</b>  | <b>2,629</b> | <b>100.0</b> |

**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                     | 249    | 254   | 5.4   | 6                      | 37     | 43    | 0.9   |
| Motor Cycles     | 22                    | 466    | 488   | 10.3  | 31                     | 168    | 199   | 4.3   |
| Cars             | 59                    | 3,215  | 3,274 | 69.3  | 225                    | 3,176  | 3,401 | 73.3  |
| PSVs             | 7                     | 88     | 95    | 2.0   | 6                      | 43     | 49    | 1.1   |
| Goods Vehicles   | 23                    | 467    | 490   | 10.4  | 75                     | 656    | 731   | 15.7  |
| Other or Unknown | 7                     | 117    | 124   | 2.6   | 13                     | 207    | 220   | 4.7   |
| <b>TOTAL</b>     | 123                   | 4,602  | 4,725 | 100.0 | 356                    | 4,287  | 4,643 | 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                   | 5      | 5     | 0.5   | 1                      | 4      | 5     | 0.4   |
| Motor Cycles     | 3                   | 49     | 52    | 5.7   | 19                     | 100    | 119   | 9.8   |
| Cars             | 30                  | 633    | 663   | 72.3  | 85                     | 850    | 935   | 76.7  |
| PSVs             | 5                   | 36     | 41    | 4.5   | 0                      | 4      | 4     | 0.3   |
| Goods Vehicles   | 23                  | 97     | 120   | 13.1  | 11                     | 109    | 120   | 9.8   |
| Other or Unknown | 6                   | 30     | 36    | 3.9   | 3                      | 33     | 36    | 3.0   |
| <b>TOTAL</b>     | 67                  | 850    | 917   | 100.0 | 119                    | 1,100  | 1,219 | 100.0 |

**Table 39 Two-Vehicle Collisions Classified by Vehicle Type**

|                           | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Total</b> |
|---------------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Pedal Cycle-Pedal Cycle   | 0            | 1             | 1            | 0                 | 3               | 3            |
| Pedal Cycle-Motor Cycle   | 1            | 3             | 4            | 2                 | 4               | 6            |
| Pedal Cycle-Car           | 4            | 208           | 212          | 4                 | 213             | 217          |
| Pedal Cycle-PSV           | 0            | 9             | 9            | 0                 | 9               | 9            |
| Pedal Cycle-Goods         | 3            | 33            | 36           | 3                 | 33              | 36           |
| Pedal Cycle-Other/Unknown | 2            | 12            | 14           | 2                 | 12              | 14           |
| <b>TOTAL</b>              | <b>10</b>    | <b>266</b>    | <b>276</b>   | <b>11</b>         | <b>274</b>      | <b>285</b>   |

|                           | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Total</b> |
|---------------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Motor Cycle-Pedal Cycle   | 1            | 3             | 4            | 2                 | 4               | 6            |
| Motor Cycle-Motor Cycle   | 0            | 5             | 5            | 0                 | 5               | 5            |
| Motor Cycle-Car           | 14           | 383           | 397          | 14                | 431             | 445          |
| Motor Cycle-PSV           | 0            | 7             | 7            | 0                 | 9               | 9            |
| Motor Cycle-Goods         | 8            | 49            | 57           | 8                 | 55              | 63           |
| Motor Cycle-Other/Unknown | 1            | 10            | 11           | 1                 | 10              | 11           |
| <b>TOTAL</b>              | <b>24</b>    | <b>457</b>    | <b>481</b>   | <b>25</b>         | <b>514</b>      | <b>539</b>   |

|                   | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Total</b> |
|-------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Car-Pedal Cycle   | 4            | 208           | 212          | 4                 | 213             | 217          |
| Car-Motor Cycle   | 14           | 383           | 397          | 14                | 431             | 445          |
| Car-Car           | 43           | 1,417         | 1,460        | 51                | 2,369           | 2,420        |
| Car-PSV           | 5            | 43            | 48           | 5                 | 100             | 105          |
| Car-Goods         | 28           | 530           | 558          | 32                | 829             | 861          |
| Car-Other/Unknown | 3            | 157           | 160          | 4                 | 216             | 220          |
| <b>TOTAL</b>      | <b>97</b>    | <b>2,738</b>  | <b>2,835</b> | <b>110</b>        | <b>4,158</b>    | <b>4,268</b> |

**Table 39 Two-Vehicle Collisions Classified by Vehicle Type**

|                   | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Total</b> |
|-------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| PSV-Pedal Cycle   | 0            | 9             | 9            | 0                 | 9               | 9            |
| PSV-Motor Cycle   | 0            | 7             | 7            | 0                 | 9               | 9            |
| PSV-Car           | 5            | 43            | 48           | 5                 | 100             | 105          |
| PSV-PSV           | 1            | 3             | 4            | 5                 | 20              | 25           |
| PSV-Goods         | 0            | 10            | 10           | 0                 | 15              | 15           |
| PSV-Other/Unknown | 0            | 3             | 3            | 0                 | 3               | 3            |
| <b>TOTAL</b>      | <b>6</b>     | <b>75</b>     | <b>81</b>    | <b>10</b>         | <b>156</b>      | <b>166</b>   |

|                     | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Total</b> |
|---------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Goods-Pedal Cycle   | 3            | 33            | 36           | 3                 | 33              | 36           |
| Goods-Motor Cycle   | 8            | 49            | 57           | 8                 | 55              | 63           |
| Goods-Car           | 28           | 530           | 558          | 32                | 829             | 861          |
| Goods-PSV           | 0            | 10            | 10           | 0                 | 15              | 15           |
| Goods-Goods         | 8            | 67            | 75           | 9                 | 110             | 119          |
| Goods-Other/Unknown | 4            | 33            | 37           | 4                 | 46              | 50           |
| <b>TOTAL</b>        | <b>51</b>    | <b>722</b>    | <b>773</b>   | <b>56</b>         | <b>1,088</b>    | <b>1,144</b> |

