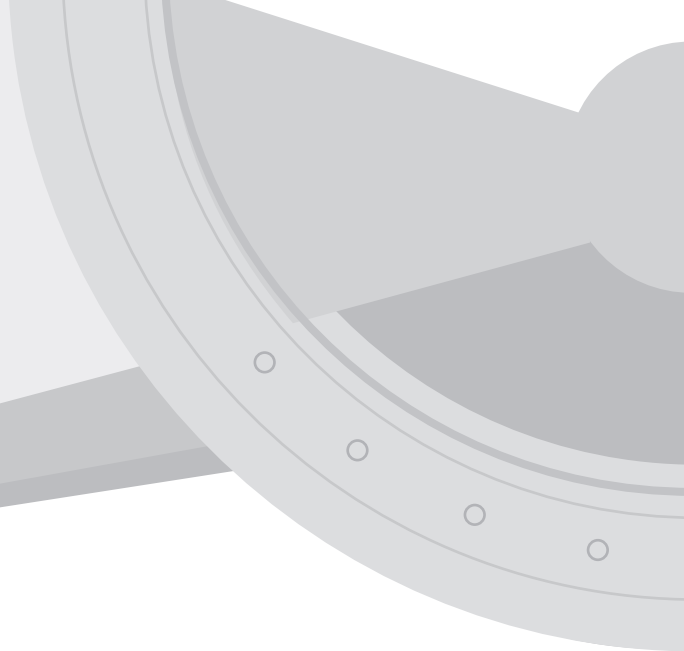
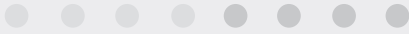




STEERING to Safety

Summary Report

JUNE • • • • • **2006** • •



This project is part financed by the European Union through the INTERREG IIIA Programme for Ireland/Northern Ireland 2000-2006 managed for the Special EU Programmes Body by the DHSSPS and the Dept. of Health and Children.

This ***Steering to Safety Summary Report*** is a summary of five individual reports conducted as part of an extensive research initiative embracing quantitative, qualitative and observational methodologies. This report provides an empirical profile of collisions which occurred along the border region, the attitude to road safety among the border population North and South and observed behaviour on selected cross border routes. The entire research programme represents Phase 1 of The Steering to Safety Project under the auspices of Co-operation and Working Together (CAWT). It is planned to focus on a range of interventions in line with and in response to the research finding in phase 2.

Back in 2002 the CAWT Health Profile found that there was a 33% higher death rate from road traffic collisions than the rest of Ireland. Opinions abound as to why this phenomenon exists but there was a general perception that road users outside their own jurisdictions, be it Northern Ireland or Republic of Ireland tend to be less attentive to rules of the road whilst driving. It was further felt that this risk taking behaviour was compounded by a lack of understanding of the different regulations pertaining in each jurisdiction and perhaps a degree of alienation as a result of the 'Troubles'. Notwithstanding the wide range of hypotheses one significant fact was the health and wellbeing of people living in the CAWT area was negated by this phenomenon.

Given the complexity of cultural environmental, personal and societal determinants which may impact on driver behaviour it was felt a continuum, of studies from across the entire research spectrum would provide an extensive and insightful knowledge base. This in turn could guide evidence based effective interventions in the future.

We would like to thank the European Commission for financial support secured by Co-operation and Working Together (CAWT) for this cross border health and social care project.

Finally this report will enable all concerned organisations to plan appropriate responses in order to reduce collisions across the border region.



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ABBREVIATIONS

District Command Unit	DCU
National Roads Authority	NRA
Northern Ireland	N.I.
Police Service of Northern Ireland	PSNI
Republic of Ireland	RoI

DEFINITION OF 'FATAL COLLISION', 'SERIOUS COLLISION' AND 'MINOR COLLISION'

- In this report, a **fatal collision** is one in which at least one person is killed due to the collision, with death occurring within 30 days
- A **serious collision** is one in which **at least one person** is seriously injured and **is detained in hospital as an inpatient or is treated for any of the following injuries:** fractures, concussion, internal injuries, crushing, severe cuts and lacerations, or severe shock requiring medical treatment
- For the purposes of this report, a **minor collision** includes collisions in which at least one person suffered a less serious injury such as a sprain or bruise. Note that collisions which result in solely material damage without injury to any party, even though they often involve distress, financial expense, insurance claims, increased insurance premiums, legal proceedings and inconvenience, are **excluded** from this category

	Abbreviations	3
	Executive Summary	6
4	Introduction	8
	Background to CAWT	8
	Background to Steering to Safety	8
1	Current Trends in Road Traffic Collisions, Ireland and Northern Ireland	10
	1.1 Current Trends in Ireland and Northern Ireland	10
	1.2 European Trends	12
2	Key Findings from 'Collision Trends, Border Region Rol and NI 1996 to 2003'	15
	2.1 Republic's Border vs. Non-border Counties 1996 to 2003	15
	2.2 Republic's Border Counties Only 1996 to 2003	17
	2.3 Collisions in the Republic's Border Counties involving Drivers from N.I. 1996 to 2003	17
	2.4 Northern Ireland's Border vs. Non-border DCUs 1998 to 2003	18
	2.5 Northern Ireland's Border DCUs Only 1998 to 2003	19
	2.6 Northern Ireland's Border DCUs involving Non-resident Driver 1998 to 2003	19
3	Key Findings 'Fatal Collisions Border Counties Rol and County Meath, 2001 to 2004'	20
	3.1 All Fatal Collisions 2001 to 2004	20
	3.2 Fatal Single-vehicle Collisions 2001 to 2004	21
	3.3 All Fatal Two-vehicle Collisions 2001 to 2004	22
	3.4 Fatal Collisions Involving a Pedestrian or Cyclist 2001 to 2004	23
4	Key Findings from 'Cross Border Traffic Survey, Border Region Rol and NI'	25
	4.1 Traffic Volumes by Index Plate	25
	4.2 Vehicle Speed by Index Plate	25
	4.3 Vehicle Speed by Vehicle Type	26
	4.4 Traffic Violations	27
5	Key Findings from 'Road Safety Behavioural Survey, Border Region Rol and NI'	29
	5.1 Personal Driving Behaviour	29
	5.2 Traffic Laws and Enforcement	30
	5.3 Other Road User Behaviour	31
	5.4 Crossing the Border	31
	5.5 Speed Limits and Speeding	31
	5.6 Changes in Driver Behaviour When Over the Border	32
6	Key Findings from 'Attitudes to Road Safety Border Region, Rol and NI'	33

7 Main Conclusions	35
7.1 Casualties	35
7.2 Fatal and Serious Collision Trends	35
7.3 Type of Collision	36
7.4 When do Collisions Occur?	36
7.5 Where do Collisions Occur?	36
7.6 Collisions Involving a Non Resident Driver	38
7.7 Residency of Driver Responsible for Collision Border Counties and Meath RoI, 2001 to 2004	39
7.8 Age-Band of Person Responsible for Fatal Collision Border Counties and Meath RoI 2001 to 2004	39
7.9 Type of Vehicle Involved in Fatal Collision Border Counties and Meath RoI, 2001 to 2004	40
7.10 Weather Conditions at time of Fatal Collision Border Counties and Meath RoI, 2001 to 2004	40
7.11 Contributing Factor Border Counties and Meath RoI, 2001 to 2004	41
7.12 Drink Driving	41
7.13 Seatbelt Use	45
7.14 Mobile Phone Use While Driving	46
7.15 Attitudes to Speeding and Speeding behaviour	47
7.16 Racing Culture	50
7.17. Driving Behaviour Across the Border	51
7.18 Enforcement	53

Acknowledgements	55
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List of Figures	
Figure 1 Number of fatalities from road traffic collisions Republic of Ireland 1996 to 2004	10
Figure 2 Number of fatalities from road traffic collisions Northern Ireland 1996 to 2004	11
Figure 3 Fatality rate per 100,000 population Northern Ireland and the Republic of Ireland 1996 to 2004	11
Figure 4 Fatality rate per 10,000 registered vehicles Northern Ireland and the Republic of Ireland 1996 to 2004	12
Figure 5 European Union fatality rate per 100,000 population 2003	12
Figure 6 Fatality rate per 100,000 population Northern Ireland and GB 1998 to 2004	14
Figure 7 Fatality rate per 10,000 registered vehicles Northern Ireland and GB 1998 to 2004	14

List of Tables	
Table 1 Europe Fatality rate per million population, 1991 to 2004	13
Table 2 Proportion of fatal, serious and minor collisions, NI and RoI	35
Table 3 The proportion of collisions in each border DCU (NI) and County (RoI)	37
Table 4 The proportion of fatal, serious and minor collisions involving NI drivers in the RoI and non resident drivers in NI	38
Table 5 The proportion of collisions that involved NI drivers and non resident drivers by county and DCU	38
Table 6 Residency of Driver or Pedestrian Responsible for the Fatal Collision, 2001 to 2004	39
Table 7 Age-band of person responsible for fatal collision, 2001 to 2004	39
Table 8 Type of vehicle involved in fatal collisions, 2001 to 2004	40
Table 9 Light conditions at time of fatal collisions 2001 to 2004	40
Table 10 Weather and surface conditions at time of fatal collisions 2001 to 2004	41
Table 11 Factors contributing to fatal collisions, 2001 to 2004	41
Table 12 Blood alcohol level in driver responsible for fatal collision border counties and Meath RoI, 2001 to 2004	42
Table 13 Mean blood alcohol level in driver responsible for fatal collision border counties and Meath RoI, 2001 to 2004	43
Table 14 Age-band of person responsible for fatal collision by alcohol consumed 2001 to 2004	43
Table 15 Vehicles travelling at 100pmh or greater, by index plate	49
Table 16 Average speeds and range, all locations, kph	50

Map of cross border traffic survey locations	56
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EXECUTIVE SUMMARY

