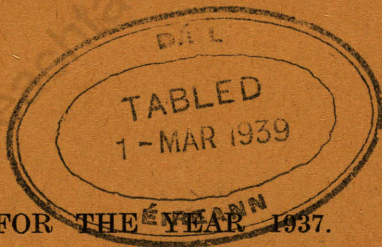


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ÉIRE.

GÁRDA SÍOCHÁNA



REPORT ON ROAD TRAFFIC FOR THE YEAR 1937.

(With an Appendix containing Abstracts from the Report for the year 1938, which is in course of preparation).

(PRESENTED TO BOTH HOUSES OF THE OIREACHTAS BY THE MINISTER FOR JUSTICE).

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1937

GARDA SIOCHANA

Houses of the Oireachtas

REPORT ON ROAD TRAFFIC FOR THE YEAR 1937
This is a summary of the Report for the year 1937 which is in course of preparation.

Presented to both Houses of the Oireachtas by the
Garda Síochána

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GÁRDA SÍOCHÁNA.

REPORT ON ROAD TRAFFIC FOR THE YEAR 1937.

(With an Appendix containing Abstracts from the Report for the year 1938, which is in course of preparation).

INTRODUCTION.

The various duties performed by the Garda in relation to the use of the highway, whether in urban or in rural areas, are included in the term "traffic duties," and may be summarised under the following headings :—

- (1) Traffic control at crossings (or point duty) regularly, and on special occasions ;
- (2) Prevention of dangerous and careless driving ;
- (3) Enforcing the lighting of vehicles ;
- (4) Investigation of Road Accidents ;
- (5) Prevention of obstruction and road nuisances, and ensuring free circulation ;
- (6) Enforcing the compulsory insurance of mechanically propelled vehicles ;
- (7) Enforcing payment of Road Licence Duty and Driving Licence fees ;
- (8) Enforcing Road Transport Acts, 1932, and 1933-35 ; and
- (9) Licensing of Public Service Vehicles, Drivers, and Conductors.

THE GÁRDA SÍOCHÁNA AND TRAFFIC CONTROL.

It may be well here to sketch briefly the circumstances under which the police became charged with traffic duties.

The dedication of the highway to the general public for the purpose of free passage necessitated, in the course of time, the enactment of legislation governing the use of the highway in order to ensure free circulation of traffic with safety and the preservation of orderly conditions.

Thus, as far back as 1842 there was special legislation in regard to the use of the streets in Dublin (*vide* Section 14 of the Dublin Police Act, 1842), which among other provisions forbade riding or driving furiously so as to endanger life or limb, or what we now know as dangerous driving. This section also forbade the obstruction of the streets by standing vehicles.

Legislation in regard to the use of roads generally throughout the country was embodied in the Summary Jurisdiction Act,

1851, which also forbade furious driving, obstruction and other road nuisances.

Further special legislation for the regulation of traffic in Dublin was provided by the Dublin Traffic Act, 1875, which gave the Commissioner of Police power to make Regulations.

The development of road traffic, particularly on the introduction of the mechanically propelled road vehicle, called for further legislation, the principal Acts of which were the Locomotive Acts, 1861-1896, and the Motor Car Act, 1903. Certain powers of arrest for offences under these Acts were conferred on the police. Thus, by a gradual process of development, the control and regulation of road traffic came to devolve mainly on the Police Authority. The Dublin Carriage Acts, 1853-55 conferred on the police powers to license public carriages and also the drivers and conductors of these carriages.

The control of traffic and the enforcement of highway legislation by the police has created in the mind of the public an idea that the responsibility for all conditions attendant on road traffic falls on the police authority, while such basic factors as road construction, fitness of vehicles, capabilities of drivers, and above all, the human element which manifests itself in every class of road user in varying degrees of mental preoccupation, error of judgment, negligence or wanton disregard for his own or other persons' safety, are frequently overlooked.

Recent highway legislation, notably the Road Traffic Act, 1933, placed on the *Gárda* in a greater degree than formerly the responsibility for the regulation of traffic, by empowering the Commissioner to make Bye-Laws for practically every aspect of traffic control. (*Vide* Sections 118, 127, 137-139 and 147-151).

In this way responsibility for initiating reforms for improving traffic conditions has devolved on the *Gárda*. Their efforts, however, are attended by restrictions such as inadequate or unsuitable road space, particularly in cities, and generally by the difficulty of educating the road user, and securing his active co-operation in making safe and proper use of the highway.

PERSONNEL EMPLOYED ON TRAFFIC DUTIES.

Apart from Headquarters, traffic duties now involve the full-time employment of the following personnel:—

Dublin Metropolitan Division.

| | Insprs. | Sergts. | Guards. |
|---|----------|----------|-----------|
| Supervisory and Clerical ... | 2 | — | 1 |
| Pointsmen (Regular) ... | — | — | 58 |
| Motor Patrols ... | — | — | 12 |
| Public Service Vehicles (Licensing and Inspection) ... | 1 | 1 | 10 |
| Total ... | 3 | 1 | 81 |

Divisions other than D.M.D.

| | | | | |
|---|-----|---|---|-----|
| Pointsmen (Regular) ... | ... | - | - | 33 |
| Public Service Vehicles (Licensing and Inspection) | ... | - | 4 | 18 |
| Total ... | ... | - | 4 | 51 |
| GRAND TOTALS ... | ... | 3 | 5 | 132 |
| (Regularly employed) | | | | |

In addition to the Guards shown as full-time employed on point duty, further demands are made on Gárda personnel for occasional point duty in tourist centres, and also on special occasions such as shows, races and other sporting fixtures, and on the occasions when the public travel by road to assemblies in large numbers.

Taking the period of 8 hours' duty as the Gárda working day, it is estimated that occasional point duty amounts to 13,720 working days, representing, say the full-time employment of 40 members.

It is not possible to give an accurate estimate of the number of working hours devoted by the Gárda to other traffic duties as enumerated in the introduction to this report. The demands, however, on the Gárda strength may be gauged from the number of accidents recorded, the majority of which require to be investigated by the Gárda, and also from the number of prosecutions for offences against the highway legislation. In this latter connection the number of prosecutions represent only a proportion of the number of cases investigated.

ROAD ACCIDENTS.

From the point of view of the public interest and the police authority, the increasing annual number of road accidents must remain a serious consideration in a review of road traffic conditions.

The large number of accidents resulting in personal injuries, both fatal and non-fatal, takes a heavy toll of life and limb. No other modern development closely connected with the daily lives of the people has such a debit side of pain, suffering and distress to be set off against the advantages experienced or claimed in the progress made, as in road traffic. Added to this toll of human suffering must be considered the number of accidents resulting only in vehicle or other property damage, which raise the overhead costs of road traffic generally. Further, each road accident entails investigation in some form or other by police and Courts, and by assessors and other officials on behalf of the interested parties. The toll of suffering coupled with the vast expenditure of time and expense involved, should be taken into account in the consideration of the cost of any

remedies, which are calculated to reduce the toll of road accidents.

During the year 1937, there were 209 fatal accidents throughout the country, as compared with 201 in 1936 and 222 in 1935. The number of persons killed in 1937 was 214 as compared with 205 and 226 in the years 1936 and 1935, respectively.

During the seven years 1931 to 1937 there were 1,407 persons killed, representing an average of 201 persons each year.

While the number of fatal accidents during these recent years remains more or less about the 200 mark, the number of accidents involving non-fatal personal injuries shows a steady increase since 1934, namely 2,934 (1934), 3,388 (1935), 3,534 (1936) until it reaches 3,704 in 1937.

An increase in the number of accidents involving only damage to vehicles or other property is also recorded each year. The annual increase in the number of such accidents recorded is about 1,000, totalling 6,940 in 1937.

When it is borne in mind that the element of chance in such matters as fractions of time, road space, speed of vehicles, or other fortuitous circumstances, frequently governs the results of accidents, it is obvious that all accidents must be taken into account when considering the incidence of road accidents.

The number of accidents which occurred in 1937, and the number of persons killed and injured, are shown by Counties and County Boroughs in Table 1 appended.

Comparative figures by separate Counties and County Boroughs for previous years are not available, as heretofore these were compiled by *Gárda* Divisional areas.

In Table 2, however, comparative figures of accidents resulting in personal injuries are shown by *Gárda* Divisions for the years 1935-36-1937. As compared with 1936, increases in the number of fatal accidents are shown in 1937 in the Divisions of Cork, Donegal, Dublin and Wicklow, Galway W.R., Kerry, Kildare and Offaly, Laoighise and Carlow, Limerick, Longford and Westmeath, Sligo and Leitrim; the highest increase being in Donegal.

Decreases in the number of fatal accidents from 1936 to 1937 are shown in Divisions of Cavan and Monaghan, Clare, Dublin Metropolitan, Galway E.R., Louth and Meath, Mayo, Roscommon, Waterford and Kilkenny, and Wexford, the most noted decreases being recorded in Dublin Metropolitan Division and Roscommon.

In the number of accidents resulting in non-fatal personal injuries, increases are recorded in all Divisions except Cork, Galway W.R. and Laoighise, and Carlow, where decreases on the 1936 figures are shown.

In Table 3 is shown the number of persons killed and injured in the whole country, and in the Dublin Metropolitan Area in 1937, classified as road users.

Out of a total of 4,461 persons killed and injured in the whole country 1,337 or 30 per cent. were pedal cyclists and 1,588 or 35.6 per cent. were pedestrians, while drivers and passengers on mechanically propelled vehicles (other than motor cyclists) numbered 1,140 or 25.6 per cent. of the total number of victims. Motor cyclists and passengers represented 3.1 per cent and persons on horse-drawn vehicles 5.7 per cent. of the total.

In Dublin the ratio of pedal cyclists—553 (31.4 per cent.) killed or injured to the total number of victims—1,762—in that area is much the same as in the country generally, while the ratio of pedestrians—848 (48.1 per cent.) is higher than in the country.

In Table 4 are shown summaries of the causation analysis of road accidents in the whole country and in Dublin Metropolitan Division.

A detailed analysis of the causes of all accidents in the country is given in Table 5.

The causes of accidents are assigned by the *Gárda* on the basis of the facts as known to them. As many accidents are not witnessed by the *Gárda*, difficulties are met with in assigning causes, since evidence of all the circumstances attendant immediately prior to an accident is not always available. In many cases a number of causes may contribute in varying degrees to an accident, but what is, in the opinion of the *Gárda*, the primary cause is shown in the analysis. The tables may, however, with these reservations, be taken generally as a reliable guide.

It will be noted from Table 4 that 48.8 per cent. of the total number of accidents are attributed to the fault of drivers and over 12 per cent. each to pedestrians and pedal cyclists, while 5.5 per cent. are due to vehicle defects, 4.8 per cent. to animals, and 6.6 per cent. to road conditions, 9.4 per cent. being attributed to weather conditions.