|                     | <b>Fatal</b> | <b>Injury</b> | <b>Total</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Total</b> |
|---------------------|--------------|---------------|--------------|-------------------|-----------------|--------------|
| Other-Pedal Cycle   | 2            | 12            | 14           | 2                 | 12              | 14           |
| Other-Motor Cycle   | 1            | 10            | 11           | 1                 | 10              | 11           |
| Other-Car           | 3            | 157           | 160          | 4                 | 216             | 220          |
| Other-PSV           | 0            | 3             | 3            | 0                 | 3               | 3            |
| Other-Goods         | 4            | 33            | 37           | 4                 | 46              | 50           |
| Other-Other/Unknown | 0            | 11            | 11           | 0                 | 22              | 22           |
| <b>TOTAL</b>        | <b>10</b>    | <b>226</b>    | <b>236</b>   | <b>11</b>         | <b>309</b>      | <b>320</b>   |

## SECTION 5: LOCATION

Table 40 Traffic Collisions and Casualties in each County

| County and Province        | Pop. (000's) (2002) | Reg. Motor Vehicle (000's) (2004) | Collisions |        |       |       | Casualties |         |       |       |
|----------------------------|---------------------|-----------------------------------|------------|--------|-------|-------|------------|---------|-------|-------|
|                            |                     |                                   | Fatal      | Injury | Total | %     | Killed     | Injured | Total | %     |
| <b>Leinster</b>            |                     |                                   |            |        |       |       |            |         |       |       |
| Carlow                     | 46                  | 28                                | 6          | 49     | 55    | 1.0   | 7          | 73      | 80    | 1.0   |
| Dublin                     | 1,123               | 517                               | 40         | 1,267  | 1307  | 22.6  | 45         | 1621    | 1,666 | 20.2  |
| Kildare                    | 164                 | 88                                | 18         | 207    | 225   | 3.9   | 19         | 288     | 307   | 3.7   |
| Kilkenny                   | 80                  | 46                                | 9          | 130    | 139   | 2.4   | 9          | 186     | 195   | 2.4   |
| Laois                      | 59                  | 32                                | 8          | 88     | 96    | 1.7   | 8          | 143     | 151   | 1.8   |
| Longford                   | 31                  | 17                                | 5          | 79     | 84    | 1.5   | 5          | 104     | 109   | 1.3   |
| Louth                      | 102                 | 45                                | 9          | 209    | 218   | 3.8   | 9          | 316     | 325   | 3.9   |
| Meath                      | 134                 | 78                                | 21         | 188    | 209   | 3.6   | 22         | 296     | 318   | 3.9   |
| Offaly                     | 64                  | 34                                | 4          | 84     | 88    | 1.5   | 4          | 116     | 120   | 1.5   |
| Westmeath                  | 72                  | 38                                | 11         | 120    | 131   | 2.3   | 13         | 177     | 190   | 2.3   |
| Wexford                    | 117                 | 70                                | 15         | 195    | 210   | 3.6   | 16         | 295     | 311   | 3.8   |
| Wicklow                    | 115                 | 62                                | 9          | 160    | 169   | 2.9   | 14         | 238     | 252   | 3.1   |
| <b>Munster</b>             |                     |                                   |            |        |       |       |            |         |       |       |
| Clare                      | 103                 | 58                                | 8          | 97     | 105   | 1.8   | 8          | 143     | 151   | 1.8   |
| Cork                       | 448                 | 252                               | 28         | 620    | 648   | 11.2  | 29         | 880     | 909   | 11.0  |
| Kerry                      | 132                 | 74                                | 13         | 166    | 179   | 3.1   | 14         | 241     | 255   | 3.1   |
| Limerick                   | 176                 | 90                                | 17         | 324    | 341   | 5.9   | 17         | 458     | 475   | 5.8   |
| Tipperary N                | 61                  | 37                                | 8          | 93     | 101   | 1.7   | 10         | 151     | 161   | 2.0   |
| Tipperary S                | 79                  | 45                                | 6          | 123    | 129   | 2.2   | 9          | 195     | 204   | 2.5   |
| Waterford                  | 102                 | 54                                | 4          | 164    | 168   | 2.9   | 4          | 233     | 237   | 2.9   |
| <b>Connacht</b>            |                     |                                   |            |        |       |       |            |         |       |       |
| Galway                     | 209                 | 108                               | 23         | 231    | 254   | 4.4   | 25         | 340     | 365   | 4.4   |
| Leitrim                    | 26                  | 15                                | 3          | 28     | 31    | 0.5   | 4          | 45      | 49    | 0.6   |
| Mayo                       | 117                 | 62                                | 12         | 139    | 151   | 2.6   | 12         | 225     | 237   | 2.9   |
| Roscommon                  | 54                  | 30                                | 7          | 103    | 110   | 1.9   | 9          | 178     | 187   | 2.3   |
| Sligo                      | 58                  | 31                                | 7          | 91     | 98    | 1.7   | 9          | 124     | 133   | 1.6   |
| <b>Ulster</b><br>(Part of) |                     |                                   |            |        |       |       |            |         |       |       |
| Cavan                      | 56                  | 31                                | 7          | 157    | 164   | 2.8   | 8          | 243     | 251   | 3.0   |
| Donegal                    | 137                 | 66                                | 23         | 221    | 244   | 4.2   | 29         | 397     | 426   | 5.2   |
| Monaghan                   | 53                  | 27                                | 13         | 114    | 127   | 2.2   | 16         | 161     | 177   | 2.1   |
| <b>TOTAL</b>               | 3,917               | 2,036                             | 334        | 5,447  | 5,781 | 100.0 | 374        | 7,867   | 8,241 | 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     | 22         | 288          | 310          | 5.4        | 26         | 430          | 456          | 5.5          |
| Carlow / Kildare     | 20         | 289          | 309          | 5.3        | 21         | 411          | 432          | 5.2          |
| Clare                | 10         | 101          | 111          | 1.9        | 10         | 150          | 160          | 1.9          |
| Cork City            | 10         | 305          | 315          | 5.4        | 11         | 405          | 416          | 5.0          |
| Cork North           | 8          | 176          | 184          | 3.2        | 8          | 263          | 271          | 3.3          |
| Cork West            | 13         | 142          | 155          | 2.7        | 13         | 219          | 232          | 2.8          |
| Donegal              | 24         | 221          | 245          | 4.2        | 30         | 397          | 427          | 5.2          |
| DMR North Central    | 4          | 223          | 227          | 3.9        | 4          | 268          | 272          | 3.3          |
| DMR North            | 8          | 199          | 207          | 3.6        | 8          | 269          | 277          | 3.4          |
| DMR South Central    | 10         | 174          | 184          | 3.2        | 14         | 250          | 264          | 3.2          |
| DMR South            | 3          | 267          | 270          | 4.7        | 3          | 311          | 314          | 3.8          |
| DMR East             | 7          | 168          | 175          | 3.0        | 9          | 223          | 232          | 2.8          |
| DMR West             | 10         | 234          | 244          | 4.2        | 11         | 311          | 322          | 3.9          |
| Galway West          | 12         | 167          | 179          | 3.1        | 13         | 249          | 262          | 3.2          |
| Kerry                | 13         | 164          | 177          | 3.1        | 14         | 242          | 256          | 3.1          |
| Laois / Offaly       | 14         | 176          | 190          | 3.3        | 14         | 262          | 276          | 3.3          |
| Limerick             | 14         | 326          | 340          | 5.9        | 14         | 452          | 466          | 5.7          |
| Longford / Westmeath | 16         | 212          | 228          | 3.9        | 18         | 305          | 323          | 3.9          |
| Louth / Meath        | 31         | 426          | 457          | 7.9        | 32         | 643          | 675          | 8.2          |
| Mayo                 | 13         | 150          | 163          | 2.8        | 13         | 239          | 252          | 3.1          |
| Roscommon / Galway   | 16         | 161          | 177          | 3.1        | 19         | 256          | 275          | 3.3          |
| Sligo/Leitrim        | 9          | 100          | 109          | 1.9        | 12         | 142          | 154          | 1.9          |
| Tipperary            | 17         | 217          | 234          | 4.0        | 22         | 355          | 377          | 4.6          |
| Waterford / Kilkenny | 9          | 280          | 289          | 5.0        | 9          | 399          | 408          | 5.0          |
| Wexford / Wicklow    | 21         | 281          | 302          | 5.2        | 26         | 416          | 442          | 5.4          |
| <b>TOTAL</b>         | <b>334</b> | <b>5,447</b> | <b>5,781</b> | <b>100</b> | <b>374</b> | <b>7,867</b> | <b>8,241</b> | <b>100.0</b> |