6

- A higher proportion of fatal and serious collisions occurred in the border compared to non border region, in the Republic of Ireland (RoI) over the years 1996 to 2003. The same can be said of Northern Ireland (NI) with a greater proportion of fatal and serious collisions in the border District Command Units (DCUs) compared to non border DCUs from 1998 to 2003
- While there has been a reduction in fatal and serious collisions in non border counties in the RoI over the years 1996 to 2003, there has been an increase in the border counties. The same can not be said of NI, as there has been a larger reduction in fatal and serious collisions along the border DCUs, over the years 1998 to 2003, than non border DCUs
- Single vehicle collisions are a problem in the Republic's border counties, accounting for a quarter of all collisions from 1996 to 2003. Donegal had the largest proportion of this type of collision during that time period
- Donegal and Louth consistently had the highest number of collisions among the Republic's border counties from 1996 to 2003. Similarly, Foyle and Newry and Mourne DCUs had the largest proportion of collisions north of the border from 1998 to 2003. These areas mirror each other geographically
- Some 17.9% of all collisions over the years 1996 to 2003 in the Republic's border counties involved at least one driver from Northern Ireland. When a sample of 1000 residents of the border region in NI were asked had they ever been involved in and injury collision in the Republic, some 19% stated they had. Five percent of all collisions in the border DCUs involved a driver not resident in NI
- NI drivers were involved in more collisions in Donegal over the years 1996 to 2003 than any other border county in the RoI. Non resident drivers in NI were involved in more collisions in the Fermanagh DCU area than any other border DCU over the years 1998 to 2003
- The most common age category for all those responsible for a fatal collision in the Republic's border counties and Meath over four years 2001 to 2004 was 20 to 24 years. This age group was the largest for both male and female drivers responsible for a fatal single-vehicle collision
- Most fatal collisions over the four years 2001 to 2004, in the Republic's border counties and Meath occurred at weekends when the weather was fine and the road surface dry. Some 38.0% of all these fatal collisions occurred between the hours of 9 p.m. and 4 a.m., a time which may be associated with drink driving. Approximately half of all fatal single-vehicle collisions (53.8%) and collisions involving a pedestrian (45.7%) occurred when it was dark. By comparison approximately a quarter of two vehicle collisions (23.9%) occurred in the dark
- Across all fatal collision types over the four years, 2001 to 2004 in the Republic's border counties and Meath occurred, the majority of collisions involved a car. However, where a pedestrian was involved, 15.8% of the vehicles were either a HGV or a truck. These types of vehicles were involved in only 3.5% of single-vehicle and 4.6% of two-vehicle collisions

- The most common contributory factor in all fatal collisions occurring across the four years 2001 to 2004 in the Republic's border counties and Meath was the consumption of alcohol (37.4%), followed by excessive speed (27.3%) and inattention (18.8%). Alcohol was the main contributory factor in single-vehicle collisions (57.3%) and those collisions involving a pedestrian (42.9%). By comparison, speed (42.2%) was the main contributory factor in collisions involving two-vehicles
- Of the 311 drivers and pedestrians fatally injured in the border counties and Meath from 2001 to 2004, 133 (42.8%) were recorded as having consumed alcohol prior to the collision. The blood alcohol level was known for 71 of the 105 drivers held responsible or part responsible for the fatal collision who had consumed alcohol. Of these 71 drivers, 47(66.1%) were between 2 and 4 times the legal limit
- Focus group data highlighted a casual attitude to drink driving, with many stating they had done so before and would continue to do so. Some individuals reported a phone-the-pub system to inform and warn drinkers about checkpoints. The patrons stay in the pub drinking more; leaving even more intoxicated later on, thus avoiding the checkpoint
- Travelling with a drunk driver was very prevalent. It was often motivated by wanting to stay with the group, the passenger's own level of intoxication and a lack of alternative transport options from nightclubs and other late night venues. These motivational factors were offered as justifications for this behaviour
- Although seatbelts were generally regarded as safe by the under-18s and workers' groups, this perception was not reflected in their reported use of seat belts. Taxi drivers see seat belts as problematic if they are attacked by a passenger. Hauliers do not generally wear them for safety reasons. There was a marked difference between participants cognitive perspective and their reported behaviour
- Almost a quarter (23.1%) of the focus group participants insisted on passengers wearing a seatbelt. It emerged that most drivers felt it was up to the passengers themselves to decide
- Just half of the drivers deemed responsible for a fatal collision in the Republic's border counties and Meath from 2001 to 2004 were reported as wearing a seatbelt at the time of the collision
- Reported mobile phone use was very high (making and receiving a call and texting) while driving according to both a large scale cross border questionnaire survey and focus groups
- Racing was a familiar sight according to the Letterkenny/Derry and Monaghan/Armagh focus groups. Some expressed the opinion that it was a right of passage
- A survey of cross border traffic found no evidence to suggest that people drive significantly faster once they cross the border. While high levels of speeding were witnessed at some locations, this was on the whole, regardless of registration plate and involved only a minority of drivers
- During the cross border traffic survey some 41.2% of Northern registered buses and 42.0% of Southern registered buses were recorded travelling in excess of 80 kph, the speed to which they are restricted. Similarly, 42.2% of Northern and 41.1% of Southern registered lorries were also breaking the 80kph speed limit. A fifth of all Northern registered cars and vans were breaking the speed limit. A fifth of Southern registered vans and 17.6% of Southern registered cars were also speeding

Background to CAWT

Cooperation and Working Together is a cross border body, formed in 1992 when the North Eastern and North Western Health Boards in the Republic of Ireland (known as the Health Service Executive as of 1 Jan 2005) and the Southern and Western Health and Social Services Boards in Northern Ireland agreed to cooperate in improving the health and social well being of their resident populations. To underpin this cooperation, the four Health Boards entered into a formal accord known as the Ballyconnell Agreement.

The four Boards embrace the whole of the land boundary between the Republic of Ireland and Northern Ireland, serve a population of over one million people and account for 25% of the total land area of the island of Ireland. Through European funding the CAWT Development Centre supports the further development and consolidation of the collaborative cross border work being undertaken by the CAWT partners.

Background to Steering to Safety

According to the Population Health Profile report (2002), a comprehensive report on the health of the residents of the CAWT region, a 33% higher death rate from transport accidents than the rest of Ireland was identified. These are premature and preventable deaths. Thus, a project focusing on this key health and social issue was developed through the Health Promotion sub group of CAWT and funded through the European Union Interreg 111A Programme for Ireland/Northern Ireland 2000-2006.

The Steering to Safety project meets the overarching objectives of CAWT which are:

- To improve the health and social well being of their resident population
- To identify opportunities for co-operation in the planning and provision of services
- To assist border areas in overcoming the special development problems arising from their relative isolation in national economies and within the European Union as a whole
- To involve other public sector bodies in joint initiatives where this would help fulfil common primary objectives
- To exploit opportunities for joint working or sharing where these would be of mutual advantage.

Project Aim

The aim of the project is to reduce the number of Road Traffic Collisions (RTCs) and injuries resulting from same in the CAWT area embracing the border counties of the Health Service Executive, Southern Health and Social Services Board and Western Health and Social Services Board.

Objectives of the Project

Collate and analyse available data of road traffic collisions in the Republic of Ireland and Northern Ireland

- Conduct new research into the attitudes and behaviours of the CAWT population in relation to road safety
- Based on the findings from analysis of the data, develop a range of initiatives focussing on identified target groups across a range of appropriate settings
- Lobby and advocate for changes at socio-political levels to create a culture and environment which will contribute to a reduction in road traffic collisions

Project Board

The *Steering to Safety* project is managed through the CAWT Health Promotion sub group. This cross border group comprises health promotion and public health personnel from across the Health Service Executive, two Health Boards and seven Trusts in the CAWT region. This sub group is well established and has a strong record in developing and implementing a broad range of cross border initiatives and programmes over the years.

Steering Committee

The project appointed a multi-agency and multi-disciplinary steering committee comprised of members of the Gardai, Police Service Northern Ireland (PSNI), Department of the Environment Road Safety Division (DOE), National Safety Council (NSC), National Roads Authority (NRA), Department of Regional Development Northern Ireland (DRD) and Trinity College Dublin (TCD).

It was anticipated that the diffusion of this wide range of skills and expertise would:

- Guide the collection of data which all agencies could use to enhance their role in the reduction of prevention road traffic collisions
- Generate a mechanism, which would help achieve greater concentration of all these relevant agencies.

Research

Over the last year and a half an extensive research process has been conducted embracing quantitative, qualitative and observational methodologies. In this process we have engaged with agencies and communities from across the private, public and social spectrums and have produced a compendium of reports. Individually these reports provide analysis, insights and reflection on various elements of the RTC phenomenon in both jurisdictions; collectively they represent an extensive and complimentary data set which can provide strategic guidance for future work and a mechanism to forge partnerships between the many agencies who can impact on road safety. The following provides a brief synopsis of each of the reports:

1. Collision Trends - Border Region Rol, 1996 to 2003

This report provides a profile of collisions which occurred over a specific time period in both the border counties in the Republic of Ireland and the Border District Command Units (DCUs) in Northern Ireland. Data relating to the Republic of Ireland was extracted from the National Roads Authority (NRA) database. Data from Northern Ireland was provided by the Police Service Northern Ireland (PSNI) statistics division. Collision trends in the border counties in the Republic of Ireland and border DCUs were compared to trends in non border counties and DCUs. These trends include when and where the collision occurred, the type of collision and the residency of the drivers involved.

2. Fatal Collisions - Border Region Rol and Co Meath 2001 - 2004

This report examined all fatal collisions which occurred in counties Donegal, Sligo, Leitrim, Cavan, Monaghan, Louth and Meath. Factors surrounding the collisions and the profile of the driver or pedestrian responsible were reported on. The reporting of the level of alcohol or drugs present in the responsible drivers are a unique aspect to this report and give significant insight into the background to fatal collisions in the border counties.