Thus, 73.7 per cent. of all road accidents are attributed to the human element in drivers, pedestrians and pedal cyclists, in various forms or recklessness, carelessness, preoccupation of mind, or error of judgment, as shown in Table 5, while 26.3 per cent. are attributed to the "non-human" element.

Tables 6 and 7 show the ages and sexes of persons killed in the whole country and in the Dublin Metropolitan Division, respectively, for the years 1935-36-37. It will be noted that in Dublin 28 per cent. of the victims were under 12 years while the corresponding figure for the whole country (including Dublin) was 18.2 per cent. The high proportion of youthful victims points to the need for Safety First teaching not only in the school but in the home, and for supervision over children when allowed on to the roads.

THE GÁRDA AND ACCIDENT PREVENTION.

The principal duty of the *Gárda* in regard to the prevention of accidents is the enforcement of legislation governing the use of the highway.

Table 14 shows the number of prosecutions for traffic offences, including dangerous and careless driving, lighting offences, etc.

It is now recognised, however, that prosecutions alone will not secure safety on the highway. Since road safety is primarily dependent on the individual, and as it is obviously impossible to proceed against every defaulter, resort must be had to education and propaganda.

The Gárda have by arrangement with the Department of Education undertaken the lecturing of children on Safety First rules. A beginning was made in 1937 in Dublin, where at least two lectures were given in each primary school. The lectures appear to be appreciated by the children. It is intended to extend these lectures to all primary schools throughout the country. The Gárda hope that these lectures will assist the generations which are growing up with the altered traffic conditions to be more traffic-minded than the older generations, whose habits were formed in more leisurely times.

In the matter of propaganda for road safety generally, the Gárda endeavour to focus public attention on road dangers by making available to the Press periodic returns of road accident statistics. Summaries of Traffic Bye-Laws when made are issued to the Press.

In addition, occasional press interviews have been given on matters concerning road traffic. Opportunity has also been taken by Gárda Officers to speak or lecture at meetings of bodies or societies where subjects bearing on road safety were discussed. Apart from the immediate value of such lectures, etc., the views expressed by the Gárda on these subjects are given prominence in the Press, which is a valuable medium for conveying police advice to road users.

GENERAL BYE-LAWS FOR THE CONTROL OF TRAFFIC.

During the year under review the General Bye-Laws for the Control of Traffic were made by the Commissioner under the powers conferred on him by Section 147 of the Road Traffic Act, 1933. The Bye-Laws apply to all roads throughout the country, and provide in a statutory form general "rules of the road." They are in effect, a code for road safety. The Bye-Laws require, *inter alia*, "slow vehicles" to be driven as close as practicable to the left edge of the roadway. They contain rules in regard to such matters as overtaking and passing, the right-of-way, the courses to be taken by drivers at road junctions, the crossing of roadways by pedestrians, the use of footways by vehicles and animals and the driving of vehicles or riding of horses and bicycles abreast. In addition, the Bye-Laws provide for the control of traffic by means of Light Signals, and also prescribe the signals required to be given by drivers and cyclists.

The Bye-Laws came into operation in September 1937. The period of their operation is too short to express a definite opinion as to their effectiveness in regard to accident prevention.

Since the Bye-Laws deal largely with what may be termed "road conduct," it will be realised that it will take some time to secure their general observance. Granted, however, that the observance of the Bye-Laws can be secured, it is safe to expect that a reduction in the number of accidents will result.

TRAFFIC CONGESTION—GENERAL.

In addition to the accident problem arising out of modern road traffic, there is the congestion in city streets and on some main roads in urban areas. This gives rise to danger, inconvenience and delay. In a word, the advantages of the fast moving vehicle are considerably reduced where congestion occurs.

The causes of congestion may be ascribed to:—

- (1) Increase in the number of motor vehicles ;
- (2) inadequate street space and unsuitable lay-out of streets ;
- (3) centralisation of business, loading and unloading in streets ;
- (4) intermixing of horse-drawn vehicles and motor vehicles in narrow streets ;
- (5) public conveyances—especially trams, and
- (6) indiscriminate parking of motor vehicles.

INCREASE IN NUMBER OF MECHANICALLY PROPELLED VEHICLES.

The increase in the number of mechanically propelled vehicles may be judged from the following figures of vehicles licensed, according to the Annual Returns issued by the Department of Local Government and Public Health :

| Year | Dublin Co. and Co. Borough | Entire Country |
|-----------|-------------------------------|-------------------|
| 1924 ... | 10,947 | 33,836 |
| 1927 ... | 13,907 | 45,757 |
| 1932 ... | 18,648 | 56,570 |
| 1937 ... | 21,744 | 64,961 |
| *1938 ... | 23,364 | 69,596 |

TRAFFIC CONGESTION IN DUBLIN.

Traffic congestion may be taken as forming the major part of what is commonly termed the "Dublin Traffic Problem." While the increase in the number of motor vehicles, and the intermingling of these vehicles with trams, horse-drawn vehicles, and pedal cycles, contribute to the congestion, many people incorrectly formed the view that the sole cause of congestion was due to lack of sufficient street space to carry the volume of traffic.

* See Appendix.

Remedies involving vast and costly schemes of street improvements were suggested, while fundamental principles governing the use of the highway were for the most part overlooked.

The Gárda took the view, however, that the root cause of much of the congestion was the standing vehicle or indiscriminate parking, in a word—abuse of the highway—and that the checking of this abuse, in conjunction with the establishment of some one-way streets, and the control of pedestrians, would go a long way to solve the problem.

Even in well planned cities, the growth of motor traffic has made the introduction of restrictions on standing vehicles and the routing of traffic necessary. The Gárda considered that until these remedies had been applied in Dublin, and found inadequate, it would not be justifiable on traffic grounds alone to recommend large-scale and costly street improvements.

The remedial measures adopted by the Gárda are contained in Bye-Laws made under the Road Traffic Act, 1933.

DUBLIN TRAFFIC PARKING AND WAITING BYE-LAWS, 1937.

In August, 1937, the Commissioner under the powers conferred on him by the Road Traffic Act, 1933, made two sets of Bye-Laws, for the control of traffic in Dublin, entitled:—

- (1) Dublin Traffic Bye-Laws, 1937; and
- (2) Dublin Traffic (Parking and Waiting) Bye-Laws, 1937.

The two sets of Bye-Laws were brought into operation on the 20th December, 1937.

DUBLIN TRAFFIC BYE-LAWS, 1937.

The Dublin Traffic Bye-Laws provide for one-way traffic in certain streets (Bye-Law No. 10), special provisions for pedestrian crossings (No. 5) and restrictions on particular loads or vehicles in certain streets (No. 4). Some of the provisions of the Dublin Traffic Act, 1875, now repealed, are also embodied in the Bye-Laws, *e.g.*, cattle routes and restricted streets.

The establishment of one-way streets has eased the flow of traffic considerably, and the scheme of one-way streets has met with general approval.

PARKING AND WAITING BYE-LAWS, 1937.

The Dublin Traffic (Parking and Waiting) Bye-Laws, regulate the conditions under which vehicles may be left standing in the streets. The Bye-Laws restrict the period of vehicles waiting in the daytime (8.30 a.m. to 6.30 p.m.) in the busy streets to twenty minutes; totally forbid waiting in certain narrow streets on the main traffic routes; provide for waiting on alternate sides in certain streets; and appoint parking places for day.

night and occasional periods. Parking places for the day time are allotted only by dead walls and open places where no obstruction of business frontages or traffic is caused. All such available spaces have been appointed.

The removal from business frontages in the principal or busy streets of vehicles which stand for protracted periods has very largely solved the "Dublin Traffic Problem." Traffic can now move comparatively freely in all streets; collection and delivery of goods at premises can be effected with dispatch; motorists desiring to make brief calls can do so with ease; passing and overtaking is easier; public transport services are speeded up; the movements of pedestrians about to cross the carriageway are not impeded or masked by a continuous line of standing vehicles, and cyclists can get about with less danger to themselves and other road users.

The operation of the Parking and Waiting Bye-Laws caused a certain amount of agitation amongst a section of city motorists who had, for many years, used the streets as garages, but the majority of motorists realised the position and placed their cars in the appointed parking places or made other arrangements. The Commissioner has evidence that the public generally appreciate the improvements brought about by the new Regulations. The Gárda consider that with the growth of traffic that may be expected from year to year, any amendment of the Bye-Laws must tend in the direction of further restrictions on the standing vehicle, rather than in any relaxation of the existing restrictions.

The Bye-Laws were the subject of favourable comment in the Dublin Metropolitan District Court, and those comments got wide publicity in the Press.

For the guidance of motorists and drivers in general, the Gárda prepared and issued free of charge, a four-page leaflet, entitled "Guide to the Traffic Regulations in force in Dublin." The leaflet contains a list of appointed Parking Places, and a synopsis of the Bye-Laws.

The enforcement of the Bye-Laws called for the special instruction and employment of some forty Gárdaí. While this makes a heavy demand on police strength, it is clear from the effects of the operation of the Bye-Laws that the employment of an adequate number of Gárdaí on traffic control is necessary and justifiable. It must remain one of the primary duties of the police to keep the streets free from obstruction. If this duty is to be effectively performed, it requires constant attention, as selfish or negligent conduct on the part of a single driver in a busy street, if not promptly dealt with, may lead in a very brief time to congestion over a wide area.

CONTROL OF PEDESTRIANS.

The Commissioner is satisfied that pedestrians, who form the vast majority of road users, require to be specially catered for at the more important city crossing places. This cannot be

done by individual points-men who must concentrate their attention on vehicular traffic, while pedestrians are not disposed to pay much attention to the signals of pointsmen. The *Gárdaí* who are specially employed in the enforcement of the Bye-Laws are diverted to pedestrian control at the peak hours.

With the experience of the operation of the Bye-Laws, it can be stated that the work of the *Gárda* brought all classes of road users to realise that they are being catered for, and this is reflected in an improvement noted in the conduct of both drivers and pedestrians.

TRAFFIC LIGHT SIGNALS.

The first set of traffic light signals in Dublin at the Clare Street—Merrion Street intersection was brought into operation in August, 1937. The signals have proved an unqualified success from every point of view. Traffic at the intersection has been speeded up with safety, and control is provided over the twenty-four hours.

Sixteen further intersections have been selected for light signals, and it is hoped to have most, if not all, of this programme completed by the end of the year 1938. These light signals will release nine *Gárdaí* from point duty. Further extensions of the use of light signals are contemplated.