**Table 42 Fatal and Injury Collisions at or near Pedestrian Crossings**

|                                      | Fatal | Injury | Total |
|--------------------------------------|-------|--------|-------|
| Total at or near Pedestrian Crossing | 5     | 73     | 78    |

**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                    | 17     | 18    | 1                      | 10     | 11    |

*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       | 16                    | 603          | 619          | 48.3         | 9                      | 274        | 283        | 42.2         |
| Crossroads       | 2                     | 335          | 337          | 26.3         | 21                     | 253        | 274        | 40.9         |
| Y-Junction       | 2                     | 64           | 66           | 5.2          | 4                      | 55         | 59         | 8.8          |
| Roundabout       | 1                     | 138          | 139          | 10.9         | 1                      | 15         | 16         | 2.4          |
| Complex Junction | 2                     | 118          | 120          | 9.4          | 0                      | 38         | 38         | 5.7          |
| <b>TOTAL</b>     | <b>23</b>             | <b>1,258</b> | <b>1,281</b> | <b>100.0</b> | <b>35</b>              | <b>635</b> | <b>670</b> | <b>100.0</b> |

*Note: Collisions omitted when speed limit is unknown*

**Table 45 Fatal and Injury Collisions at Intersections Classified by Control Type**

| Junction Control            | Fatal     | Injury       | Total        | %            |
|-----------------------------|-----------|--------------|--------------|--------------|
| Traffic Light               | 6         | 401          | 407          | 23.1         |
| Stop Sign                   | 14        | 354          | 368          | 20.9         |
| Yield Sign                  | 5         | 130          | 135          | 7.7          |
| Road Markings Only          | 10        | 194          | 204          | 11.6         |
| Roundabout                  | 1         | 58           | 59           | 3.3          |
| Pedestrian Crossing         | 4         | 63           | 67           | 3.8          |
| Within 50ft of Pedestrian X | 1         | 10           | 11           | 0.6          |
| No Control                  | 13        | 439          | 452          | 25.6         |
| Other / Not Stated          | 3         | 57           | 60           | 3.4          |
| <b>TOTAL</b>                | <b>57</b> | <b>1,706</b> | <b>1,763</b> | <b>100.0</b> |

**Table 46 Fatal and Injury Collisions Classified by Road Type**

| Road Type                  | Fatal      | Injury       | Total        | %            |
|----------------------------|------------|--------------|--------------|--------------|
| Two-Way Single Carriageway | 287        | 4,252        | 4,539        | 78.5         |
| One-Way Single Carriageway | 17         | 425          | 442          | 7.6          |
| Dual Carriageway           | 7          | 276          | 283          | 4.9          |
| Motorway                   | 6          | 40           | 46           | 0.8          |
| Other/Unknown              | 17         | 454          | 471          | 8.1          |
| <b>TOTAL</b>               | <b>334</b> | <b>5,447</b> | <b>5,781</b> | <b>100.0</b> |