3. Attitudes to Road Safety Among the Border Population (NI and Rol)

A series of seven focus groups were conducted including a mixture of professional drivers (Taxi and Hauliers) and residents of the border region (North and South) ranging in age from 15 to 45. Attitudes to road safety and observed behaviours were reported on.

4. Road Safety Behavioural Survey Border Population (NI and Rol)

A questionnaire was developed from the main findings of the focus groups. This was administered to 2,000 residents on each side of the border. Personal attitudes to road safety and type of driving witnessed daily were reported on.

5. Cross Border Traffic Survey - Volume of Traffic and Speeds in Border Region (NI and Rol)

Traffic cameras provided a visual record of traffic volumes and speeds of traffic across 21 locations north and south of the border. Additional data such as type of vehicle, index plate origin and traffic offences were also reported on.

6. Steering to Safety Summary Report

A summary report bringing together all of the main research outcomes was produced.

SECTION

1

CURRENT TRENDS IN ROAD TRAFFIC COLLISIONS, IRELAND & NORTHERN IRELAND

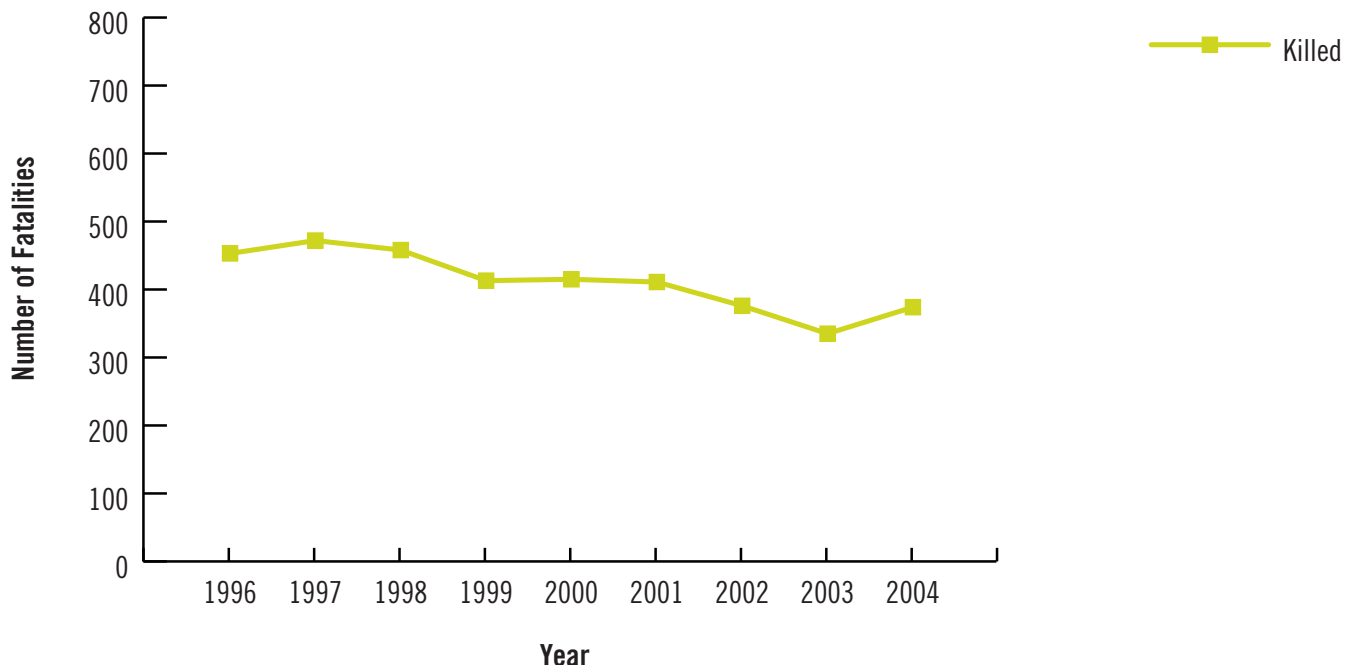
1.1 Current Trends in Ireland and Northern Ireland

A total of 521 people were killed as a result of a road traffic collision in both Northern Ireland and the Republic of Ireland in 2004. Deaths in Northern Ireland fell by 2% since 2003, however, deaths in the Republic of Ireland increased by 12% since 2003.

1.1.1 Trends in Fatal Road Traffic Collisions in Republic of Ireland

A total of 374 people were killed on Irish roads in 2004. This represents an increase of 39 fatalities (12%) from 2003 but a reduction of 2 fatalities over the 2002 figures (Figure 1). The reduction in fatalities noted for 2003 may have been influenced by the introduction of the penalty points system on 31st October, 2002. Overall, deaths from road traffic collisions have fallen by 17.4% since 1996.

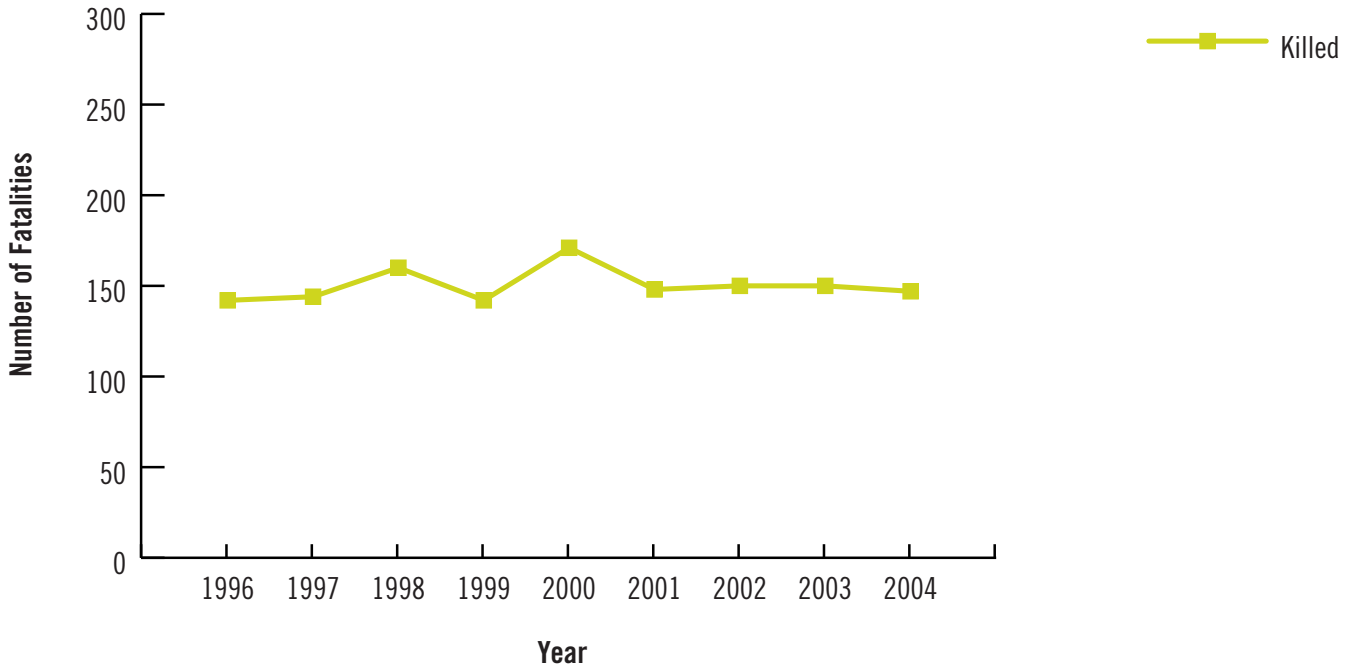
Figure 1 Number of fatalities from road traffic collisions Republic of Ireland 1996 to 2004



1.1.2 Trends in Fatal Road Traffic Collision in Northern Ireland

In 2004, there were 147 fatalities resulting from road traffic collisions in Northern Ireland. This is a reduction of 3 deaths (2.0%) since 2003. Overall, deaths have increased by 3.5% from 1996 to 2004 (Figure 2).

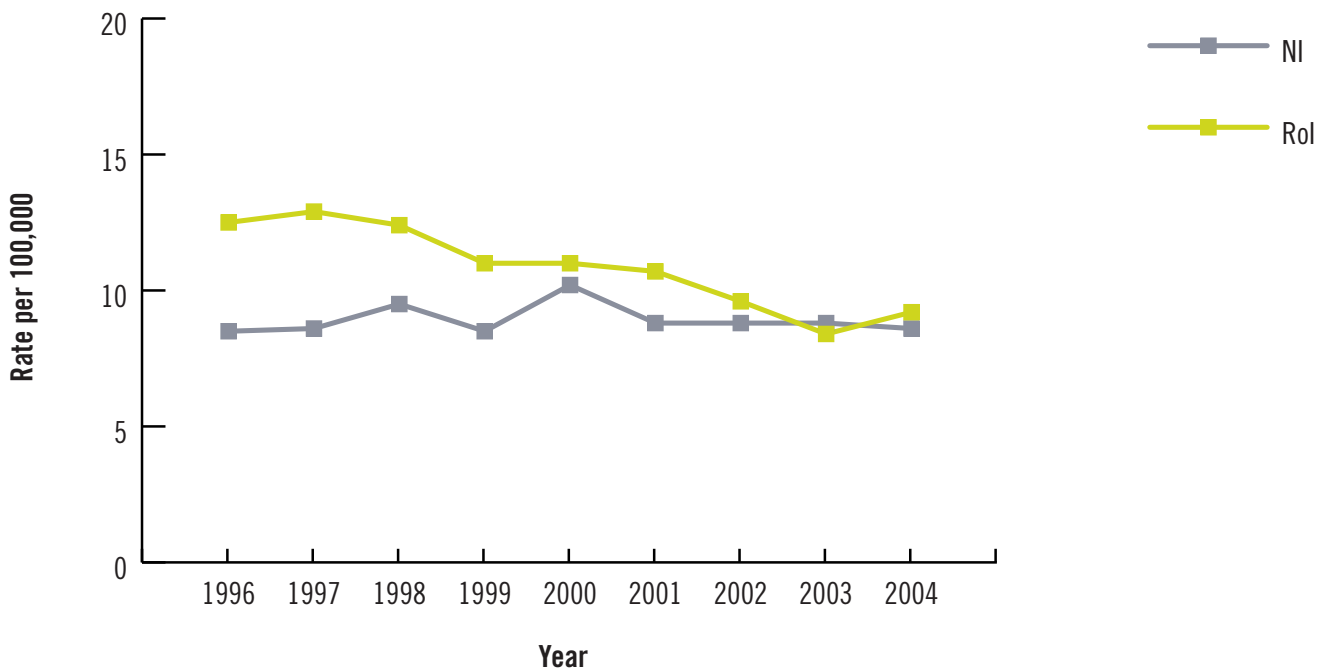
Figure 2 Number of fatalities from road traffic collisions Northern Ireland 1996 to 2004