LICENSING OF PUBLIC SERVICE VEHICLES, DRIVERS AND CONDUCTORS.

Part VII of the Road Traffic Act, 1933, which empowers the Commissioner to license public service vehicles, both large and small (*i.e.*, buses, taxis and motor hackneys), and also the drivers and conductors of these vehicles, was brought into operation on the 3rd May, 1937. As there had been previously no corresponding legislation outside Dublin, it was necessary to train a special technical staff to examine and supervise public service vehicles, and also to make the necessary administrative arrangements for the grant of licences and the keeping of the statutory Registers of Licences required by Section 128 of the Act. Four Sergeants and 18 Guards are full-time employed (outside Dublin) on the inspection of vehicles.

In Dublin, Part VII of the Road Traffic Act, 1933, replaced the Dublin Carriage Acts, 1853-55, except in respect of trams, horse-drawn public conveyances and horse-drawn hearses.

The staff of the Dublin Carriage Office (*i.e.*, the *Gárda* unit employed in connection with the Dublin Carriage Acts) administers Part VII of the Road Traffic Act, 1933, in the Dublin Metropolitan Area.

PARTICULARS OF LICENCES ISSUED DURING YEAR 1937 UNDER
PART VII ROAD TRAFFIC ACT, 1933.

| Class of Licence | Applications received | Refused, withdrawn, pending | Granted | Revoked or surrendered | Current on 31/12/37 |
|-----------------------------------|-----------------------|-----------------------------|---------|------------------------|---------------------|
| Large Public Service Vehicles ... | 306 | 45 | 261 | 8 | 253 |
| Small Public Service Vehicles ... | 4,777 | 683 | 4,094 | 89 | 4,005 |
| Drivers ... | 7,077 | 411 | 6,666 | 12 | 6,654 |
| Conductors ... | 1,162 | 24 | 1,148 | 14 | 1,148 |
| TOTALS ... | 13,322 | 1,163 | 12,169 | 123 | 12,060 |

CORRECTION

In the upper table on page 11, the figures in the third and fifth columns for Conductors, should be 14 and nil respectively, instead of 24 and 14 ; and the totals for the same columns should be 1,153 and 109 respectively, instead of 1,163 and 123.

| Licence | District Justice | for Local Government and Public Health | Allowed | Refused | Pending |
|-----------------------------------|------------------|--|---------|---------|---------|
| Large Public Service Vehicles ... | — | 9 | 3 | 3 | 3 |
| Small Public Service Vehicles ... | 2 | *10 | 4 | 4 | 2 |
| Drivers ... | 7 | — | 5 | — | 2 |
| Conductors ... | — | — | — | — | — |
| TOTALS ... | 9 | 19 | 12 | 7 | 7 |

*Two Appeals were withdrawn.

TRANSFER OF PUBLIC SERVICE VEHICLE LICENCES.

Owing to change of ownership of licensed public service vehicles 44 licences were transferred.

The licensing of public service vehicles during the short period of its operation has effected a considerable improvement in the general standard of fitness of these vehicles.

DUBLIN CARRIAGE ACTS, 1853-55.

LICENCES IN FORCE.

The following Table gives the number of Public Conveyances, Drivers and Conductors licensed under the Dublin Carriage Acts on the 31st December, 1937, with comparative figures for the year 1936 :—

| Class of Licence | Number | |
|---|--------|-------|
| | 1936 | 1937 |
| STAGE CARRIAGE : | | |
| (a) Trams | 265 | 265 |
| (b) Motor Omnibuses | 581 | 612 |
| JOB CARRIAGE (MOTOR) : | | |
| (a) Seating not more than 4 passengers | 9 | 9 |
| (b) Seating more than 4 passengers ... | 340 | 350 |
| JOB CARRIAGE (HORSE) : | | |
| (a) One-horse carriage | 9 | 9 |
| (b) Two-horse carriage | 75 | 76 |
| CABRIOLET (<i>i.e.</i> , HORSE CABS AND STREET TAXIS) : | | |
| (a) Horse cabs | 113 | 102 |
| (b) Street taxicabs (motor) | 268 | 273 |
| Hackney Carriage (<i>i.e.</i> , horse-drawn sidecars) | 44 | 36 |
| Licences to drive Public Carriages ... | 3,254 | 779 |
| Conductors' Licences | 1,458 | 494 |
| TOTALS | 6,416 | 3,005 |

The decrease in the number of driving licences is due to the coming into operation of Part VII of the Road Traffic Act, 1933. By virtue of Section 130 of that Act, all licences issued under the Dublin Carriage Acts, 1853-55, that were current on the 3rd May, 1937, were continued in force until the 31st December, 1937.

Towards the close of the year most drivers of public service vehicles surrendered their Carriage Driving Licences and took out Drivers' licences under Section 104 of the Road Traffic Act, 1933.

FARE BYE-LAWS FOR STREET SERVICE VEHICLES (TAXIS) IN DUBLIN.

Under the powers conferred by Section 139 of the Road Traffic Act, 1933, the Commissioner, in August, 1937, made Bye-Laws fixing the maximum charges for the service of street service vehicles hired within the Dublin Metropolitan area. These Bye-Laws replace the Regulations under the Dublin Carriage Acts. While the basic hiring charge—namely one shilling per mile—was unaltered, certain anomalies in the old Regulations were rectified and slight adjustments made for luggage charges, etc. The hiring charges for taxis in Dublin now conform to those prevailing generally elsewhere.

MISCELLANEOUS.

Members of the Dublin Carriage Office examined 159 motor vehicles involved in fatal and serious accidents, and subsequently gave evidence at inquests and court proceedings.

The number of items of lost property dealt with totalled 103 articles. Of this number the owners of 52 articles were traced and the property restored.

Prosecutions for breaches of the Carriage Acts and other legislation affecting vehicles instituted by the staff of the Carriage Office totalled 376.

For details of prosecutions taken under the Dublin Carriage Acts, see Table 15.

STANDARD OF BUSES AND TAXIS IN DUBLIN.

A continued improvement in the general standard of fitness of buses and taxis in Dublin is noted. The Tramways Company has replaced a number of obsolete buses with new double deckers, and the substitution of certain tram services by buses is included in the Company's 1938 programme.

Constant supervision over buses and taxis is exercised by the Carriage Office, and appropriate action taken whenever vehicles are found to be defective or unfit for use.

ROADS ACT, 1920.

The enforcement of the payment of road licence duty (*i.e.*, road tax) devolves largely on the Gárda. A quarterly general hold-up of motor vehicles is carried out in each Division. In addition, general supervision is exercised over these vehicles to ensure that they are duly licensed. The Gárda co-operate with Local Motor Taxation Officers, and in this respect they act

as the out-door Officers in regard to the collection of motor licence duty.

Details of prosecutions taken in respect of unlicensed vehicles and drivers will be found in Table 10.

ROAD TRANSPORT ACTS, 1932 and 1933-35.

The enforcement of the Road Transport Act, 1932, which deals with "road passenger services" (*i.e.*, for all practical purposes, bus services) is not a difficult problem, especially since the majority of road passenger services came under the control of the Railway Companies and of the Dublin Tramways Company. A "pirate" bus cannot be operated under subterfuge or otherwise without be easily detected, and the necessary evidence to secure a conviction is easily obtained.

The enforcement of the Road Transport Act, 1933, and amending Acts, which deal with the carriage of merchandise for reward in mechanically propelled vehicles except under a "Merchandise licence" or wholly within an "exempted area," presents, however, quite a different problem compared with that of unlicensed road passenger services. This is mainly due to the difficulty of procuring evidence of carriage for reward, which in the circumstances has to be sought from interested parties.

Further, experience goes to show that the Act lends itself to evasion by various forms of subterfuge. Frequent complaints of suspected evasion are received from the Railway Companies and other holders of Merchandise Licences. The investigation of these complaints imposes a considerable amount of work on the Gárda, but owing to the difficulties already mentioned the results are frequently negative.

Prosecutions for offences against the Road Transport Act, 1933, during the year 1937 totalled 335 as compared with 802 in the previous year.

M. J. KINNANE,

Commissioner.

GÁRDA Síochána HEADQUARTERS,

17th August, 1938.

TABLE I.

ROAD TRAFFIC ACCIDENTS.
 RETURN OF ROAD TRAFFIC ACCIDENTS BY COUNTIES AND COUNTY
 BOROUGHES FOR THE YEAR 1937.

| AREA. | NUMBER OF ACCIDENTS. | | | | | CASUALTIES. | | |
|----------------------------------|----------------------|---------|-------|-------------|--------|-------------|---------|-------|
| | Fatal | Serious | Minor | Damage only | Total | Killed | Injured | Total |
| Dublin Metropolitan Division ... | 36 | 37 | 1,547 | 3,249 | 4,869 | 38 | 1,724 | 1,762 |
| Cavan ... | 6 | 15 | 39 | 94 | 154 | 6 | 69 | 75 |
| Carlow ... | 6 | 2 | 19 | 55 | 82 | 6 | 30 | 36 |
| Clare ... | 3 | 20 | 43 | 108 | 174 | 3 | 77 | 80 |
| Cork City ... | 7 | 17 | 144 | 335 | 503 | 8 | 177 | 185 |
| Cork County ... | 20 | 47 | 155 | 324 | 546 | 20 | 246 | 266 |
| Donegal ... | 13 | 23 | 67 | 120 | 223 | 13 | 121 | 134 |
| Dublin County ... | 22 | 50 | 142 | 316 | 530 | 23 | 236 | 259 |
| Galway City ... | 1 | 2 | 11 | 60 | 74 | 1 | 14 | 15 |
| Galway Co. W.R. | 4 | 8 | 17 | 66 | 95 | 4 | 29 | 33 |
| Do. E.R. | 8 | 13 | 51 | 123 | 195 | 8 | 69 | 77 |
| Kerry ... | 8 | 16 | 53 | 95 | 172 | 8 | 80 | 88 |
| Kildare ... | 8 | 17 | 63 | 132 | 220 | 8 | 99 | 107 |
| Kilkenny ... | 1 | 23 | 46 | 110 | 180 | 1 | 91 | 92 |
| Leitrim ... | 1 | 2 | 20 | 42 | 65 | 1 | 25 | 26 |
| Leix ... | 4 | 20 | 36 | 85 | 145 | 4 | 69 | 73 |
| Limerick City ... | 2 | 15 | 54 | 105 | 176 | 2 | 69 | 71 |
| Limerick Co. ... | 8 | 20 | 57 | 110 | 195 | 8 | 89 | 97 |
| Longford ... | 2 | 3 | 17 | 40 | 62 | 2 | 24 | 26 |
| Louth ... | 8 | 15 | 61 | 152 | 236 | 8 | 88 | 96 |
| Meath ... | 6 | 20 | 51 | 120 | 197 | 7 | 91 | 98 |
| Mayo ... | 4 | 14 | 72 | 157 | 247 | 4 | 107 | 111 |
| Monaghan ... | 1 | 6 | 30 | 82 | 119 | 1 | 43 | 44 |
| Offaly ... | 2 | 10 | 47 | 60 | 119 | 2 | 64 | 66 |
| Roscommon ... | 1 | 6 | 29 | 57 | 93 | 1 | 45 | 46 |
| Sligo ... | 4 | 3 | 46 | 104 | 157 | 4 | 58 | 62 |
| Tipperary ... | 9 | 18 | 90 | 217 | 334 | 9 | 127 | 136 |
| Waterford City ... | 1 | 2 | 35 | 68 | 106 | 1 | 40 | 41 |
| Waterford County ... | 1 | 13 | 27 | 63 | 104 | 1 | 53 | 54 |
| Westmeath ... | 4 | 11 | 41 | 88 | 144 | 4 | 54 | 58 |
| Wexford ... | 5 | 16 | 41 | 99 | 161 | 5 | 64 | 69 |
| Wicklow ... | 3 | 16 | 53 | 104 | 176 | 3 | 75 | 78 |
| TOTALS, 1937 | 209 | 500 | 3,204 | 6,940 | 10,853 | 214 | 4,247 | 4,461 |
| TOTALS, 1936 | 201 | 487 | 3,047 | 5,867 | 9,602 | 205 | 3,932 | 4,137 |