**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           | 22    | 670    | 692   | 40.2     | 26      | 862   | 40.3  |
| Dun Laoghaire-Rathdown | 309             | 4     | 145    | 149   | 8.7      | 4       | 182   | 8.4   |
| Fingal County          | 177             | 11    | 157    | 168   | 9.8      | 12      | 213   | 10.2  |
| South Dublin County    | 153             | 3     | 290    | 293   | 17.0     | 3       | 361   | 16.5  |
| Cork Co.Borough        | 104             | 3     | 180    | 183   | 10.6     | 3       | 237   | 10.9  |
| Waterford Co.Borough   | -               | 2     | 50     | 52    | 3.0      | 2       | 64    | 3.0   |
| Limerick Co.Borough    | -               | 3     | 133    | 136   | 7.9      | 3       | 166   | 7.7   |
| Galway Co.Borough      | -               | 2     | 47     | 49    | 2.8      | 3       | 62    | 3.0   |
| <b>TOTAL</b>           |                 | 50    | 1,672  | 1,722 | 100.0    | 56      | 2,147 | 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         | 19          | 225     | 1                      | 35      | 4      | 26      | 1            | 57      |
| Pedal Cycle Users   | 2           | 96      | 0                      | 11      | 0      | 8       | 0            | 26      |
| Motor Cycle Users   | 4           | 128     | 1                      | 39      | 1      | 20      | 1            | 47      |
| Car Users           | 0           | 347     | 2                      | 88      | 7      | 142     | 1            | 211     |
| PSV Users           | 0           | 26      | 0                      | 1       | 0      | 2       | 0            | 4       |
| Goods Vehicle Users | 0           | 14      | 0                      | 8       | 0      | 9       | 0            | 10      |
| Other or Unknown    | 1           | 26      | 0                      | 0       | 0      | 6       | 0            | 6       |
| <b>TOTAL</b>        | 26          | 862     | 4                      | 182     | 12     | 213     | 3            | 361     |

| Road User           | Cork City |         | Waterford City |         | Limerick City |         | Galway City |         |
|---------------------|-----------|---------|----------------|---------|---------------|---------|-------------|---------|
|                     | Killed    | Injured | Killed         | Injured | Killed        | Injured | Killed      | Injured |
| Pedestrians         | 0         | 65      | 1              | 17      | 1             | 53      | 0           | 14      |
| Pedal Cycle Users   | 0         | 10      | 0              | 2       | 0             | 6       | 0           | 7       |
| Motor Cycle Users   | 1         | 43      | 0              | 13      | 1             | 24      | 0           | 4       |
| Car Users           | 2         | 112     | 1              | 29      | 0             | 75      | 3           | 36      |
| PSV Users           | 0         | 0       | 0              | 0       | 0             | 1       | 0           | 0       |
| Goods Vehicle Users | 0         | 5       | 0              | 2       | 0             | 3       | 0           | 1       |
| Other or Unknown    | 0         | 2       | 0              | 1       | 1             | 4       | 0           | 0       |
| <b>TOTAL</b>        | 3         | 237     | 2              | 64      | 3             | 166     | 3           | 62      |

**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      | 2           | 98           | 0                      | 12         | 0         | 8          | 0            | 26         |
| Motor Cycle      | 7           | 150          | 1                      | 41         | 1         | 20         | 1            | 48         |
| Car              | 4           | 682          | 4                      | 151        | 10        | 196        | 3            | 354        |
| PSV              | 6           | 45           | 0                      | 7          | 0         | 6          | 0            | 5          |
| Goods            | 6           | 94           | 0                      | 24         | 2         | 23         | 0            | 48         |
| Other or Unknown | 3           | 40           | 0                      | 4          | 0         | 5          | 0            | 9          |
| <b>TOTAL</b>     | <b>28</b>   | <b>1,109</b> | <b>5</b>               | <b>239</b> | <b>13</b> | <b>258</b> | <b>4</b>     | <b>490</b> |

| Vehicle Type     | Cork City |            | Waterford City |           | Limerick City |            | Galway City |           |
|------------------|-----------|------------|----------------|-----------|---------------|------------|-------------|-----------|
|                  | Fatal     | Injury     | Fatal          | Injury    | Fatal         | Injury     | Fatal       | Injury    |
| Pedal Cycle      | 0         | 10         | 0              | 2         | 0             | 6          | 0           | 8         |
| Motor Cycle      | 1         | 38         | 0              | 13        | 1             | 22         | 0           | 5         |
| Car              | 2         | 203        | 2              | 60        | 1             | 157        | 3           | 55        |
| PSV              | 0         | 2          | 0              | 0         | 0             | 3          | 0           | 0         |
| Goods            | 0         | 26         | 1              | 3         | 1             | 13         | 0           | 5         |
| Other or Unknown | 0         | 3          | 0              | 2         | 1             | 4          | 0           | 1         |
| <b>TOTAL</b>     | <b>3</b>  | <b>282</b> | <b>3</b>       | <b>80</b> | <b>4</b>      | <b>205</b> | <b>3</b>    | <b>74</b> |