1.1.3 Rate of Fatalities per 100,000 Population and 10,000 Registered Vehicles, Northern Ireland and Republic of Ireland, 1996 to 2004

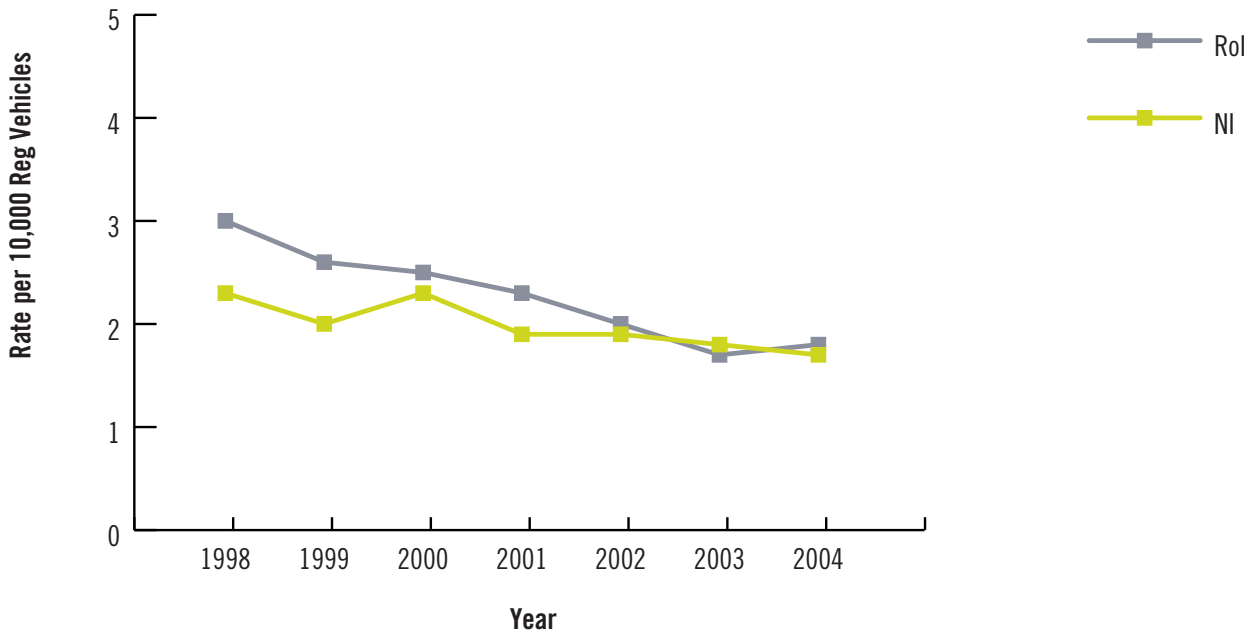
Figure 3 illustrates the rate of fatalities as a result of a road traffic collision, per 100,000 population in Northern Ireland and the Republic of Ireland. The rate of fatalities in the Republic of Ireland was higher at the start of the time period (1996 to 2004), however, since 2000 the rate of fatalities have followed a similar trend.

Figure 3 Fatality rate per 100,000 population Northern Ireland and the Republic of Ireland 1996 to 2004



The fatality rate, the number of persons killed per 10,000 registered vehicles, increased by approximately 6% in 2004 compared with 2003 (Figure 4). By contrast, mortality rates fell by 5.5% in Northern Ireland over the same time period.

Figure 4 Fatality rate per 10,000 registered vehicles Northern Ireland and the Republic of Ireland 1996 to 2004

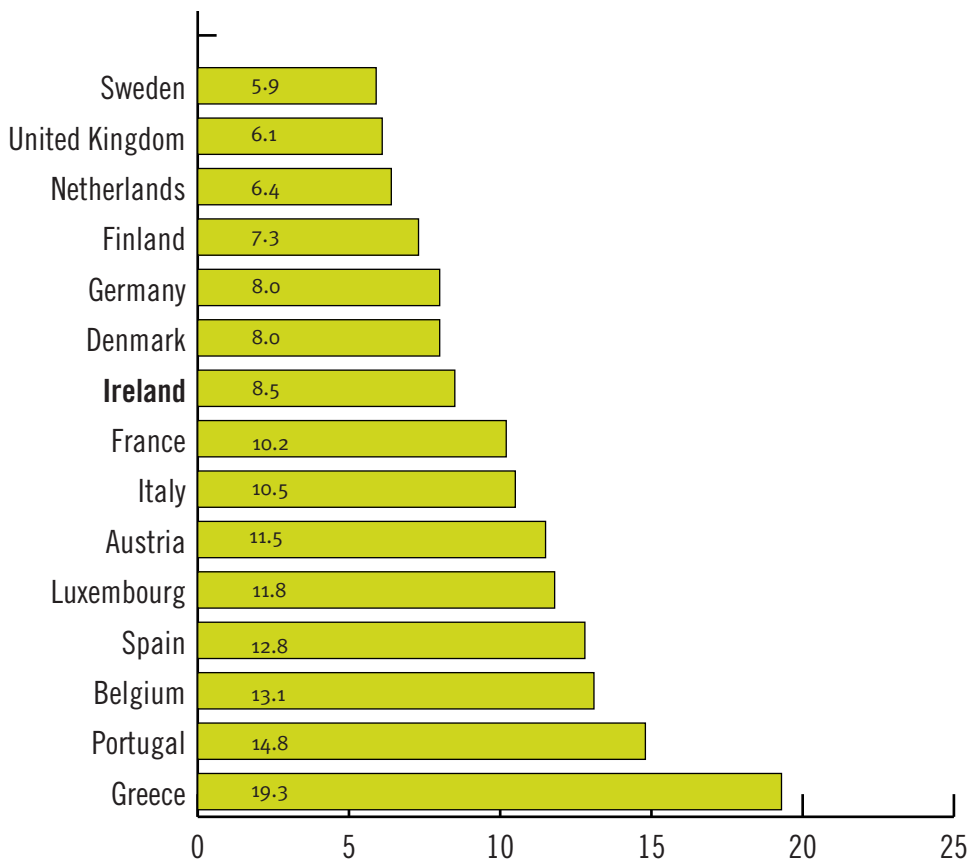


1.2 European Trends

1.2.1 Ireland Ranking Compared to European Countries, 2003

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 was available, ranks seventh out of the EU-15 (excluding former accession countries). The UK rate was second lowest with a rate of 6.1 (Figure 5). However, when the UK countries are separated, the NI rate per 100,000 population of 8.8 for 2003 is on a par with the Republic of Ireland.

Figure 5 European Union fatality rate per 100,000 population 2003*



* Data provided for Belgium is for year 2002 and data for Greece for 2000.



When the accession countries are included, Ireland's rate of 98 per 1,000,000 population places it in 17th position in 2003 and 15th place in 2004 (Table 1).

Table 1 Europe Fatality rate per million population, 1991 to 2004

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Latvia	346	274	257	279	242	220	212	255	248	247	219	221	210	220
Lithuania	314	223	256	205	181	180	196	224	202	173	203	201	204	216
Cyprus	150	189	161	184	162	174	155	149	150	147	129	129	128	154
Greece	207	210	209	216	231	206	201	208	201	193	178	151	147	153
Poland	207	181	165	175	179	165	189	183	174	163	143	151	146	148
Slovenia	231	247	247	254	209	195	180	156	169	157	140	135	121	137
Czech Republic	128	152	148	158	154	151	155	132	141	145	130	139	141	135
Hungary	204	203	162	151	154	133	135	133	127	117	121	140	130	127
Portugal	326	310	271	251	271	272	250	210	200	184	163	160	150	125
Estonia	312	184	210	242	223	144	192	195	160	149	146	163	120	124
Spain	227	201	163	143	146	139	142	150	144	143	135	129	128	113
Slovakia	116	128	110	119	123	115	146	152	120	116	114	116	120	113
Luxembourg	216	177	197	162	172	172	143	135	135	174	159	140	119	110
Austria	200	178	161	167	151	128	137	119	133	120	118	117	114	108
Ireland	126	117	121	113	121	125	130	124	111	111	108	97	87	98
Italy	143	142	126	124	123	116	117	110	115	115	116	117	104	97
France	184	173	172	157	154	147	145	153	145	138	138	129	102	93
Finland	126	120	96	95	86	79	85	78	84	77	84	80	73	72
Germany	142	132	123	121	116	107	104	95	95	91	85	83	80	71
Denmark	118	112	108	105	112	98	93	94	97	93	81	86	80	69
United Kingdom	82	76	68	65	64	64	64	61	60	60	60	60	62	56
Sweden	87	88	73	67	65	61	61	60	66	67	66	63	59	54
Netherlands	85	83	81	85	86	76	75	68	69	68	62	61	64	50
Malta	45	31	39	16	38	51	48	45	11	39	41	41	41	33
Belgium	188	167	165	168	143	134	134	147	137	144	145	131	-	-
Average	162	150	138	134	132	124	126	123	120	116	111	109	103	95