TABLE 2.
COMPARATIVE RETURN OF ROAD TRAFFIC ACCIDENTS RESULTING IN "PERSONAL INJURY" IN THE SEVERAL DIVISIONS DURING THE YEARS 1935, 1936 AND 1937.

| DIVISION | FATAL ACCIDENTS | | | ACCIDENTS RESULTING IN PERSONAL INJURY | | | NUMBER OF PERSONS KILLED | | | NUMBER OF PERSONS INJURED | | |
|------------------------|--------------------|------|------|--|-------|-------|--------------------------|------|------|---------------------------|-------|-------|
| | 1935 | 1936 | 1937 | 1935 | 1936 | 1937 | 1935 | 1936 | 1937 | 1935 | 1936 | 1937 |
| | Cavan and Monaghan | 6 | 9 | 7 | 98 | 78 | 90 | 6 | 9 | 7 | 126 | 89 |
| Clare | 6 | 4 | 3 | 31 | 47 | 63 | 6 | 4 | 3 | 38 | 52 | 77 |
| Cork | 24 | 25 | 27 | 336 | 395 | 363 | 25 | 26 | 28 | 374 | 454 | 423 |
| Donegal | 5 | 2 | 13 | 68 | 79 | 90 | 5 | 2 | 13 | 87 | 95 | 121 |
| Dublin Metropolitan | 55 | 44 | 36 | 1,616 | 1,527 | 1,584 | 57 | 45 | 38 | 1,706 | 1,594 | 1,724 |
| Dublin and Wicklow | 17 | 22 | 25 | 207 | 260 | 261 | 18 | 23 | 26 | 253 | 315 | 311 |
| Galway, E.R. | 5 | 10 | 8 | 40 | 53 | 64 | 5 | 10 | 8 | 46 | 59 | 69 |
| Galway, W.R. | 3 | 1 | 5 | 42 | 54 | 38 | 3 | 1 | 5 | 49 | 56 | 43 |
| Kerry | 6 | 4 | 8 | 49 | 65 | 69 | 6 | 4 | 8 | 53 | 72 | 80 |
| Kildare and Offaly | 10 | 9 | 10 | 76 | 90 | 137 | 10 | 9 | 10 | 93 | 105 | 163 |
| Leix and Carlow | 11 | 5 | 10 | 88 | 90 | 77 | 11 | 5 | 10 | 111 | 103 | 99 |
| Limerick | 11 | 4 | 10 | 96 | 134 | 146 | 11 | 4 | 10 | 114 | 144 | 158 |
| Longford and Westmeath | 10 | 5 | 6 | 63 | 59 | 72 | 10 | 5 | 6 | 76 | 66 | 78 |
| Louth and Meath | 16 | 19 | 14 | 128 | 132 | 147 | 16 | 19 | 15 | 146 | 161 | 179 |
| Mayo | 7 | 6 | 4 | 77 | 86 | 86 | 7 | 7 | 4 | 86 | 96 | 107 |
| Roscommon | 4 | 6 | 6 | 31 | 40 | 35 | 4 | 6 | 6 | 32 | 44 | 45 |
| Sligo and Leitrim | 4 | 1 | 5 | 64 | 62 | 71 | 4 | 1 | 5 | 71 | 72 | 83 |
| Tipperary | 8 | 9 | 9 | 84 | 93 | 108 | 8 | 9 | 9 | 96 | 115 | 127 |
| Waterford and Kilkenny | 7 | 7 | 3 | 136 | 139 | 146 | 7 | 7 | 3 | 213 | 171 | 184 |
| Wexford | 7 | 9 | 5 | 47 | 51 | 57 | 7 | 9 | 5 | 50 | 69 | 64 |
| TOTAL | 222 | 201 | 209 | 3,377 | 3,534 | 3,704 | 226 | 205 | 214 | 3,817 | 3,932 | 4,247 |

TABLE 3.

ROAD TRAFFIC ACCIDENTS, 1937.

DISTRIBUTION OF CASUALTIES OVER THE VARIOUS CLASSES OF ROAD USERS.

ÉIRE (including D.M.D.).

| Class of Person | Killed | Injured | Total | Percentage of Total Victims |
|---|--------|---------|-------|-----------------------------|
| Drivers and passengers on mechanically propelled vehicles (other than motor cycles) ... | 34 | 1,106 | 1,140 | 25·6 |
| Motor cyclists and passengers ... | 12 | 128 | 140 | 3·1 |
| Drivers and passengers on horse-drawn vehicles ... | 21 | 235 | 256 | 5·7 |
| Pedal Cyclists ... | 67 | 1,270 | 1,337 | 30·0 |
| Pedestrians and others ... | 80 | 1,508 | 1,588 | 35·6 |
| TOTAL ... | 214 | 4,247 | 4,461 | 100·0 |

DUBLIN METROPOLITAN DIVISION.

| Class of Person | Killed | Injured | Total | Percentage of Total Victims |
|---|--------|---------|-------|-----------------------------|
| Drivers and passengers on mechanically propelled vehicles (other than motor cycles) ... | 6 | 266 | 272 | 15·4 |
| Motor cyclists and passengers | 2 | 36 | 38 | 2·2 |
| Drivers and passengers on horse-drawn vehicles ... | — | 51 | 51 | 2·9 |
| Pedal Cyclists ... | 8 | 545 | 553 | 31·4 |
| Pedestrians and others ... | 22 | 826 | 848 | 48·1 |
| TOTAL ... | 38 | 1,724 | 1,762 | 100·0 |

TABLE 4.

SUMMARY OF CAUSATION ANALYSES, 1937.

ÉIRE (including D.M.D.).

| Summary of all Causes | Fatal | Non-Fatal | Total | Per cent. of Gross Total |
|---|------------|---------------|---------------|--------------------------|
| Due to Drivers (including horse-drawn Vehicles) ... | 88 | 5,208 | 5,296 | 48·8 |
| Due to Vehicles (Drivers not necessarily responsible) ... | 18 | 579 | 597 | 5·5 |
| Due to Pedestrians ... | 47 | 1,319 | 1,366 | 12·6 |
| Due to Pedal Cyclists ... | 41 | 1,298 | 1,339 | 12·3 |
| Due to Animals ... | 3 | 514 | 517 | 4·8 |
| Due to Road Conditions ... | 4 | 712 | 716 | 6·6 |
| Due to Weather Conditions ... | 8 | 1,014 | 1,022 | 9·4 |
| TOTAL ... | 209 | 10,644 | 10,853 | 100·0 |

DUBLIN METROPOLITAN DIVISION.

| Summary of all Causes. | Fatal | Non-Fatal | Total | Per cent. of Gross Total |
|--|-----------|--------------|--------------|--------------------------|
| Due to Drivers (including horse-drawn Vehicles) ... | 15 | 2,378 | 2,393 | 49·1 |
| Due to Vehicles (Driver not necessarily responsible) ... | 1 | 211 | 212 | 4·4 |
| Due to Pedestrians ... | 10 | 812 | 822 | 16·9 |
| Due to Pedal Cyclists ... | 7 | 700 | 707 | 14·5 |
| Due to Animals ... | — | 65 | 65 | 1·3 |
| Due to Road Conditions ... | 1 | 149 | 150 | 3·1 |
| Due to Weather Conditions ... | 2 | 518 | 520 | 10·7 |
| TOTAL ... | 36 | 4,833 | 4,869 | 100·0 |

DETAILED ANALYSIS OF CAUSES OF ROAD TRAFFIC ACCIDENTS
IN ÉIRE, 1937.

| CAUSES PRESUMABLY UNDER THE CONTROL OF DRIVERS OF MECHANICALLY PROPELLED VEHICLES AND HORSE-DRAWN VEHICLES. | Fatal | Non-Fatal | Total |
|---|-----------|--------------|--------------|
| Excessive speed having regard to all the circumstances | 22 | 469 | 491 |
| Inattentive, confused or lacking in judgment | 13 | 1,422 | 1,435 |
| Failed to exercise care at crossing or road junction | 13 | 1,104 | 1,117 |
| Improperly overtaking, cutting in or out | 2 | 792 | 794 |
| Failed to keep to near side of road ... | 12 | 519 | 531 |
| Inexperience | 3 | 66 | 69 |
| Cutting corner | 2 | 183 | 185 |
| Failed to sound horn | — | 35 | 35 |
| Lost control due to pillion riding ... | 2 | 6 | 8 |
| Under influence of drink | 5 | 63 | 68 |
| Physically Unfit | 1 | 7 | 8 |
| Leaving Vehicle insecure or unattended | 1 | 59 | 60 |
| Reversing negligently | 3 | 241 | 244 |
| Forcing way through crowd, or tram or bus queue | 1 | 29 | 30 |
| Failed to signal or obey signal ... | — | 80 | 80 |
| Vehicle or horse not under proper control | 8 | 133 | 141 |
| Total due to Drivers of Mechanically Propelled Vehicles, and Horse-drawn Vehicles | 88 | 5,208 | 5,296 |
| CAUSES DUE TO VEHICLE-DRIVER NOT NECESSARILY RESPONSIBLE. | | | |
| Defects in equipment other than brakes or steering | 1 | 81 | 82 |
| Insufficient or no lights on Vehicle ... | — | 33 | 33 |
| Defective Brakes | 4 | 96 | 100 |
| Dazzling lights | 1 | 70 | 71 |
| Fault of Passengers (e.g., Driver or Passenger falling from Vehicle) ... | 5 | 36 | 41 |
| Defective Steering | 2 | 87 | 89 |
| Overloaded Vehicle | — | 12 | 12 |
| Left-hand Steering | — | 1 | 1 |
| Fire on Vehicle | — | 6 | 6 |
| Horse becoming restive or running away | 5 | 157 | 162 |
| Total due to Vehicles-Drivers not necessarily responsible | 18 | 579 | 597 |
| CAUSES DUE TO ROAD CONDITIONS. | | | |
| Restricted view at corner or crossing ... | 4 | 472 | 476 |
| Defective road surface (e.g., broken bridge, road repairs, potholes, etc.) ... | — | 118 | 118 |
| Inadequate lighting of road obstruction | — | 8 | 8 |
| Level crossing | — | 4 | 4 |
| Lack of proper footway | — | 7 | 7 |
| Permanent slippery road surface ... | — | 93 | 93 |
| Lack of road sign or warning notice ... | — | 10 | 10 |
| Total due to Road Conditions ... | 4 | 712 | 716 |