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

**Table 50 Fatal and Injury Collisions in Towns**

| Towns under 50,000 population (2002) with Legally Defined Boundaries | Population (2002) | Collisions 2004 |                 |       | Average Collisions per 1,000 population in 2004 |
|--|-------------------|-----------------|-----------------|-------|---|
|  |                   | Fatal           | Personal Injury | Total |   |
| <b>Towns 10,000-50,000 population</b>                                |                   |                 |                 |       |   |
| Bray   | 26,244            | 0               | 11              | 11    | 0.4   |
| Carlow   | 13,218            | 0               | 14              | 14    | 1.1   |
| Castlebar  | 10,287            | 1               | 9               | 10    | 1.0   |
| Clonmel  | 15,739            | 0               | 14              | 14    | 0.9   |
| Drogheda   | 28,333            | 0               | 24              | 24    | 0.8   |
| Dundalk  | 27,385            | 1               | 39              | 40    | 1.5   |
| Ennis  | 18,830            | 1               | 7               | 8     | 0.4   |
| Killarney  | 12,087            | 0               | 14              | 14    | 1.2   |
| Naas   | 18,288            | 1               | 13              | 14    | 0.8   |
| Newbridge  | 15,749            | 0               | 9               | 9     | 0.6   |
| Sligo  | 18,473            | 1               | 22              | 23    | 1.2   |
| Tralee   | 20,375            | 1               | 22              | 23    | 1.1   |
| Tullamore  | 10,270            | 0               | 15              | 15    | 1.5   |
| <b>Towns 5,000-10,000 population</b>                                 |                   |                 |                 |       |   |
| Arklow   | 9,959             | 0               | 5               | 5     | 0.5   |
| Athlone  | 7,354             | 0               | 13              | 13    | 1.8   |
| Athy   | 6,049             | 1               | 6               | 7     | 1.2   |
| Balbriggan   | 6,631             | 0               | 4               | 4     | 0.6   |
| Ballina  | 9,478             | 0               | 14              | 14    | 1.5   |
| Ballinasloe  | 5,984             | 1               | 0               | 1     | 0.2   |
| Carrick-On-Suir  | 5,542             | 0               | 2               | 2     | 0.4   |
| Cobh   | 6,767             | 0               | 4               | 4     | 0.6   |
| Dungarvan  | 7,220             | 0               | 14              | 14    | 1.9   |
| Kilkenny   | 8,591             | 0               | 11              | 11    | 1.3   |
| Letterkenny  | 7,965             | 2               | 15              | 17    | 2.1   |
| Longford   | 6,831             | 1               | 18              | 19    | 2.8   |
| Mallow   | 7,091             | 0               | 6               | 6     | 0.8   |
| Monaghan   | 5,717             | 0               | 12              | 12    | 2.1   |
| Mullingar  | 8,824             | 0               | 7               | 7     | 0.8   |
| Nenagh   | 6,121             | 0               | 7               | 7     | 1.1   |
| Thurles  | 6,852             | 1               | 4               | 5     | 0.7   |
| Tramore  | 8,115             | 0               | 5               | 5     | 0.6   |
| Westport   | 5,314             | 1               | 2               | 3     | 0.6   |
| Wexford  | 9,449             | 0               | 15              | 15    | 1.6   |
| Wicklow  | 7,031             | 0               | 8               | 8     | 1.1   |
| Youghal  | 6,203             | 0               | 7               | 7     | 1.1   |

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

| Towns under 50,000<br>population (2002) with<br>Legally Defined Boundaries | Population<br>(2002) | Collisions 2004 |                    |       | Average<br>Collisions<br>per 1,000<br>population<br>in 2004 |
|--|----------------------|-----------------|--------------------|-------|---|
|  |                      | Fatal           | Personal<br>Injury | Total |   |
| <b>Towns under 5,000 population</b>  |                      |                 |                    |       |   |
| Ardee  | 3,564                | 1               | 1                  | 2     | 0.6   |
| Ballybay   | 437                  | 1               | 1                  | 2     | 4.6   |
| Ballyshannon   | 2,232                | 0               | 1                  | 1     | 0.4   |
| Bandon   | 1,578                | 0               | 4                  | 4     | 2.5   |
| Bantry   | 3,150                | 0               | 0                  | 0     | 0.0   |
| Belturbet  | 1,295                | 0               | 0                  | 0     | 0.0   |
| Birr   | 3,590                | 0               | 5                  | 5     | 1.4   |
| Boyle  | 1,643                | 0               | 2                  | 2     | 1.2   |
| Buncrana   | 3,420                | 0               | 4                  | 4     | 1.2   |
| Bundoran   | 1,678                | 0               | 1                  | 1     | 0.6   |
| Callan   | 1,325                | 0               | 3                  | 3     | 2.3   |
| Carrickmacross   | 1,964                | 0               | 8                  | 8     | 4.1   |
| Cashel   | 2,403                | 0               | 4                  | 4     | 1.7   |
| Castleblaney   | 1,712                | 1               | 3                  | 4     | 2.3   |
| Cavan  | 3,538                | 0               | 15                 | 15    | 4.2   |
| Ceannannus Mor   | 2,522                | 1               | 3                  | 4     | 1.6   |
| Clonakilty   | 3,432                | 0               | 3                  | 3     | 0.9   |
| Clones   | 1,721                | 0               | 1                  | 1     | 0.6   |
| Cootehill  | 1,399                | 0               | 0                  | 0     | 0.0   |
| Edenderry  | 4,216                | 0               | 0                  | 0     | 0.0   |
| Enniscorthy  | 3,764                | 0               | 17                 | 17    | 4.5   |
| Fermoy   | 2,270                | 0               | 6                  | 6     | 2.6   |
| Fethard Town   | 1,388                | 0               | 0                  | 0     | 0.0   |
| Gorey  | 3,090                | 0               | 2                  | 2     | 0.6   |
| Granard  | 1,013                | 0               | 2                  | 2     | 2.0   |
| Kilkee   | 1,260                | 0               | 2                  | 2     | 1.6   |
| Kilrush  | 2,699                | 0               | 3                  | 3     | 1.1   |
| Kinsale  | 2,257                | 0               | 1                  | 1     | 0.4   |
| Lismore  | 788                  | 0               | 1                  | 1     | 1.3   |
| Listowel   | 3,589                | 0               | 3                  | 3     | 0.8   |
| Loughrea   | 4,004                | 0               | 7                  | 7     | 1.7   |
| Macroom  | 2,836                | 0               | 3                  | 3     | 1.1   |
| Midleton   | 3,798                | 0               | 9                  | 9     | 2.4   |
| Mountmellick   | 2,525                | 0               | 2                  | 2     | 0.8   |
| Muine Bheag  | 2,540                | 0               | 1                  | 1     | 0.4   |
| Navan  | 3,406                | 0               | 12                 | 12    | 3.5   |
| Newcastle  | 4,017                | 0               | 6                  | 6     | 1.5   |
| NewRoss  | 4,810                | 0               | 0                  | 0     | 0.0   |
| Passage West   | 4,184                | 0               | 1                  | 1     | 0.2   |
| Portlaoise   | 3,482                | 0               | 7                  | 7     | 2.0   |
| Rathkeale  | 1,362                | 0               | 1                  | 1     | 0.7   |
| Roscommon  | 4,489                | 0               | 4                  | 4     | 0.9   |
| Skibbereen.  | 2,000                | 0               | 1                  | 1     | 0.5   |