*Source <http://europa.eu.int/comm/transport/care/>

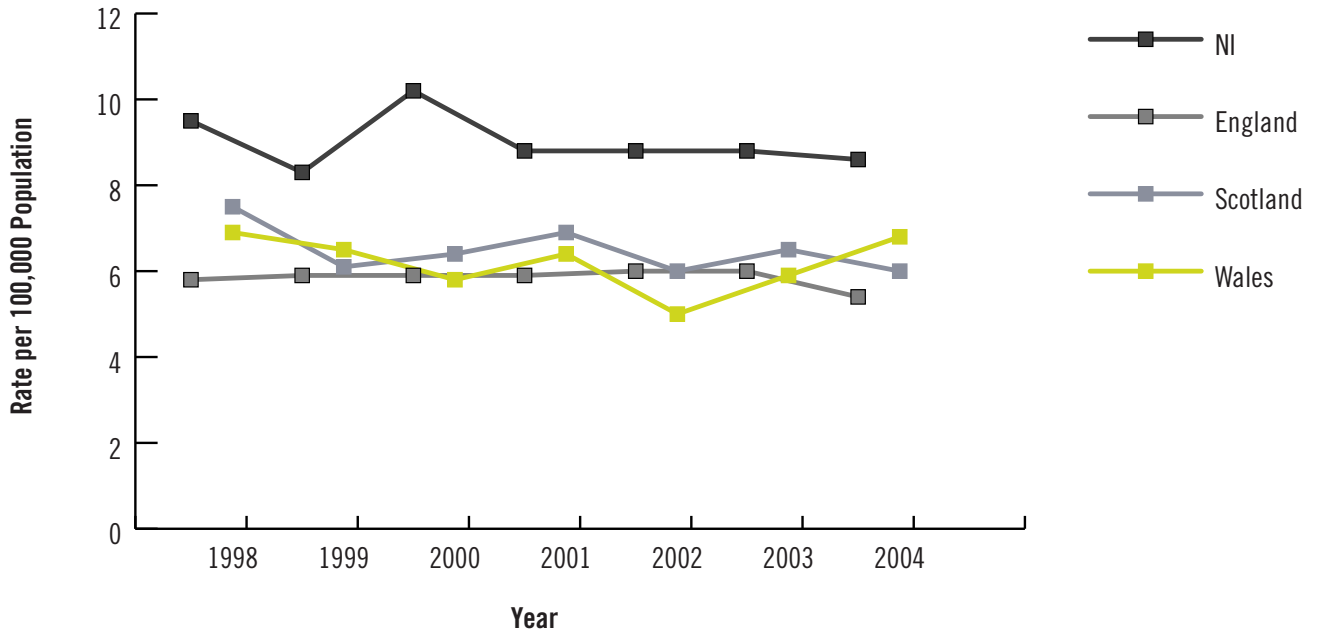
- Fatalities are all persons killed within 30 days from the day of the accident. For Member States not using this definition corrective factors were applied
- Figures in red come from the national statistical publications
- Figures in blue are estimations
- - Data not available

1.2.1 Northern Ireland Ranking Compared to UK

Since 1998, the rate of death from road traffic collisions in Northern Ireland has consistently remained higher than England, Scotland and Wales. Figure 6 and Figure 7 illustrate the rate of death from road traffic collisions by 100,000 population and per 10,000 registered vehicles.

Rates of death from road traffic collisions in Northern Ireland by 100,000 population remained constant from 2001 to 2003, but fell by 2% in 2004.

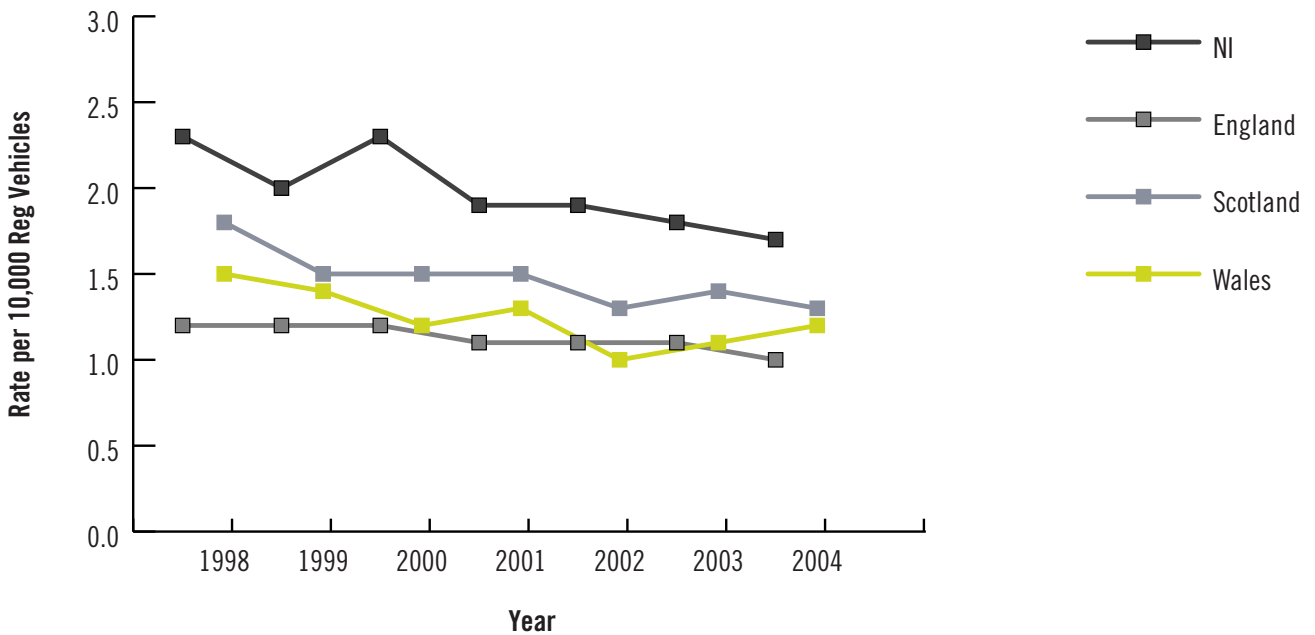
Figure 6 Fatality rate per 100,000 population Northern Ireland and GB 1998 to 2004



* Northern Ireland and GB rates are based on mid year population estimates

The rate of death from road traffic collisions in Northern Ireland per 10,000 registered vehicles fell by 5.5% from 2003 to 2004.

Figure 7 Fatality rate per 10,000 registered vehicles Northern Ireland and GB 1998 to 2004



* Northern Ireland and GB rates are based on mid year population estimates



KEY FINDINGS FROM 'COLLISION TRENDS BORDER REGION ROI AND NI 1996 TO 2003'

The following provides a summary of the key findings from the Collision Trends 1996 to 2003 report. This report provides a profile of collisions which occurred over this time frame in both the border counties in the Republic of Ireland and the Border District Command Units (DCUs) in Northern Ireland. Data relating to the Republic of Ireland was extracted from the National Roads Authority (NRA) database. Data from Northern Ireland was provided by the Police Service Northern Ireland (PSNI) statistics division. Collision trends in the border counties in the Republic of Ireland and border DCUs were compared to trends in non border counties and DCUs.

2.1 Republic's Border vs. Non-border Counties 1996 to 2003

- Between 1st January 1996 and 31st December 2003, as many as 554 people died as a result of road traffic collisions in the Republic's border counties
- Despite a downward trend of 34.5% in the number of collisions in non-border counties from 1996 to 2003, collisions in the Republic's border counties reduced by only 12.1% from 1996 to 2002 and increased sharply by as much as 13.9% in 2003
- The percentage of fatal collisions is higher in the Republic's border counties (6.5%) than in non-border counties (4.7%)
- In the Republic's border counties, fatal collisions were 13.5% higher in 2003 than in 1996. This contrasts with fatal collisions in non-border counties which fell by a third from 1996 to 2003
- A higher percentage of collisions which occurred in the Republic's border counties were serious (19.6%) compared to non-border counties (15.5%)
- While serious collisions in the Republic's border counties fell by 26.2% from 1996 to 2003, this compared poorly with non-border counties where serious collisions fell by more than half (55.7%) over the same period
- From 1996 to 2003, there were as many as 7,496 injury collisions in the Republic's border counties. Of these, some 486 (6.5%) collisions caused the death of at least one person, a further 1,467 (19.6%) resulted in at least one person suffering serious injury and 5,543 (73.9%) involved minor injury
- Single-vehicle collisions accounted for almost a quarter (24.7%) of all collisions in the border counties over the eight years, compared to 16.8% in the non-border counties
- In non-border counties, a 21.3% reduction was achieved in the number of single-vehicle collisions in 2003 compared to 1996. In sharp contrast, the Republic's border counties saw a large increase, with 22.6% more single-vehicle collisions occurring in 2003 than in 1996. Indeed, there was a 38% increase from 2002 to 2003
- Collisions involving a pedestrian occurred relatively less frequently in the Republic's border counties (14.4%) than in non-border counties (18.2%)