TABLE 5 (Contd.).

| CAUSES DUE TO PEDESTRIANS.—(1) CHILDREN UNDER 12 YEARS. | Fatal | Non-Fatal | Total |
|---|-------|-----------|-------|
| Running into Roadway (<i>i.e.</i> , suddenly running from footway, out of houses, etc.) | 20 | 318 | 338 |
| Crossing roadway carelessly or confusedly | 2 | 80 | 82 |
| Crossing roadway from behind Vehicle | 1 | 65 | 66 |
| Playing games in streets | — | 48 | 48 |
| Crossing in front of Vehicle | 1 | 80 | 81 |
| Stealing rides on Vehicles | 3 | 34 | 37 |
| Total due to Children | 27 | 625 | 652 |
| CAUSES DUE TO PEDESTRIANS.—(2) ADULTS, <i>i.e.</i> , OVER 12 YEARS. | | | |
| Crossing roadway not at crossing, or carelessly | 2 | 209 | 211 |
| Stepping off footway without looking ... | 3 | 139 | 142 |
| Crossing from behind vehicles... .. | 2 | 58 | 60 |
| Physically Infirm (defective hearing, vision, etc.) | — | 48 | 48 |
| Boarding or alighting from moving vehicle | — | 56 | 56 |
| Boarding or alighting from stationary vehicles without looking out for other traffic | — | 14 | 14 |
| Crossing in front of vehicles | 12 | 135 | 147 |
| Intoxicated | 1 | 21 | 22 |
| Failing to use footway or refuge | — | 14 | 14 |
| Total due to Adults | 20 | 694 | 714 |
| TOTAL DUE TO PEDESTRIANS | 47 | 1,319 | 1,366 |
| CAUSES DUE TO PEDAL CYCLISTS. | | | |
| Swerving in front of vehicles | 8 | 416 | 424 |
| Lost control of bicycle | 12 | 180 | 192 |
| Cornering carelessly | — | 262 | 262 |
| Failed to signal or obey signal | 1 | 27 | 28 |
| Overtaking or passing out on wrong side | 2 | 66 | 68 |
| Holding on to vehicles | 1 | 13 | 14 |
| No light on bicycle | 3 | 17 | 20 |
| No rear reflector | — | 2 | 2 |
| Riding too many abreast | 1 | 13 | 14 |
| Careless riding other than specified ... | 8 | 220 | 228 |
| Defect in bicycle | 3 | 35 | 38 |
| Inexperience | — | 39 | 39 |
| Under influence of drink | 2 | 8 | 10 |
| Total due to Pedal Cyclists | 41 | 1,298 | 1,339 |

TABLE 5 (Contd.).

| CAUSES DUE TO ANIMALS. | Fatal | Non-Fatal | Total |
|---|-------|-----------|--------|
| Animals (other than dogs) not under proper control | 2 | 435 | 437 |
| Dogs not under proper control | 1 | 79 | 80 |
| Total due to Animals | 3 | 514 | 517 |
| CAUSES DUE TO WEATHER CONDITIONS. | | | |
| Temporarily greasy road surface | 5 | 765 | 770 |
| Rain | — | 34 | 34 |
| Mist or Fog | 1 | 80 | 81 |
| Storm | — | 18 | 18 |
| Snow | 2 | 117 | 119 |
| Total due to Weather Conditions | 8 | 1,014 | 1,022 |
| TOTAL DUE TO ALL CAUSES | 209 | 10,644 | 10,853 |

| Age Group | Total | Male | Female |
|------------------------------------|-------|------|--------|
| Under 5 years | 11 | 7 | 4 |
| 5 years and under 12 years | 14 | 10 | 4 |
| 12 years and under 15 years | 17 | 12 | 5 |
| 15 years and under 20 years | 20 | 14 | 6 |
| 20 years and under 25 years | 30 | 21 | 9 |
| 25 years and under 30 years | 40 | 28 | 12 |
| 30 years and under 35 years | 43 | 30 | 13 |
| 35 years and under 40 years | 47 | 33 | 14 |
| 40 years and under 45 years | 50 | 35 | 15 |
| 45 years and under 50 years | 56 | 39 | 17 |
| 50 years and under 55 years | 60 | 42 | 18 |
| 55 years and over | 63 | 45 | 18 |
| Total | 103 | 73 | 30 |

The age of the youngest victim was 1 year and 8 months. The age of the oldest victim was 84 years.

| Age Group | Total | Male | Female |
|------------------------------------|-------|------|--------|
| Under 5 years | 11 | 7 | 4 |
| 5 years and under 12 years | 14 | 10 | 4 |
| 12 years and under 15 years | 17 | 12 | 5 |
| 15 years and under 20 years | 20 | 14 | 6 |
| 20 years and under 25 years | 30 | 21 | 9 |
| 25 years and under 30 years | 40 | 28 | 12 |
| 30 years and under 35 years | 43 | 30 | 13 |
| 35 years and under 40 years | 47 | 33 | 14 |
| 40 years and under 45 years | 50 | 35 | 15 |
| 45 years and under 50 years | 56 | 39 | 17 |
| 50 years and under 55 years | 60 | 42 | 18 |
| 55 years and over | 63 | 45 | 18 |
| Total | 103 | 73 | 30 |

The age of the youngest victim was 1 year and 8 months. The age of the oldest victim was 84 years.

TABLE 6.

TABLES SHOWING BY AGES AND SEXES THE NUMBER IN THE VARIOUS AGE GROUPS AND PROPORTION PER CENT. TO THE TOTAL OF THE PERSONS FATALLY INJURED IN ROAD TRAFFIC ACCIDENTS IN ÉIRE DURING THE YEARS 1935, 1936 AND 1937.

1937.

| AGE GROUP | Male | Female | Total | Percent- age of Total Victims |
|--------------------------------|------|--------|-------|--|
| Under 6 years | 15 | 4 | 19 | 8.9 |
| 6 years and under 12 years ... | 14 | 6 | 20 | 9.3 |
| 12 " " 20 " ... | 13 | 6 | 19 | 8.9 |
| 20 " " 30 " ... | 30 | 3 | 33 | 15.4 |
| 30 " " 40 " ... | 18 | 4 | 22 | 10.3 |
| 40 " " 50 " ... | 18 | 5 | 23 | 10.7 |
| 50 " " 60 " ... | 26 | 6 | 32 | 15.0 |
| 60 years and over | 33 | 13 | 46 | 21.5 |
| TOTAL | 167 | 47 | 214 | 100.0 |

The age of the youngest victim was 1½ years, and that of the oldest 85 years—both females.

1936.

| AGE GROUP | Male | Female | Total | Percent- age of Total Victims |
|--------------------------------|------|--------|-------|--|
| Under 6 years | 11 | 7 | 18 | 8.8 |
| 6 years and under 12 years ... | 14 | 4 | 18 | 8.8 |
| 12 " " 20 " ... | 14 | 4 | 18 | 8.8 |
| 20 " " 30 " ... | 31 | 9 | 40 | 19.5 |
| 30 " " 40 " ... | 19 | 3 | 22 | 10.7 |
| 40 " " 50 " ... | 15 | 2 | 17 | 8.3 |
| 50 " " 60 " ... | 16 | 7 | 23 | 11.2 |
| 60 years and over | 43 | 6 | 49 | 23.9 |
| TOTAL | 163 | 42 | 205 | — |

The age of the youngest victim was 1 year and 3 months;
The age of the oldest victim was 84 years.

TABLE 6 (Contd.).

1935.

| AGE GROUP | | Male | Female | Total | Percent- age of Total Victims |
|-------------------|----------|------|--------|-------|--|
| Under 6 years | ... | 14 | 11 | 25 | 11.0 |
| 6 years and under | 12 years | 17 | 4 | 21 | 9.2 |
| 12 " | " 20 " | 16 | 2 | 18 | 7.9 |
| 20 " | " 30 " | 34 | 12 | 46 | 20.4 |
| 30 " | " 40 " | 29 | 4 | 33 | 14.6 |
| 40 " | " 50 " | 18 | 4 | 22 | 9.8 |
| 50 " | " 60 " | 20 | 8 | 28 | 12.5 |
| 60 years and over | ... | 20 | 13 | 33 | 14.6 |
| TOTAL | | 168 | 58 | 226 | — |

The age of the youngest victim was 1 year and 3 months.
The age of the oldest victim was 90 years.

TABLE 7.

TABLES SHOWING BY AGES AND SEXES THE NUMBER IN THE VARIOUS AGE GROUPS AND PROPORTION PER CENT. TO THE TOTAL OF THE PERSONS FATALLY INJURED IN ROAD TRAFFIC ACCIDENTS IN THE DUBLIN METROPOLITAN DIVISION DURING THE YEARS 1935, 1936 AND 1937.

1937.

| AGE GROUP | Male | Female | Total | Percent- age of Total Victims |
|--------------------------------|------|--------|-------|--|
| Under 6 years | 5 | 1 | 6 | 15·8 |
| 6 years and under 12 years ... | 3 | 2 | 5 | 13·1 |
| 12 " " 20 " ... | 3 | 1 | 4 | 10·5 |
| 20 " " 30 " ... | 6 | — | 6 | 15·8 |
| 30 " " 40 " ... | 3 | 1 | 4 | 10·5 |
| 40 " " 50 " ... | 2 | — | 2 | 5·3 |
| 50 " " 60 " ... | 2 | — | 2 | 5·3 |
| 60 years and over | 4 | 5 | 9 | 23·7 |
| TOTAL | 28 | 10 | 38 | — |

The age of the youngest victim was 1½ years, and that of the oldest 74 years.