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

| Towns under 50,000 population (2002) with Legally Defined Boundaries Towns under 5,000 pop. | Population (2002) | Collisions 2004 |                 |       | Collisions per 1,000 population in 2004 |
|---|-------------------|-----------------|-----------------|-------|---|
|   |                   | Fatal           | Personal Injury | Total |   |
| Templemore  | 2,159             | 0               | 3               | 3     | 1.4                                     |
| Tipperary   | 4,546             | 0               | 13              | 13    | 2.9                                     |
| Trim  | 1,447             | 0               | 3               | 3     | 2.1                                     |
| Tuam  | 3,104             | 2               | 10              | 12    | 3.9                                     |
| Tullow  | 2,417             | 0               | 1               | 1     | 0.4                                     |

**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 <sup>6</sup> Veh. Km* |
|----------------|-----------------------|----|-----|-------|------------------------|-----|-----|-------|---------------|-----------------------------------|
|                | F                     | SI | MI  | Total | F                      | SI  | MI  | Total |               |                                   |
| N1             | 1                     | 0  | 17  | 18    | 4                      | 5   | 33  | 42    | 60            | 0.11                              |
| N2             | 2                     | 3  | 29  | 34    | 5                      | 8   | 38  | 51    | 85            | 0.17                              |
| N3             | 1                     | 2  | 9   | 12    | 3                      | 11  | 33  | 47    | 59            | 0.09                              |
| N4             | 0                     | 1  | 27  | 28    | 8                      | 4   | 50  | 62    | 90            | 0.08                              |
| N5             | 0                     | 2  | 9   | 11    | 1                      | 3   | 24  | 28    | 39            | 0.13                              |
| N6             | 2                     | 0  | 13  | 15    | 3                      | 8   | 31  | 42    | 57            | 0.08                              |
| N7             | 2                     | 4  | 23  | 29    | 6                      | 8   | 32  | 46    | 75            | 0.06                              |
| N8             | 0                     | 3  | 15  | 18    | 6                      | 8   | 39  | 53    | 71            | 0.10                              |
| N9             | 0                     | 0  | 6   | 6     | 5                      | 6   | 23  | 34    | 40            | 0.09                              |
| N10            | 0                     | 0  | 2   | 2     | 1                      | 1   | 7   | 9     | 11            | 0.10                              |
| N11            | 0                     | 2  | 31  | 33    | 4                      | 5   | 30  | 39    | 72            | 0.07                              |
| N12            | 0                     | 0  | 0   | 0     | 1                      | 0   | 1   | 2     | 2             | 0.09                              |
| N13            | 0                     | 1  | 0   | 1     | 1                      | 2   | 6   | 9     | 10            | 0.07                              |
| N14            | 1                     | 0  | 2   | 3     | 0                      | 2   | 7   | 9     | 12            | 0.21                              |
| N15            | 1                     | 2  | 12  | 15    | 3                      | 4   | 16  | 23    | 38            | 0.14                              |
| N16            | 0                     | 0  | 2   | 2     | 0                      | 0   | 5   | 5     | 7             | 0.14                              |
| N17            | 1                     | 1  | 4   | 6     | 4                      | 2   | 18  | 24    | 30            | 0.08                              |
| N18            | 1                     | 0  | 7   | 8     | 3                      | 3   | 14  | 20    | 28            | 0.06                              |
| N19            | 0                     | 0  | 1   | 1     | 0                      | 0   | 0   | 0     | 1             | 0.02                              |
| N20            | 1                     | 0  | 6   | 7     | 3                      | 3   | 15  | 21    | 28            | 0.06                              |
| N21            | 1                     | 2  | 9   | 12    | 3                      | 4   | 9   | 16    | 28            | 0.09                              |
| N22            | 0                     | 3  | 8   | 11    | 2                      | 3   | 21  | 26    | 37            | 0.10                              |
| N23            | 0                     | 0  | 0   | 0     | 0                      | 0   | 1   | 1     | 1             | 0.05                              |
| N24            | 1                     | 2  | 16  | 19    | 6                      | 1   | 20  | 27    | 46            | 0.12                              |
| N25            | 0                     | 3  | 22  | 25    | 7                      | 14  | 42  | 63    | 88            | 0.10                              |
| N26            | 0                     | 0  | 4   | 4     | 0                      | 1   | 1   | 2     | 6             | 0.10                              |
| N27            | 0                     | 0  | 3   | 3     | 0                      | 0   | 2   | 2     | 5             | 0.08                              |
| N28            | 2                     | 1  | 2   | 5     | 0                      | 0   | 1   | 1     | 6             | 0.09                              |
| N29            | 0                     | 0  | 0   | 0     | 0                      | 0   | 0   | 0     | 0             | 0.00                              |
| N30            | 0                     | 1  | 3   | 4     | 2                      | 0   | 3   | 5     | 9             | 0.15                              |
| N31            | 0                     | 0  | 0   | 0     | 0                      | 0   | 0   | 0     | 0             | 0.00                              |
| N32            | 0                     | 0  | 0   | 0     | 0                      | 0   | 0   | 0     | 0             | 0.00                              |
| N33            | 0                     | 0  | 0   | 0     | 0                      | 0   | 1   | 1     | 1             | 0.09                              |