- While 2003 saw a 42.8% reduction in collisions involving a pedestrian in non-border counties compared to 1996, in contrast there was a 13% increase in collisions involving a pedestrian in border counties in 2003 compared to 1996
- Over the eight year period, the worst month for collisions was July in the Republic's border counties (9.2%) and October in non-border counties (9.4%). Of note is the fact that both July (in Northern Ireland) and October (Republic of Ireland) contain bank holidays
- Saturdays and Sundays had the most frequent occurrence of collisions in the Republic's border counties. They accounted for 34.4% of all collisions. In contrast, these two days accounted for 29.2% of collisions in non-border counties. This finding may be associated with an earlier finding that there was a greater proportion of single-vehicle collisions in the border counties than in non-border counties. Single-vehicle collisions occurred most frequently in the early morning hours at weekends
- Virtually 40% of the fatal collisions in the Republic's border counties occurred on Saturdays and Sundays, compared to just over a third (35.4%) of fatal collisions on these days in non-border areas. Wednesday appeared to be the safest day to drive in border and non-border counties
- The peak times for collisions are similar for border and non-border counties. The peak periods 8 a.m. to 10 a.m. and 5 p.m. to 7 p.m. may have high traffic densities
- The percentage of collisions between the hours of 9 p.m. and 4 a.m. - the hours which may be associated with drinking and driving - was 21.5% in the border counties and 18.7% in non-border counties
- One third (32.9%) of fatal collisions in the Republic's border counties occurred between 9 p.m. and 4 a.m., a time which may be associated with drinking and driving
- The early hours 2 a.m. and 4 a.m. in particular highlight the difference in fatal collisions between the border and non-border counties (11.7% border, 8.7% non-border)
- The majority of drivers involved in collisions were aged between 15 and 34 years. Some 44.1% of drivers who collided in the Republic's border counties were in this age group, compared to 41.4% in non-border counties
- In the Republic's border counties, 56.2% of drivers involved in a fatal collision were aged between 15 and 35 compared to 50.2% in non-border counties
- Most single-vehicle collisions involved a driver within the 15 to 34 year age group. A slightly higher proportion (59.9%) of single-vehicle collisions in the Republic's border counties involved drivers aged 15 to 34 years, compared to 57.7% in non-border counties
- Of the 7,496 collisions involving injury or death that occurred in the Republic's border counties, 69.4% of drivers were male and 23.3% female. Gender was not recorded for 7.3% of collisions. Of 52,999 collisions in the Republic's non-border counties, 66.5% of drivers were male and 25% were female. Gender was not recorded for 8.5% of collisions
- Some 89.4% of drivers involved in a fatal collision in the Republic's border counties were male and 10.6% were female. Almost three in five (59.0%) of the male drivers involved in fatal collisions in the border counties were aged between 15 and 34, whereas somewhat closer to two in five (44.2%) of female drivers involved in a fatal collision were aged 15 to 34 years, indicating an older age profile of female drivers involved in fatal collisions. In non-border counties, some 84% of the drivers involved in a fatal collision were male, while 16% were female. More than half (52.0%) of male drivers and less than half (45.8%) of female drivers were aged 15 to 34 years
- The dominant gender in all single-vehicle collisions was male in the Republic's border (79.7%) and non-border counties (77.3%)

2.2 Republic's Border Counties Only 1996 to 2003

- Over the eight years reviewed, two of the Republic's six border counties had a similar proportion of collisions, Donegal (28.2%) and Louth (27.9%)
- Donegal and Louth consistently had the highest number of collisions of the Republic's border counties over the eight year period. Donegal had the highest number of collisions from 1999 to 2003
- While there was a generally downward trend in the number of collisions over the eight years in county Louth, the trend in Donegal was of increasing collision rates over the period. Cavan is also notable for its profile of increasing numbers of collisions
- Of the Republic's border counties, Donegal had the largest proportion of fatal (31.3%) and serious (34.7%) collisions during the eight year period
- For seven out of the eight years, Donegal maintained the highest proportion of fatal collisions
- Donegal had the highest proportion of single-vehicle collisions of the Republic's border counties (30.7%) Louth had the highest proportion of two or more vehicle collisions (28.2%) and collisions involving a pedestrian (32.7%)
- In 2003, the border counties (except Sligo), constituted the top ranked counties for collisions per head of population and per number of registered vehicles

2.3 Collisions in the Republic's Border Counties involving Drivers from N.I. 1996 to 2003

- Of the 7,496 collisions in the border counties from 1996 to 2003, as many as 1,343 (17.9%) involved at least one driver from Northern Ireland
- Drivers from Northern Ireland were involved in 18.5% of all fatal collisions, 16.1% of serious injury collisions and 18.3% of minor injury collisions in the Republic's border counties
- Drivers from Northern Ireland accounted for 13.5% of all single-vehicle collisions, 21.8% of two vehicle collisions and 10.6% of collisions involving a pedestrian in the Republic's border counties
- Collisions involving a driver from Northern Ireland accounted for 21.4% of all the Republic's border county collisions in July and 23.8% in August over the eight year period
- There appears to have been a higher proportion of drivers from Northern Ireland involved in collisions in the Republic's border counties in the early hours of Saturdays. This may reflect the trend of crossing the border to socialise at weekends, either for nightlife or weekends away
- Collisions involving a driver from Northern Ireland accounted for 19.7% of all collisions on Saturdays, 18.7% of collisions on Sundays and 19.3% on Mondays over the eight-year period
- Louth saw the greatest proportion (37.8%) of fatal collisions involving a driver from Northern Ireland
- Drivers from Northern Ireland were involved in as many as 27.9% of all fatal collisions in Louth, 22.2% of fatal collisions in Leitrim and 18.4% of fatal collisions in Donegal
- Of all Northern Ireland drivers involved in a serious collision in the Republic's border counties, 40.7% of them collided while in Donegal
- Drivers from Northern Ireland were involved in more than a fifth of all serious collisions in Monaghan (22.8%) and Louth (21%); and close to one fifth (18.9%) in Donegal

- Drivers from Northern Ireland were involved in more than a fifth of all collisions occurring in Donegal (22.2%), Louth (21.8%) and Monaghan (21.2%)

2.4 Northern Ireland's Border vs. Non-border DCUs 1998 to 2003

- Between 1998 and 2003, as many as 316 people died due to road traffic collisions in Northern Ireland's border District Command Units, namely, Armagh, Dungannon & South Tyrone, Fermanagh, Foyle, Newry & Mourne, Omagh, and Strabane
- There had been a downward trend in the number of all collisions in non-border DCUs. Some 18.3% fewer collisions occurred in 2003 than in 1996. All collisions in the border DCUs followed a similar, indeed somewhat better, trend, with 22.0% fewer collisions in 2003 than in 1996
- Overall, fatal collisions accounted for 2.5% of all collisions in the border DCUs between 1998 and 2003, compared to 1.7% in non-border DCUs
- In the border DCUs, fatal collisions fell by 10.9 %, comparing the figures for 1998 with 2003. They showed a consistent trend towards reduction from 2000 to 2003. Fatal collisions in non-border DCUs fell by 6.5% comparing 1998 fatalities with those for 2003
- There was a slightly higher percentage of serious collisions over the period in the border DCUs (16.9%) compared to non-border DCUs (15.1%)
- Serious collisions in the border DCUs were 23.6% lower in 2003 than in 1998. In contrast, serious collisions in non-border DCUs fell by only 8.4% comparing figures for 1998 with those for 2003
- From 1998 to 2003, there were as many as 10,659 collisions involving injury or death in Northern Ireland's border DCUs. Of these, 266 (2.5%) involved at least one fatality, 1,801 (16.9%) involved serious injury and 8,592 (80.6%) resulted in minor injuries
- Over the six-year period, single-vehicle collisions accounted for 13.5% of all injury collisions in Northern Ireland's border DCUs and 9.3% in non-border DCUs. Collisions involving a pedestrian were higher in non-border DCUs (14.1%) compared to border DCUs (12.1%)
- Single-vehicle collisions reduced by 21.1% in non-border DCUs from 1998 to 2003. However, single-vehicle collisions were 34.8% lower in the border DCUs at the end of the six year period. The number of single-vehicle collisions in border DCUs consistently fell each year from 1999 to 2003, while the same can be said of non-border DCUs from 2000 to 2003
- Collisions involving a pedestrian fell by 40.4% in border DCUs and by 34.6% in non-border DCUs over the six year period. Border DCUs had consistently fewer collisions of this type each year from 1998 to 2003
- The worst month for collisions was October among the border DCUs (9.4%). October and November each accounted for 9.9% of all collisions in the non-border DCUs over the six-year period
- More collisions occurred on Fridays (16.5%) and Saturdays (16.0%) than on any other day of the week in the border DCUs. Fridays and Saturdays also accounted for as many as 31.3% of all collisions in the non-border DCUs
- More than two in five (42.5%) fatal collisions occurred on Saturdays and Sundays in border DCUs. More than a third (35.3%) occurred on these days in non-border DCUs
- Peak times for collisions were similar for border and non-border DCUs. The percentage of collisions between 9 p.m. and 3 a.m., the hours which may be associated with drinking and driving, was 14.4% in border DCUs and 13.8% in non-border DCUs
- The majority of drivers responsible for all injury collisions were aged between 17 and 34. More than half (51.5%) of drivers responsible for collisions in border DCUs were in this age group, compared to 46.3% of drivers in non-border DCUs

- Almost half of all single-vehicle collisions in border DCUs (46.1%) were caused by a driver aged between 17 and 24 years old
- Of 10,659 collisions in the border DCUs, as many as 57.1% were caused by males compared to 22.1% by females. Gender was not known for a fifth (20.8%) of collisions. Of 33,058 collisions in non-border DCUs, 59.5% were caused by a male driver compared to 22.5% by a female driver. Gender was not known for 18.0% of drivers
- Of some 1,437 single-vehicle collisions in border DCUs, some 53.7% are known to have been caused by a male driver compared to 18.8% by a female driver. Gender was not known for 27.5% of single-vehicle collisions in border DCUs. Of some 3,059 collisions in non-border DCUs, 55.5% are known to have been caused by a male driver compared to 15.4% by a female driver. Gender was not known for 29.1% of drivers

2.5 Northern Ireland's Border DCUs Only 1998 to 2003

- Of the border DCUs, Foyle had the largest proportion of all collisions (22.1%) during the six year period
- Of the border DCUs, each year from 1998 to 2003, Foyle consistently had a greater proportion of collisions. In addition, a downward trend in the proportion of collisions each year in the Foyle DCU is, at best, only marginal
- Over the six years 1998 to 2003, Newry and Mourne had the greatest proportion of fatal (27.4%) and serious (19.3%) collisions
- Foyle DCU experienced the largest proportion of minor injury collisions (23.6%)
- Newry and Mourne had the greatest proportion of fatal collisions of the border DCUs for all years except one (2001) between 1998 and 2003
- Foyle had the highest proportion of collisions involving a pedestrian (30.8%)
- When injury collision rates per 100,000 population are considered, Dungannon and South Tyrone had the highest collision rate of the border DCUs

2.6 Northern Ireland's Border DCUs involving Non-resident Driver 1998 to 2003

It should be noted that non-resident drivers are not necessarily residents of the Republic of Ireland.