1936.

| AGE GROUP | Male | Female | Total | Percent- age of Total Victims |
|--------------------------------|------|--------|-------|--|
| Under 6 years | 3 | — | 3 | 6·7 |
| 6 years and under 12 years ... | 8 | 1 | 9 | 20·0 |
| 12 " " 20 " ... | 2 | 1 | 3 | 6·7 |
| 20 " " 30 " ... | 2 | 2 | 4 | 8·9 |
| 30 " " 40 " ... | 1 | — | 1 | 2·2 |
| 40 " " 50 " ... | 2 | 1 | 3 | 6·7 |
| 50 " " 60 " ... | 3 | 3 | 6 | 13·3 |
| 60 years and over | 12 | 4 | 16 | 35·5 |
| TOTAL | 33 | 12 | 45 | — |

The age of the youngest victim was 2 years.
The age of the oldest victim was 70 years.

TABLE 7 (Contd.).

1935.

| AGE GROUP | Male | Female | Total | Percent- age of Total Victims |
|--------------------------------|------|--------|-------|--|
| Under 6 years... .. | 5 | 3 | 8 | 14.0 |
| 6 years and under 12 years ... | 6 | 3 | 9 | 15.8 |
| 12 " " 20 " ... | 3 | 2 | 5 | 8.8 |
| 20 " " 30 " ... | 10 | — | 10 | 17.5 |
| 30 " " 40 " ... | 5 | 1 | 6 | 10.5 |
| 40 " " 50 " ... | 1 | 2 | 3 | 5.3 |
| 50 " " 60 " ... | 5 | 2 | 7 | 12.3 |
| 60 years and over | 3 | 6 | 9 | 15.8 |
| TOTAL | 38 | 19 | 57 | — |

The age of the youngest victim was 1 year and 9 months.

The age of the oldest victim was 75 years.

TABLE 8.

ÉIRE.

INCIDENCE OF FATAL ROAD TRAFFIC ACCIDENTS PER HOUR—1935, 1936 AND 1937.

| YEAR | HOURS | | | | | | | | | | | | Total No. of Fatal Accidents | No. of Persons Killed | | | | | | | | | | | |
|------|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------------|---------------|------------------------------|-----------------------|----|----|----|----|----|----|----|----|---|-----|-----|
| | 12 m.n. to 1 a.m. | 1 to 2 a.m. | 2 to 3 a.m. | 3 to 4 a.m. | 4 to 5 a.m. | 5 to 6 a.m. | 6 to 7 a.m. | 7 to 8 a.m. | 8 to 9 a.m. | 9 to 10 a.m. | 10 to 11 p.m. | 11 to 12 p.m. | | | | | | | | | | | | | |
| 1937 | 6 | 1 | 1 | — | 1 | — | 2 | 1 | 5 | 8 | 9 | 9 | 8 | 14 | 13 | 16 | 18 | 21 | 17 | 20 | 11 | 10 | 9 | 209 | 214 |
| | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 201 | 205 |
| 1935 | 8 | 2 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 222 | 226 |
| | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

NUMBER OF FATAL ACCIDENTS.

TABLE 9.

TABLES SHOWING THE NUMBER OF ROAD TRAFFIC ACCIDENTS WHICH OCCURRED DURING THE YEARS 1931-37.

ÉIRE (including D.M.D.).

| YEAR | NUMBER OF ACCIDENTS. | | | | | NUMBER OF PERSONS KILLED OR INJURED. | | |
|----------|----------------------|---------|-------|----------------|--------|---|---------|-------|
| | Fatal | Serious | Minor | Damage only | Total | Killed | Injured | Total |
| 1931 ... | 181 | 496 | 2,006 | 3,193 | 5,876 | 184 | 2,870 | 3,054 |
| 1932 ... | 197 | 527 | 1,950 | 3,287 | 5,961 | 202 | 2,934 | 3,136 |
| 1933 ... | 180 | 441 | 1,937 | 2,912 | 5,470 | 185 | 2,747 | 2,932 |
| 1934 ... | 187 | 457 | 2,477 | 4,426 | 7,547 | 191 | 3,330 | 3,521 |
| 1935 ... | 222 | 453 | 2,924 | 5,390 | 8,989 | 226 | 3,817 | 4,043 |
| 1936 ... | 201 | 487 | 3,047 | 5,867 | 9,602 | 205 | 3,932 | 4,137 |
| 1937 ... | 209 | 500 | 3,204 | 6,940 | 10,853 | 214 | 4,247 | 4,461 |

DUBLIN METROPOLITAN DIVISION.

| YEAR. | NUMBER OF ACCIDENTS. | | | | | NUMBER OF PERSONS KILLED OR INJURED. | | |
|----------|----------------------|---------|-------|----------------|-------|---|---------|-------|
| | Fatal | Serious | Minor | Damage only | Total | Killed | Injured | Total |
| 1931 ... | 48 | 98 | 1,108 | 1,697 | 2,951 | 49 | 1,279 | 1,328 |
| 1932 ... | 52 | 101 | 1,050 | 1,781 | 2,984 | 52 | 1,221 | 1,273 |
| 1933 ... | 58 | 90 | 1,018 | 1,470 | 2,636 | 60 | 1,185 | 1,245 |
| 1934 ... | 43 | 81 | 1,328 | 2,332 | 3,784 | 43 | 1,481 | 1,524 |
| 1935 ... | 55 | 80 | 1,536 | 2,659 | 4,330 | 57 | 1,706 | 1,763 |
| 1936 ... | 44 | 48 | 1,479 | 2,802 | 4,373 | 45 | 1,594 | 1,639 |
| 1937 ... | 36 | 37 | 1,547 | 3,249 | 4,869 | 38 | 1,724 | 1,762 |

TABLE 10.

PARTICULARS OF CONDUCTORS' LICENCES ISSUED DURING THE YEAR 1937.

| Division | Applications Received | Granted | Refused | Pending | Withdrawn or Discontinued | Revoked or Suspended | Surrendered | Current on 31/12/37 |
|----------------------------------|-----------------------|---------|---------|---------|---------------------------|----------------------|-------------|---------------------|
| Dublin Metropolitan Division ... | 604 | 603 | — | — | 1 | — | — | 603 |
| Cork ... | 177 | 177 | — | — | — | — | — | 177 |
| Donegal ... | 49 | 49 | — | — | — | — | — | 49 |
| Tipperary ... | 10 | 10 | — | — | — | — | — | 10 |
| Cavan and Monaghan. | 19 | 19 | — | — | — | — | — | 19 |
| Kerry ... | 12 | 12 | — | — | — | — | — | 12 |
| Waterford and Kilkenny. | 22 | 21 | — | — | 1 | — | — | 21 |
| Limerick ... | 38 | 38 | — | — | — | — | — | 38 |
| Sligo and Leitrim | 20 | 20 | — | — | — | — | — | 20 |
| Galway, E.R. ... | 6 | 6 | — | — | — | — | — | 6 |
| Clare ... | 7 | 7 | — | — | — | — | — | 7 |
| Kildare and Offaly | 8 | 8 | — | — | — | — | — | 8 |
| Leix and Carlow | 3 | 3 | — | — | — | — | — | 3 |
| Louth/Meath ... | 42 | 42 | — | — | — | — | — | 42 |
| Longford and Westmeath. | 6 | 6 | — | — | — | — | — | 6 |
| Galway, W.R. ... | 30 | 30 | — | — | — | — | — | 30 |
| Wexford ... | 2 | 2 | — | — | — | — | — | 2 |
| Dublin/Wicklow | 95 | 94 | 1 | — | — | — | — | 94 |
| Mayo ... | 12 | 1 | — | 11 | — | — | — | 1 |
| Roscommon ... | — | — | — | — | — | — | — | — |
| TOTALS ... | 1,162 | 1,148 | 1 | 11 | 2 | — | — | 1,148 |

TABLE 11.

PARTICULARS OF LICENCES TO DRIVE PUBLIC SERVICE VEHICLES,
ISSUED DURING THE YEAR 1937.

| Division | Applications Received | Granted | Refused | Pending | Withdrawn or Discontinued | Revoked or Suspended | Surrendered | Current on 31/12/37 |
|----------------------------------|-----------------------|---------|---------|---------|---------------------------|----------------------|-------------|---------------------|
| Dublin Metropolitan Division ... | 1,176 | 1,154 | 2 | — | 20 | — | — | 1,154 |
| Cork | 969 | 941 | — | 21 | 7 | — | — | 941 |
| Donegal | 351 | 336 | — | 5 | 10 | — | 2 | 334 |
| Tipperary | 318 | 298 | — | 15 | 5 | — | — | 298 |
| Cavan and Monaghan. | 340 | 331 | — | — | 9 | — | — | 331 |
| Kerry | 340 | 329 | 11 | — | — | — | — | 329 |
| Waterford and Kilkenny. | 382 | 340 | — | 31 | 11 | — | 2 | 338 |
| Limerick | 330 | 322 | — | — | 8 | — | — | 322 |
| Sligo and Leitrim | 279 | 252 | 1 | 20 | 6 | — | — | 252 |
| Galway, E.R. ... | 266 | 266 | — | — | — | — | — | 266 |
| Clare | 259 | 249 | — | 9 | 1 | — | — | 249 |
| Kildare and Offaly | 239 | 229 | 1 | — | 9 | — | — | 229 |
| Leix and Carlow | 202 | 201 | 1 | — | — | — | 1 | 200 |
| Louth and Meath | 266 | 263 | — | — | 3 | — | 1 | 262 |
| Longford and Westmeath. | 216 | 210 | 1 | 4 | 1 | — | 1 | 209 |
| Galway, W.R. ... | 166 | 164 | 2 | — | — | 2 | 1 | 161 |
| Wexford | 203 | 191 | 2 | 9 | 1 | 2 | — | 189 |
| Dublin and Wicklow. | 283 | 280 | 1 | — | 2 | — | — | 280 |
| Mayo | 328 | 146 | — | 181 | 1 | — | — | 146 |
| Roscommon ... | 164 | 164 | — | — | — | — | — | 164 |
| TOTALS | 7,077 | 6,666 | 22 | 295 | 94 | 4 | 8 | 6,654 |

TABLE 12.