| M50            | 0                     | 0  | 0   | 0     | 1                      | 1   | 22  | 24    | 24            | 0.03                              |
| <b>TOTAL</b>   | 17                    | 33 | 282 | 332   | 82                     | 107 | 545 | 734   | 1,066         | 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 <sup>6</sup> Veh. Km* |
|----------------------|-----------------------|----|-----|-------|------------------------|-----|-----|-------|---------------|-----------------------------------|
|                      | F                     | SI | MI  | Total | F                      | SI  | MI  | Total |               |                                   |
| N51                  | 0                     | 1  | 1   | 2     | 1                      | 0   | 7   | 8     | 10            | 0.12                              |
| N52                  | 1                     | 1  | 15  | 17    | 4                      | 4   | 22  | 30    | 47            | 0.14                              |
| N53                  | 0                     | 0  | 8   | 8     | 0                      | 1   | 4   | 5     | 13            | 0.29                              |
| N54                  | 0                     | 0  | 0   | 0     | 1                      | 1   | 6   | 8     | 8             | 0.13                              |
| N55                  | 0                     | 2  | 6   | 8     | 0                      | 4   | 10  | 14    | 22            | 0.18                              |
| N56                  | 0                     | 1  | 3   | 4     | 0                      | 8   | 22  | 30    | 34            | 0.12                              |
| N58                  | 0                     | 0  | 1   | 1     | 0                      | 0   | 1   | 1     | 2             | 0.14                              |
| N59                  | 0                     | 0  | 7   | 7     | 3                      | 2   | 20  | 25    | 32            | 0.08                              |
| N60                  | 0                     | 0  | 2   | 2     | 0                      | 1   | 4   | 5     | 7             | 0.05                              |
| N61                  | 0                     | 0  | 4   | 4     | 3                      | 0   | 12  | 15    | 19            | 0.16                              |
| N62                  | 1                     | 0  | 1   | 2     | 2                      | 3   | 12  | 17    | 19            | 0.13                              |
| N63                  | 0                     | 0  | 1   | 1     | 2                      | 0   | 16  | 18    | 19            | 0.14                              |
| N65                  | 0                     | 0  | 1   | 1     | 0                      | 1   | 0   | 1     | 2             | 0.05                              |
| N66                  | 0                     | 0  | 0   | 0     | 0                      | 0   | 2   | 2     | 2             | 0.07                              |
| N67                  | 0                     | 1  | 2   | 3     | 2                      | 1   | 9   | 12    | 15            | 0.11                              |
| N68                  | 1                     | 1  | 0   | 2     | 0                      | 0   | 5   | 5     | 7             | 0.09                              |
| N69                  | 0                     | 1  | 3   | 4     | 5                      | 1   | 14  | 20    | 24            | 0.11                              |
| N70                  | 0                     | 1  | 3   | 4     | 1                      | 1   | 16  | 18    | 22            | 0.11                              |
| N71                  | 0                     | 1  | 22  | 23    | 2                      | 5   | 12  | 19    | 42            | 0.10                              |
| N72                  | 0                     | 1  | 4   | 5     | 0                      | 7   | 21  | 28    | 33            | 0.13                              |
| N73                  | 0                     | 0  | 0   | 0     | 0                      | 0   | 3   | 3     | 3             | 0.08                              |
| N74                  | 0                     | 0  | 3   | 3     | 0                      | 0   | 3   | 3     | 6             | 0.24                              |
| N75                  | 0                     | 0  | 1   | 1     | 0                      | 0   | 2   | 2     | 3             | 0.21                              |
| N76                  | 1                     | 0  | 2   | 3     | 0                      | 0   | 11  | 11    | 14            | 0.15                              |
| N77                  | 0                     | 0  | 3   | 3     | 0                      | 0   | 8   | 8     | 11            | 0.16                              |
| N78                  | 1                     | 2  | 5   | 8     | 0                      | 3   | 10  | 13    | 21            | 0.20                              |
| N80                  | 0                     | 1  | 14  | 15    | 3                      | 1   | 12  | 16    | 31            | 0.11                              |
| N81                  | 0                     | 5  | 16  | 21    | 0                      | 5   | 15  | 20    | 41            | 0.14                              |
| N82                  | 0                     | 0  | 0   | 0     | 0                      | 0   | 0   | 0     | 0             | 0.00                              |
| N83                  | 0                     | 0  | 1   | 1     | 0                      | 1   | 3   | 4     | 5             | 0.13                              |
| N84                  | 1                     | 1  | 2   | 4     | 1                      | 0   | 8   | 9     | 13            | 0.09                              |
| N85                  | 0                     | 0  | 4   | 4     | 0                      | 1   | 2   | 3     | 7             | 0.15                              |
| N86                  | 0                     | 0  | 1   | 1     | 0                      | 0   | 6   | 6     | 7             | 0.06                              |
| N87                  | 0                     | 1  | 2   | 3     | 0                      | 0   | 5   | 5     | 8             | 0.28                              |
| <b>TOTAL</b>         | 6                     | 21 | 138 | 165   | 30                     | 51  | 303 | 384   | 549           | 0.12                              |
| <b>OVERALL TOTAL</b> | 23                    | 54 | 420 | 497   | 112                    | 158 | 848 | 1,118 | 1,615         | 0.10                              |