- Of some 10,659 collisions in the border DCUs from 1998 to 2003, some 533 (5.0%) involved at least one driver not resident in Northern Ireland
- Non-resident drivers were involved in 7.1% of fatal, 5.3% of serious and 4.9 % of minor collisions which occurred in border DCUs
- Some 31.6% of non-resident fatal collisions in Northern Ireland's border DCUs occurred in Newry and Mourne
- Non-resident drivers were involved in almost one in ten (9.4%) of all fatal collisions in Fermanagh
- There were more non-residents involved in a serious collision in Fermanagh DCU than in any other border DCU. Indeed, almost three in ten (29.2%) of non-resident drivers involved in a serious collision in a border DCU did so in Fermanagh (29.2%). Non-resident drivers were involved in almost a tenth of all serious collisions in Fermanagh (9.4%)
- Newry and Mourne had the highest proportion (19.6%) of resident drivers involved in a serious collision of the border DCUs
- Non-resident drivers were involved in almost a tenth of all collisions which occurred in Fermanagh (9.7%)

KEY FINDINGS 'FATAL COLLISIONS BORDER COUNTIES ROI & Co MEATH, 2001 TO 2004'

This report examined all fatal collisions which occurred in counties Donegal, Sligo, Leitrim, Cavan, Monaghan, Louth and Meath. Factors surrounding the collisions and the profile of the driver or pedestrian responsible were reported on. The reporting of the level of alcohol or drugs present in the responsible drivers are a unique aspect to this report and give significant insight into the background to fatal collisions in the border counties.

3.1 All Fatal Collisions 2001 to 2004

- Over the four year period 1st January 2001 to 31st December 2004, there were almost 300 fatal collisions, that is, collisions involving at least one death, in the Republic's border counties (Cavan, Donegal, Leitrim, Louth, Monaghan and Sligo) and county Meath.¹ As many as 329 people were killed and 63 were seriously injured due to these fatal collisions. Of those killed, 184 were drivers, 75 were passengers and 70 were pedestrians or pedal cyclists
- A quarter of all fatal collisions occurring in the Republic's border counties plus Meath occurred in Donegal (24.6%)
- Almost two in five (39.4%; N=117) fatal collisions involved a single-vehicle, more than a third (36.7%; N=109) involved two or more vehicles, while almost a quarter (23.5%; N=70) involved a pedestrian or cyclist
- More than half (51.3%) of all fatal collisions in the Republic's border counties and Meath in 2004 were single-vehicle collisions. Moreover, the number of fatal single-vehicle collisions increased each year from 2001 to 2004. Indeed, fatal collisions involving a single vehicle in 2004 were 56.0% higher than in 2001
- Of the border counties plus Meath, Donegal had the largest proportion of single-vehicle (30.8%) and pedestrian or cyclist (28.8%) collisions over the four year period
- Almost half (49.3%) of all fatal collisions in Donegal involved a single-vehicle. Single-vehicle collisions were the most common type of fatal collision in counties Donegal, Cavan, Leitrim, Monaghan and Sligo
- More than half (52.6%) of fatal collisions in the Republic's border counties and Meath occurred on weekends. Tuesdays and Wednesdays were the safest days to travel
- Almost two in five fatal collisions (38.4%) took place between 9 p.m. and 4 a.m., a time which may be associated with drinking and driving
- Almost half (49.2%) of fatal single-vehicle collisions occurred between 11 p.m. and 5 a.m.
- More pedestrians were killed between 1 a.m. and 2 a.m. than at any other hour, possibly associated with returning from pubs or nightclubs
- September was the most common month for pedestrian fatalities (19.7%) in the border counties and Meath

¹ The precise figure was 297 fatal collisions.

- Almost three quarters (73.4%) of all fatal collisions occurred when the weather was fine. More than three in five (61%) fatal collisions took place when the road surface was dry. Only 17.6% occurred while it was raining. As few as 2.7% occurred when there was frost or ice on the road
- The most common contributory factor in fatal collisions was the consumption of alcohol (37.4%), followed by excessive speed (27.3%) and inattention (18.8%)
- Alcohol, speeding and counter inattention combined accounted for as much as 83.5% of fatal collisions
- Blood alcohol levels present in responsible drivers and pedestrians are a unique aspect of this report. The blood alcohol level was recorded for 71 of the 105 drivers deemed responsible or part responsible for the fatal collision and who had consumed alcohol. Of the 71 drivers, 90.1% (N=64) were over the legal limit and some 66.1% (N=47) were between 2 and 4 times the legal limit

3.2 Fatal Single-vehicle Collisions 2001 to 2004

- From 1st January 2001 to 31st December 2004, there were 117 single-vehicle collisions involving the death of at least one person
- As many as 127 people died due to single-vehicle collisions between 2001 and 2004. That's one death every 111/2 days due to single-vehicle collisions in the Republic's border counties and Meath
- The number of single-vehicle collisions increased each year from 2001 to 2004
- In 2004, there were 39 fatal single-vehicle collisions, which was an increase of 56.0% on the 2001 figures
- Single-vehicle collisions were the most common type of fatal collision in counties Donegal (49.3%), Cavan (42.9%), Leitrim (44.4%), Monaghan (37.1%), and Sligo (40.9%)
- Donegal had the largest proportion of fatal single-vehicle collisions (30.8%) of the border counties over the four years 2001 to 2004
- The early hours of Saturday and Sunday accounted for most fatal single-vehicle collisions (42.8%)
- Almost half (49.0%) the fatal single-vehicle collisions occurred between 11 p.m. and 5 a.m.
- Of the 117 drivers involved in fatal single-vehicle fatal collisions, the overwhelming majority (90.6%; N=106) were male. Fewer than one in 10 (9.4%) were female
- Three in five male drivers (60.4%) but fewer than half (45.5%) the female drivers involved in fatal single-vehicle collisions were aged 15 to 29 years
- Almost four out of five (79.5%; N=93) drivers of fatal single-vehicle collisions were themselves killed and 1.7% (two) were seriously injured
- More than half (55.9%) of drivers killed in single-vehicle collisions from 2001 to 2004 were aged between 15 and 29 years
- Of the 42 front seat passengers involved in fatal single-vehicle collisions, more than half (54.7%; N=23) were killed
- Of the 117 drivers involved in a fatal single-vehicle collision, almost three in five (57.3%; N=67) are known to have consumed alcohol. More than four out of five (81.0%) drivers known to have consumed alcohol who were involved in a fatal single-vehicle collision were themselves killed
- The largest group of drivers involved in fatal single-vehicle collisions known to have consumed alcohol were aged between 20 and 24 years (34.4%). Collectively, 70.1% were younger than 30 years

- More than two in three (67.2%; N=45) drivers of fatal single-vehicle collisions known to have consumed alcohol are known to have been over the legal limit. Of those 45 drivers, more than seven in ten (73.3%; N=33) were between twice and four times over the legal limit
- The presence of drugs was detected in almost one in ten (8.5%; N=10) drivers involved in a fatal single-vehicle collision. In the case of a further 8.5% of drivers, it was not known whether they had taken drugs or not
- Of the 117 drivers involved in a fatal single-vehicle collision, 84.6% (99) were legally obliged to wear a seatbelt (this excludes motorcycles/mopeds/quad bikes). Of these drivers, two in three (65.6%; N=65) did not wear a seatbelt. The vast majority (89.2%) of drivers who did not wear a seatbelt were killed in the collision
- Almost half (46.8%) of those involved in a fatal single-vehicle collision whose driving licence status is known either had a provisional licence or no licence
- Of the 107 drivers involved in fatal single-vehicle collisions in the border counties and Meath between 2001 and 2004 whose insurance status was recorded, almost a third (31.8%; N=34) had no insurance
- More than one in five (20.5%) drivers involved in a fatal single-vehicle collision did not own the vehicle
- More than seven in 10 fatal single-vehicle collisions (70.9%) occurred when the weather was fine
- More than half (53.8%) of fatal single-vehicle collisions happened in the dark. Only 15.4% (N=18) occurred while it was bright
- Alcohol and speed were contributory causal factors in four out of five (82.9%) fatal single-vehicle collisions

3.3 All Fatal Two-vehicle Collisions 2001 to 2004

- From 2001 to 2004 there were 109 collisions involving two-vehicles in the Republic's border counties and Meath where at least one person was killed
- As many as 130 people died there due to this category of collision alone
- 2004 saw a 21.7% increase in fatal collisions involving two-vehicles compared to 2003. Nevertheless, fatal collisions involving two-vehicles in 2004 were 20.0% lower than in 2001
- Of the Republic's border counties and Meath, fatal collisions involving two-vehicles were the most frequent in counties Louth and Meath
- Thursdays (20.8%) and Saturdays (18.8%) were the days most frequently associated with fatal two-vehicle collisions
- The most dangerous time of the day for fatal two-vehicle collisions was between 4 p.m. and 8 p.m. During that four-hour period, almost one in three (32.1%) of this fatal collision type occurred
- Males were deemed primarily responsible for causing more than four in five (81.7%; N=89) fatal two-vehicle collisions
- More than half the male drivers (53.9%) were aged between 20 and 34 years. A higher proportion of female drivers deemed responsible for the fatal collision were over 34 years of age. Indeed, 41.3% of females deemed responsible for the fatal collision were aged 55 years or older, compared to 14.5% of men. Moreover, 29.5% of the female drivers were aged 70 and greater, compared to only 8.9% of males
- The average age of males responsible for fatal two-vehicle collisions was 35 years, while females were, on average, 15 years older
- Sixty-four (58.7%) of the drivers responsible for the collision were fatally injured, while a further five (4.6%) suffered serious injury