PARTICULARS OF LICENCES FOR SMALL PUBLIC SERVICE VEHICLES
ISSUED DURING THE YEAR 1937.

| Division | Applications Received | Granted | Refused | Pending | Withdrawn or Discontinued | Revoked or Suspended | Surrendered | Current on 31/12/37 |
|----------------------------------|-----------------------|---------|---------|---------|---------------------------|----------------------|-------------|---------------------|
| Dublin Metropolitan Division ... | 82 | 82 | — | — | — | — | — | 82 |
| Cork ... | 693 | 610 | 42 | 8 | 33 | 1 | 7 | 602 |
| Donegal ... | 261 | 229 | 19 | 1 | 12 | — | 1 | 228 |
| Tipperary ... | 285 | 247 | 2 | 12 | 24 | — | 1 | 246 |
| Cavan and Monaghan. | 279 | 242 | 23 | 4 | 10 | — | 2 | 240 |
| Kerry ... | 278 | 219 | 59 | — | — | — | 3 | 216 |
| Waterford and Kilkenny. | 293 | 233 | 16 | 21 | 23 | — | 1 | 232 |
| Limerick ... | 270 | 255 | 3 | — | 12 | — | 13 | 242 |
| Sligo and Leitrim | 225 | 201 | 5 | 10 | 9 | — | 1 | 200 |
| Galway, E.R. ... | 231 | 209 | 22 | — | — | — | 5 | 204 |
| Clare ... | 216 | 207 | 2 | 6 | 1 | — | 5 | 202 |
| Kildare and Offaly | 199 | 162 | 28 | — | 9 | — | 1 | 161 |
| Leix and Carlow | 174 | 150 | 24 | — | — | — | 9 | 141 |
| Louth and Meath | 202 | 196 | — | — | 6 | — | 6 | 190 |
| Longford and Westmeath. | 180 | 173 | 4 | 3 | — | — | 3 | 170 |
| Galway, W.R. ... | 120 | 101 | 8 | — | 11 | — | — | 101 |
| Wexford ... | 182 | 152 | 18 | 5 | 7 | — | 9 | 143 |
| Dublin and Wicklow | 154 | 147 | 5 | — | 2 | — | 7 | 140 |
| Mayo ... | 296 | 136 | 5 | 153 | 2 | — | 6 | 130 |
| Roscommon ... | 157 | 143 | 14 | — | — | — | 8 | 135 |
| TOTALS ... | 4,777 | 4,094 | 299 | 223 | 161 | 1 | 88 | 4,005 |

TABLE 13.

PARTICULARS OF LICENCES FOR LARGE PUBLIC SERVICE VEHICLES
ISSUED DURING THE YEAR 1937.

| Division | Applications Received | Granted | Refused | Pending | Withdrawn or Discontinued | Revoked or Suspended | Surrendered | Current on 31/12/37 |
|----------------------------------|-----------------------|---------|---------|---------|---------------------------|----------------------|-------------|---------------------|
| Dublin Metropolitan Division ... | 39 | 39 | — | — | — | — | — | 39 |
| Cork ... | 74 | 70 | 2 | 1 | 1 | — | 4 | 66 |
| Donegal ... | 33 | 30 | — | 3 | — | — | — | 30 |
| Tipperary ... | 16 | 13 | — | 3 | — | — | — | 13 |
| Cavan and Monaghan. | 18 | 16 | — | 2 | — | — | — | 16 |
| Kerry ... | 9 | 8 | 1 | — | — | — | 1 | 7 |
| Waterford and Kilkenny. | 18 | 12 | 4 | 2 | — | — | 1 | 11 |
| Limerick ... | 10 | 10 | — | — | — | — | 1 | 9 |
| Sligo and Leitrim | 14 | 14 | — | — | — | — | — | 14 |
| Galway, E.R. ... | 3 | 3 | — | — | — | — | — | 3 |
| Clare ... | — | — | — | — | — | — | — | — |
| Kildare and Offaly | — | — | — | — | — | — | — | — |
| Leix and Carlow | — | — | — | — | — | — | — | — |
| Louth and Meath | 40 | 29 | — | 9 | 2 | — | 1 | 28 |
| Longford and Westmeath. | 4 | 4 | — | — | — | — | — | 4 |
| Galway, W.R. ... | 17 | 8 | 8 | — | 1 | — | — | 8 |
| Wexford ... | 3 | 1 | 2 | — | — | — | — | 1 |
| Dublin and Wicklow | 4 | 4 | — | — | — | — | — | 4 |
| Mayo ... | 4 | — | — | 1 | 3 | — | — | — |
| Roscommon ... | — | — | — | — | — | — | — | — |
| TOTALS ... | 306 | 261 | 17 | 21 | 7 | — | 8 | 253 |

TABLE 14. RETURN OF PROSECUTIONS FOR TRAFFIC OFFENCES IN ÉIRE DURING THE YEAR 1937.

| No. | DESIGNATION OF OFFENCE | Pending from Previous Year | Prosecutions | Convictions | Dismissed or Otherwise Disposed of | Pending |
|------------------------------|---|----------------------------|--------------|-------------|------------------------------------|---------|
| 1 | DRIVERS AND DRIVING. | | | | | |
| | Dangerous Driving (Sec. 51 R.T.A., 1933): | | | | | |
| | (a) Motor Bicycles ... | 7 | 69 | 42 | 29 | 5 |
| | (b) Light Motor Vehicles ... | 105 | 1,294 | 888 | 390 | 121 |
| | (c) Large Public Service Vehicles ... | 1 | 86 | 60 | 24 | 3 |
| | (d) Heavy Motor Vehicles (excluding "c") ... | 27 | 148 | 109 | 51 | 15 |
| | (e) Horse drawn vehicles ... | 8 | 46 | 39 | 12 | 3 |
| (f) Pedal Cycles ... | 19 | 312 | 256 | 60 | 15 | |
| 2 | CARELESS DRIVING (SEC. 50 R.T.A., 1933.) | | | | | |
| | (a) Motor Bicycles ... | — | 35 | 19 | 10 | 6 |
| | (b) Light Motor Vehicles ... | 50 | 513 | 345 | 166 | 52 |
| | (c) Large Public Service Vehicles ... | 1 | 12 | 8 | 4 | 1 |
| | (d) Heavy Motor Vehicles (excluding "c") ... | 10 | 65 | 40 | 28 | 7 |
| | (e) Horse drawn Vehicles ... | 3 | 42 | 29 | 13 | 3 |
| | (f) Pedal Cycles ... | 17 | 249 | 202 | 44 | 20 |
| 3 | EXCEEDING LEGAL SPEED LIMIT. | | | | | |
| | (a) Large Public Service Vehicles ... | — | 5 | 1 | 3 | 1 |
| | (b) Heavy Motor Vehicles ... | — | 17 | 11 | 2 | 4 |
| | (c) Other Mechanically Propelled Vehicles ... | 2 | — | 2 | — | — |
| 4 | DRUNKENNESS. | | | | | |
| | Driving or Attempting to Drive while Drunk: | | | | | |
| | (a) Large Public Service Vehicles ... | — | 3 | 1 | — | 2 |
| | (b) Small Public Service Vehicles ... | 3 | 11 | 7 | 6 | 1 |
| | (c) Private Motor Cars ... | 9 | 108 | 52 | 53 | 12 |
| | (d) Motor Bicycles ... | — | 6 | 4 | 1 | 1 |
| | (e) Other Mechanically Propelled Vehicles ... | 3 | 20 | 11 | 10 | 2 |
| (f) Horse-drawn Vehicles ... | 2 | 49 | 45 | 4 | 2 | |
| (g) Pedal Cycles ... | — | 22 | 20 | — | 2 | |

| | | | | | | | | |
|---|---|-----|-----|---|---|---|---|---|
| 5 | FURIOUS DRIVING. (a) Horse-drawn Vehicles ... (b) Pedal Cycles ... | ... | ... | 1 | 17 | 12 | 4 | 2 |
| 6 | FAILING TO STOP IN CASE OF ACCIDENT. (a) Mechanically Propelled Vehicles (b) Pedal Cycles and Horse-drawn Vehicles Failing to signal or obey signal Slow moving Traffic not keeping to the left Not going round point of intersection Passing Stationary Trams (Contrary to Bye-Laws) Violation of one-way Streets | ... | ... | 8 1 10 8 1 — 2 | 134 10 198 24 11 5 36 | 85 7 173 28 9 5 25 | 48 4 30 3 1 — 9 | 9 — 5 1 2 — 4 |
| 7 | OBSTRUCTION. Obstructing free passage meeting other traffic Obstructing free passage in any other manner, viz.— (a) Vehicles not giving way to overtaking Traffic (b) Pedestrians in any other manner causing obstruction (c) Cycling on footpath (Motor or Pedal Cycles) (d) Parking cars in unauthorised Parking Places or otherwise leaving cars so as to cause obstruction Playing games on Public Roads ... | ... | ... | 21 9 53 16 65 151 | 307 272 536 86 1,275 2,990 | 265 243 466 88 1,124 2,605 | 51 37 99 11 177 369 | 12 1 24 3 39 167 |
| 8 | ANIMALS. Animals wandering on Public Roads Turning Animals loose on Public Roads Negligence in driving Cattle on Public Roads Driving Cattle not in a prescribed manner Keeping, etc., dangerous dogs ... | ... | ... | 97 1 2 — 2 | 2,390 62 13 11 48 | 2,247 59 9 7 40 | 201 4 6 2 6 | 39 — — 2 4 |
| 9 | LIGHTING. No front lamp :— (a) Mechanically Propelled Vehicles ... (b) Horse-drawn Vehicles ... (c) Pedal Cycles ... Only one front lamp on Mechanically Propelled Vehicles No rear lamp on Mechanically Propelled Vehicles No reflectors on :— (a) Horse-drawn Vehicles ... (b) Pedal Cycles ... Other Lighting Offences | ... | ... | 83 281 1,395 28 168 117 366 16 | 1,072 1,607 30,645 488 2,245 801 6,284 162 | 935 1,670 29,192 441 1,887 784 5,888 135 | 154 148 2,088 52 389 86 553 30 | 66 70 760 23 137 48 209 13 |

TABLE 14 (Contd.).