\*Based on 2004 Veh. Km estimates

Note: Collisions omitted when speed limit is unknown

**Table 52 Material Damage Collisions Classified by Month and by County**

| 2004         |       |       |       |       |       |       |       |       |       |       |       |       |        |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
|              | Jan   | Feb   | Mar   | Apr   | May   | Jun   | Jul   | Aug   | Sep   | Oct   | Nov   | Dec   | Total  |
| Carlow       | 17    | 9     | 19    | 20    | 15    | 13    | 12    | 24    | 19    | 28    | 12    | 29    | 217    |
| Cavan        | 34    | 31    | 35    | 34    | 37    | 29    | 30    | 44    | 45    | 44    | 58    | 40    | 461    |
| Clare        | 16    | 3     | 17    | 10    | 13    | 13    | 18    | 15    | 27    | 26    | 22    | 24    | 204    |
| Cork         | 247   | 171   | 224   | 223   | 222   | 237   | 218   | 258   | 215   | 315   | 229   | 277   | 2,836  |
| Donegal      | 48    | 21    | 27    | 46    | 48    | 47    | 47    | 45    | 46    | 58    | 44    | 35    | 512    |
| Dublin       | 318   | 252   | 302   | 248   | 264   | 253   | 237   | 271   | 327   | 390   | 344   | 403   | 3,609  |
| Galway       | 44    | 52    | 41    | 50    | 54    | 42    | 47    | 61    | 56    | 76    | 57    | 57    | 637    |
| Kerry        | 24    | 13    | 15    | 33    | 31    | 12    | 31    | 21    | 23    | 25    | 25    | 20    | 273    |
| Kildare      | 51    | 26    | 52    | 33    | 33    | 35    | 34    | 34    | 56    | 59    | 58    | 96    | 567    |
| Kilkenny     | 21    | 22    | 21    | 35    | 20    | 25    | 29    | 34    | 27    | 39    | 34    | 32    | 339    |
| Laois        | 20    | 15    | 15    | 17    | 17    | 14    | 16    | 16    | 34    | 28    | 16    | 32    | 240    |
| Leitrim      | 1     | 1     | 4     | 1     | 5     | 6     | 8     | 10    | 1     | 11    | 6     | 2     | 56     |
| Limerick     | 115   | 74    | 94    | 122   | 109   | 86    | 92    | 95    | 108   | 130   | 149   | 146   | 1,320  |
| Longford     | 13    | 13    | 18    | 14    | 13    | 17    | 11    | 17    | 16    | 19    | 11    | 21    | 183    |
| Louth        | 53    | 39    | 40    | 32    | 20    | 25    | 22    | 26    | 33    | 55    | 53    | 54    | 452    |
| Mayo         | 29    | 25    | 20    | 39    | 29    | 42    | 40    | 49    | 38    | 40    | 29    | 45    | 425    |
| Meath        | 41    | 22    | 28    | 15    | 29    | 36    | 33    | 40    | 41    | 43    | 42    | 50    | 420    |
| Monaghan     | 26    | 17    | 23    | 26    | 35    | 32    | 25    | 23    | 26    | 34    | 24    | 33    | 324    |
| Offaly       | 9     | 21    | 15    | 17    | 16    | 15    | 20    | 18    | 18    | 15    | 23    | 24    | 211    |
| Roscommon    | 42    | 18    | 22    | 23    | 21    | 27    | 23    | 27    | 17    | 39    | 29    | 23    | 311    |
| Sligo        | 25    | 19    | 23    | 26    | 30    | 32    | 17    | 21    | 33    | 45    | 60    | 43    | 374    |
| Tipp N. R.   | 13    | 14    | 10    | 23    | 20    | 33    | 28    | 18    | 23    | 26    | 27    | 38    | 273    |
| Tipp S. R.   | 20    | 21    | 20    | 26    | 17    | 31    | 34    | 42    | 18    | 32    | 38    | 27    | 326    |
| Waterford    | 57    | 55    | 32    | 68    | 48    | 47    | 69    | 56    | 64    | 74    | 66    | 80    | 716    |
| Westmeath    | 24    | 18    | 30    | 28    | 22    | 17    | 28    | 36    | 28    | 35    | 29    | 40    | 335    |
| Wexford      | 51    | 40    | 72    | 21    | 42    | 42    | 51    | 66    | 58    | 64    | 57    | 79    | 643    |
| Wicklow      | 29    | 13    | 14    | 17    | 24    | 16    | 27    | 17    | 28    | 21    | 26    | 29    | 261    |
| <b>TOTAL</b> | 1,388 | 1,025 | 1,233 | 1,247 | 1,234 | 1,224 | 1,247 | 1,384 | 1,425 | 1,771 | 1,568 | 1,779 | 16,525 |

**Table 53: International Comparisons**

|                        | <b>Number of Road Deaths<sup>1</sup><br/>2003</b> | <b>Rate per billion<br/>Vehicle kilometers<br/>2003</b> | <b>Road Deaths per<br/>100,000 Population<br/>2003</b> |
|------------------------|---|---|--|
| Austria                | 931   | 11.7  | 11.5   |
| Belgium                | 1,353 <sup>a</sup>                                | 14.6a   | 13.1 <sup>a</sup>                                      |
| Denmark                | 432   | 9.7a  | 8.0  |
| Finland                | 379   | 7.6   | 7.3  |
| France                 | 6,058   | 10.9  | 10.2   |
| Germany                | 6,613   | 9.7   | 8.0  |
| Greece                 | 2,037 <sup>c</sup>                                | 26.7 <sup>e</sup>                                       | 19.3 <sup>c</sup>                                      |
| Ireland                | 335   | 10.9 <sup>b</sup>                                       | 8.4  |
| Italy                  | 6,015   | -   | 10.5   |
| Luxembourg             | 53  | -   | 11.8   |
| Netherlands            | 1,028   | 7.7   | 6.4  |
| Portugal               | 1,546   | -   | 14.8   |
| Spain                  | 5,399   | -   | 12.8   |
| Sweden                 | 529   | 8.3 <sup>d</sup>  | 5.9  |
| United Kingdom         | 3,658   | 7.6 <sup>e</sup>  | 6.1  |
| <b>Other Countries</b> |   |   |  |
| Australia              | 1,621   | 8.0   | 8.2  |
| Japan                  | 8,877   | 11.2  | 7.0  |
| Norway                 | 280   | 8.3 <sup>b</sup>  | 6.1  |
| Switzerland            | 546   | 8.8   | 7.5  |
| U.S.A.                 | 42,643  | 9.4 <sup>b</sup>  | 14.7   |

(a) 2002 data ; (b) 2001 data ; (c) 2000 data ; (d) 1999 data ; (e) 1998 data

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)







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