| No. | DESIGNATION OF OFFENCE | Pending from Previous Year | Prosecutions | Convictions | Dismissed or Otherwise Disposed of | Pending | |
|--|---|-----------------------------------|--------------|-------------|------------------------------------|---------|---|
| 10 | LICENCES-DRIVING AND EXCISE. | | | | | | |
| | Driving without Licence | 118 | 2,186 | 1,757 | 450 | 97 | |
| | Owners employing unlicensed drivers | 26 | 328 | 242 | 81 | 31 | |
| | Driving licence not produced | 16 | 298 | 226 | 73 | 15 | |
| | Forging or making fraudulent use of Driving Licence | — | 11 | 9 | 2 | — | |
| | Excise Licence not paid | 112 | 2,635 | 1,958 | 662 | 127 | |
| | Excise Licence not displayed | 44 | 1,267 | 750 | 486 | 75 | |
| | Inappropriate Excise Licence | — | 26 | 19 | 4 | 3 | |
| | Fraudulent use of Excise Licence | 1 | 31 | 22 | 9 | 1 | |
| | Making false declarations | 5 | 70 | 62 | 12 | 1 | |
| | Trade Licence offences | — | 24 | 16 | 6 | 2 | |
| | Other offences in relation to Driving and Excise Offences | 8 | 117 | 60 | 54 | 11 | |
| | 11 | INSURANCE. | | | | | |
| Driving Mechanically Propelled Vehicles without effective Insurance cover :— | | | | | | | |
| (a) Owners permitting | | 59 | 612 | 455 | 171 | 45 | |
| (b) Drivers driving | | 82 | 834 | 617 | 251 | 48 | |
| Failure to produce Certificate of Insurance | | 26 | 393 | 255 | 139 | 25 | |
| Other Insurance Offences | | 1 | 33 | 20 | 14 | — | |
| 12 | | CONSTRUCTION, EQUIPMENT, ETC. | | | | | |
| | | Defective Brakes on :— | | | | | |
| | | (a) Large Public Service Vehicles | 1 | 8 | 3 | 6 | — |
| | | (b) Small Public Service Vehicles | 1 | 25 | 19 | 5 | 2 |
| | (c) Other Mechanically Propelled Vehicles | 13 | 209 | 167 | 47 | 8 | |
| | Defective Silencers on :— | | | | | | |
| | (a) Motor Bicycles | — | 7 | 7 | — | — | |
| (b) Other Mechanically Propelled Vehicles | 1 | 46 | 36 | 8 | 3 | | |
| Other offences against the Construction, use and equipment Order, 1934 | 65 | 783 | 671 | 130 | 47 | | |

| | | | | | | |
|----|---|-------|--------|--------|-------|-------|
| 13 | IDENTIFICATION MARKS. No Identification Marks Fraudulent use of Identification Marks Identification Marks not easily distinguishable | 26 | 349 | 298 | 64 | 13 |
| | | — | 42 | 34 | 3 | 5 |
| | | 38 | 416 | 387 | 59 | 8 |
| 14 | OVERCROWDING. Dublin Metropolitan Division— (a) Large Public Service Vehicles (b) Tram cars Outside Dublin Metropolitan Division— (c) Large Public Service Vehicles | 29 | 149 | 165 | 13 | — |
| | | — | 1 | 1 | — | — |
| | | — | 70 | 23 | 47 | — |
| 15 | Breaches of the Road Transport Act, 1932 Breaches of the Road Transport Act, 1933 | — | 22 | 12 | 10 | — |
| | | 122 | 335 | 200 | 189 | 68 |
| 16 | MISCELLANEOUS. Other Offences against the Laws and Regulations (including Local Bye-Laws) relating to Traffic and Mechanically Propelled Vehicles not specified but relating to the Dublin Carriage Acts | 65 | 996 | 829 | 159 | 73 |
| | TOTALS 1937 | 4,029 | 67,172 | 59,947 | 8,628 | 2,626 |
| | TOTALS 1936 | 2,976 | 68,733 | 59,343 | 8,337 | 4,029 |
| | TOTALS 1935 | 2,950 | 69,033 | 60,405 | 8,602 | 2,976 |

TABLE 15.
 DUBLIN METROPOLITAN DIVISION.
 RETURN OF PROSECUTIONS FOR OFFENCES AGAINST THE DUBLIN CARRIAGE ACTS, DURING THE YEAR 1937.

| No. | OFFENCE | Prosecutions | Convictions | Dismissed | Otherwise Disposed | Pending |
|--------------------------------|--|--------------|-------------|-----------|--------------------|---------|
| DRIVERS AND CONDUCTORS. | | | | | | |
| 1 | Acting as Driver or Conductor without Licence or Badge, or suffering such to act ... | 9 | 9 | — | — | — |
| 2 | Making false representation when applying for Licence ... | — | — | — | — | — |
| 3 | Not wearing Badge ... | 13 | 10 | 2 | — | 1 |
| 4 | Wearing defaced Badge ... | 1 | — | — | 1 | — |
| 5 | Using another's Badge or permitting such use ... | — | — | — | — | — |
| 6 | Absence from Vehicle ... | — | — | — | — | — |
| 7 | Plying from place not appointed ... | 1 | 1 | — | — | — |
| 8 | Not being clean in person ... | 2 | 1 | — | — | 1 |
| 9 | Demanding more than legal fare ... | — | — | — | — | — |
| 10 | Failing to surrender property found in vehicle ... | — | — | — | — | — |
| 11 | Failing to notify change of address ... | 24 | 22 | 1 | 1 | — |
| 12 | Failing to surrender Badge on expiration of licence ... | 82 | 73 | 1 | 7 | — |
| 13 | Other offences ... | 4 | 3 | 1 | — | — |
| OWNERS AND VEHICLES. | | | | | | |
| 14 | Using or letting for hire <i>without Dublin Plate</i> :— (a) Stage Carriages (Motor) ... (b) Job Carriages (Motor) ... (c) Motor Cabriolets ... (d) Horse-drawn Hackney Vehicles ... | 3 | 3 | — | — | — |
| 15 | Not in good and sufficient repair:— (a) Stage Carriages (Motor) ... (b) Job Carriages (Motor) ... (c) Motor Cabriolets ... (d) Horse-drawn Hackney Vehicles ... | 24 | 24 | — | — | — |
| | | 9 | 7 | — | — | 2 |
| | | 5 | 3 | — | — | 2 |

APPENDIX.

ABSTRACTS FROM TRAFFIC REPORT FOR THE YEAR
1938, NOW IN COURSE OF PREPARATION.

ACCIDENT STATISTICS.

A revised system of recording accident statistics was introduced as on and from the 1st January, 1938. Under the new system a separate statistical report is furnished to Headquarters in respect of each accident, whether resulting in personal injury or material damage only. Greater accuracy and uniformity are thus ensured. Furthermore, the system is in general conformity with the recommendations of the League of Nations Committee for the Unification of Statistics relating to Road Traffic Accidents, as outlined in its report C.276/M/179, dated at Geneva, 28th May, 1937.

ACCIDENTS DURING THE YEAR 1938.

It is regrettable to have to record a further increase in road accident figures for the year 1938. The following figures in respect of the year 1938, which are provisional and subject to revision, reveal a new high level in road traffic accidents for this country.

(A). ÉIRE (INCLUDING DUBLIN).

| Year | NO. OF ACCIDENTS | | | | | No. of Persons Killed or Injured | | |
|----------|------------------|----------|-------|----------------|--------|-------------------------------------|---------|-------|
| | Fatal | *Serious | Minor | Damage Only | Total | Killed | Injured | Total |
| 1938 ... | 224 | 1,186 | 3,460 | 7,269 | 12,139 | 227 | 5,516 | 5,743 |
| 1937 ... | 209 | 500 | 3,204 | 6,940 | 10,853 | 214 | 4,247 | 4,461 |

(B). DUBLIN METROPOLITAN DIVISION.

| Year | NO. OF ACCIDENTS | | | | | No. of Persons Killed or Injured | | |
|----------|------------------|----------|-------|----------------|-------|-------------------------------------|---------|-------|
| | Fatal | *Serious | Minor | Damage Only | Total | Killed | Injured | Total |
| 1938 ... | 51 | 265 | 1,410 | 2,880 | 4,606 | 52 | 1,851 | 1,903 |
| 1937 ... | 36 | 37 | 1,547 | 3,249 | 4,869 | 38 | 1,724 | 1,762 |

NOTE.—*While formerly "serious accident" was taken to mean one that incapacitated the victim for at least 14 days, this has now been modified to include all fractures, concussions, severe cuts, internal injuries, severe general shock, or other injuries requiring detention in hospital for more than 24 hours or prolonged medical treatment.

WORKING OF THE GENERAL BYE-LAWS FOR THE CONTROL OF TRAFFIC, AND THE DUBLIN TRAFFIC BYE-LAWS.

As previously pointed out in this Report for the year 1937, the General Bye-Laws for the Control of Traffic are a code for road safety and are founded upon what may be termed common-sense. In view of the big increase in the number of road accidents during the year 1938, it may fairly be concluded that the bye-laws are not being observed as well as they should be. This may to some extent be due to the fact that road users are not fully aware of their provisions. Accordingly, the question of having a summary of the Bye-Laws issued may have to be considered.

The Dublin Traffic Bye-Laws, including the Parking and Waiting Bye-Laws, have, it is thought, proved successful in reducing congestion and improving traffic circulation.

At the principal intersections extra Gardai are posted during "rush" hours to control pedestrian traffic. The response of pedestrians to this form of control has been good and generally the system is working well.

FURTHER TRAFFIC BYE-LAWS FOR DUBLIN.

Bye-Laws made under Section 137 of the Road Traffic Act, 1933, entitled "Dublin Appointed Standing (Street Service Vehicles) Bye-Laws, 1938," were made and brought into operation on the 9th November, 1938. These Bye-Laws appoint stands for street taxis and specify the conditions governing the use of such stands.

Bye-Laws under Section 118 of the Act appointing stands and stopping places for omnibuses in Dublin had reached proof stage by the end of the year 1938.

TRAFFIC BYE-LAWS FOR CORK AND OTHER CITIES.

Considerable progress has been made in regard to Traffic Bye-Laws for Cork City. Drafts of four sets of Bye-Laws modelled on the corresponding Dublin Bye-Laws were prepared during the year 1938, and are now before the Local Authorities concerned for their information and observations.

Preliminary steps have been taken in the preparation of Bye-Laws for Galway, Limerick and Waterford.

TRAFFIC LIGHT SIGNALS IN DUBLIN.

Towards the close of the year 1938, sixteen sets of traffic light signals were erected and brought into operation at the following intersections in Dublin:

Pearse Street-Tara Street; Pearse Street-Westland Row; Mount Street-Clanwilliam Place; Northumberland Road-

Haddington Road; Lower Gardiner Street-Talbot Street; Lower Gardiner Street-Sean McDermott Street; Middle Gardiner Street-Parnell Street; Mountjoy Square-Gardiner's Place; Dorset Street-North Frederick Street; Dorset Street-North Circular Road; Whitehall-Griffith Avenue; Parliament Street-Cork Hill; High Street-Nicholas Street; Patrick Street-Dean Street; Clanbrassil Street-South Circular Road, and Emmet Road-South Circular Road.

The signals which are vehicle actuated, are of the latest type. Generally, the signals are working satisfactorily. In addition to providing continuous control, the signals will set free 10 Gardai for patrol purposes or other normal police functions.

11th January, 1939.

Houses of the Oireachtas

Houses of the Oireachtas