- More than half (56.3%) were aged between 20 and 39 years. More than a third (34.4%) were teenagers or in their twenties
- Some 25 innocent drivers died as did 41 passengers in fatal two-vehicle collisions in the Republic's border counties and Meath. Of the passengers, three in five (60.9%; N=25) were front seat passengers, while almost two in five (39.0%; N=16) were back seat passengers
- Almost two in three (65.5%; N=27) passengers killed in fatal two-vehicle collisions were in the car driven by the driver responsible for the collision
- Almost a quarter (24.7%; N=27) of drivers responsible for fatal two-vehicle collisions are known to have consumed alcohol beforehand. Almost three in five (59.3%; N=16) of the drivers deemed responsible for the collision who had consumed alcohol were fatally injured. Of the 27 drivers responsible for the fatal collision known to have consumed alcohol, more than nine in 10 (92.6%; N=25) were male and fewer than one in 10 (7.4%; N=2) was female
- More than a third (37.1%) of drivers responsible for fatal two-vehicle collisions who are known to have consumed alcohol were aged between 20 and 24 years. Almost three in five (59.2%) were under 30 years of age
- A record exists for almost three in four (74.1%; N=20) of the 27 drivers responsible for a fatal two-vehicle collision known to have consumed alcohol. All but one were over the legal limit. More than half (51.8%; N=14) had between twice and four times the legal alcohol limit
- Females tended to have a higher blood alcohol level than men
- Of the 109 drivers responsible for fatal two-vehicle collisions in the Republic's border counties and Meath, nine (6.4%) tested positive for the presence of drugs. Four males and one female had taken a combination of drink and drugs before the fatal collision. All drivers who tested positive for drugs were aged between 20 and 49 years
- Of the 109 vehicles driven by drivers responsible for fatal two-vehicle collisions, as many as one in five (20.2%; N=22) were registered in Northern Ireland
- Of the 55 drivers where seatbelt use was recorded, more than half (56.4%; N=31) were not wearing their seatbelt at the time of the fatal collision
- Some 79 males responsible for fatal two-vehicle collisions were legally obliged to wear a seatbelt (this excludes motorcycles/mopeds). Of these, only 15.1% (N=12) were wearing one at the time of collision. Of the 31 male drivers deemed responsible for fatal two-vehicle collisions who were not wearing a seatbelt although legally obliged to do so, more than four in five (83.9%; N=26) died as a result of the collision
- More than three in four fatal two-vehicle collisions (75.2%; N=82) occurred when the weather was fine compared to fewer than one in five (17.4%; N=19) when it was raining
- In contrast to fatal single-vehicle collisions, as many as 42.2% (N=46) of fatal two-vehicle collisions happened when it was bright, with only 23.8% (N=26) in the dark
- The consumption of alcohol and excessive speed were the primary factors in fatal two-vehicle collisions

3.4 Fatal Collisions Involving a Pedestrian or Cyclist 2001 to 2004

- From 1st January 2001 to 31st December 2004 there were 70 fatal pedestrian and cyclist collisions (66 pedestrian, 4 cyclist) in the Republic's border counties and Meath
- Almost half of all fatal collisions involving a pedestrian or cyclist (45.4%) occurred in the early hours of Sunday and Monday
- More than half (51.0%) of collisions involving a pedestrian or cyclist occurred between 8 p.m. and 4 a.m.

- Donegal had the largest proportion (28.8%) of fatal collisions involving a pedestrian or cyclist
- In 2004 there was a decrease of 55.0% in the number of fatal collisions involving a pedestrian or cyclist from 2003
- The pedestrian was deemed responsible in more than two in five (42.8%; N=30) fatal collisions. They were partly responsible for more than another one in five (22.9%; N=16) of such fatal collisions
- Seven in ten (70%; N=49) of the pedestrians or cyclists who were killed were male
- More than seven in ten (72.9%; N=35) pedestrians or cyclists responsible for fatal collisions were male
- A quarter of pedestrians and cyclists (25.0%) responsible for fatal collisions were aged 20 to 29 years. More than one in ten (12.5%; N=6) were 80 to 84 years
- It seems there were two broad types of pedestrian fatality. Firstly, those who had been drinking alcohol and who may have been returning from pubs or nightclubs at night. Secondly, the elderly, some of whom died walking between stationary lorries at traffic lights or walking without due observation
- Of the 48 pedestrians or cyclists responsible or part responsible for the collision, almost three in five (58.3%; N=28) had consumed alcohol. Almost three quarters (74.2%; N=26) of the male pedestrians deemed responsible for the collision had been drinking
- Pedestrians responsible for the fatal collision who were aged 20 to 29 years were the largest group (44.4%) to have consumed alcohol beforehand
- More than one in ten (10.4%; N=5) pedestrians responsible for fatal collisions had taken drugs beforehand. All who had taken drugs before the fatal collision were male, ranging in age from 15 to 29 years. The type of drugs taken were amphetamines, benzodiazepines and stimulants
- Four in five (81.1%; N=30) drivers responsible or part responsible for a fatal collision involving a pedestrian or cyclist were male
- Almost one in five (18.9%; N=7) drivers responsible or part responsible for a fatal collision involving a pedestrian or cyclist in the Republic's border counties and Meath were from Northern Ireland
- Of the 37 drivers responsible or part responsible for a fatal collision involving a pedestrian or cyclist, almost three in ten (29.7%; N=11) are known to have consumed alcohol. Half (50.0%; N=3) the female drivers responsible or part responsible for a fatal collision involving a pedestrian or cyclist had consumed alcohol
- Of the 11 drivers responsible or part responsible for a fatal collision involving a pedestrian or cyclist known to have consumed alcohol beforehand, the largest contingent (27.3%) were aged 30 to 34 years
- Almost a quarter (23.8%) of fatally injured pedestrians aged 60 to 84 were killed by a heavy goods vehicle. Within this age group, the pedestrian was deemed fully responsible on two occasions and part responsible for the other three fatal collisions involving a HGV
- The weather was dry for more than three quarters (75.7%; N=53) of fatal collisions involving a pedestrian or cyclist
- Almost half (45.7%) of the collisions involving a pedestrian or cyclist occurred in the dark
- Once again, the consumption of alcohol, lack of observation and excessive or inappropriate speed for the location were the most frequent contributory factors in fatal collisions involving a pedestrian or cyclist. Dark clothes accounted for 12.9% of the contributory factors. Lack of observation was most apparent in pedestrians aged 60 to 89 years (47.6%)



Traffic cameras provided a visual record of traffic volumes and speeds of traffic across 21 locations north and south of the border. Additional data such as type of vehicle, index plate origin and traffic offences were also reported on.

4.1 Traffic Volumes by Index Plate

- A fifth (19.5%) of the traffic on the N53 Hackballs Cross to Dundalk road had a Northern registration, while more than half (55.3%) of the traffic on the N1 Dundalk to Newry road had a Northern registration
- Some 3.9% of the traffic on the A4 Augher to Ballygawly road had a southern registration, whereas, almost two thirds (59.9%) of the traffic on the A509 Derrylin to Cavan road had a Southern registration

4.2 Vehicle Speed by Index Plate

- A proportion of the total volume of traffic at each location was sampled for speed. For instance, the report found that more than half (54.8%) of all Northern registered cars and 58.5% of Southern registered vehicles travelling on the A1 in Newry were speeding in excess of 100 kph. The speed limit is 60 mph (96 kph). In the Republic, on the N2 at Emyvale, 33.8% of Northern and 22.9% of Southern registered vehicles were breaking the speed limit of 100 kph
- A fifth (19.5%) of all traffic sampled on the roads in Northern Ireland was travelling at speeds greater than 100 kph. Just less than a tenth (9.0%) of traffic on the roads in the Republic of Ireland was travelling over 100 kph
- On a number of roads, 85% of the traffic was driving less than the speed limit. For instance, on the N54 Cavan to Monaghan road some 85% of the traffic was travelling at 87.2 kph or less. This can indicate that, in the view of reasonable drivers, the speed limit may be too high on certain roads
- The average speed on the N53 Hackballs cross to Dundalk was 110 kph. Northern registered traffic was travelling on average faster (94.8 kph) than Southern registered traffic (91.4 kph). The N53 at Hackballs Cross was the road with the fastest recorded maximum speed of the survey, with a Northern registered vehicle travelling at 162 kph
- Some 85% of the traffic on the N53 Castleblaney to Culloville road travelling at 99 kph or below. However, Northern registered vehicles were travelling significantly faster ($p=0.009$) than Southern registered vehicles and also had the highest maximum speed (136.0 kph). The N53 runs from Dundalk (ROI) through Culloville (NI) and continues on to Castleblaney (ROI)
- The average speed on the R238 Muff to Derry road was 78.3 kph (80 kph speed limit). Some 85% of the traffic was travelling at or below 89 kph. There was no difference in the average speeds of Northern or Southern registered traffic. However, the highest maximum speed was by a Northern registered vehicle (125.0 kph)

- The average speed on the N2 Emyvale to Aughnacloy road was 93.7 kph. Some 85% of the traffic was travelling at 107 kph or less. Northern registered vehicles were travelling significantly faster ($p=0.003$), than Southern registered vehicles and recorded the highest maximum speed (147.0 kph)
- The average speed of traffic on the B193 Derry to Newtoncunningham road was 71.8 kph. This is a Regional road with a speed limit of 60 mph. However, in the Republic of Ireland, the speed limit on these roads is now 80 kph. Some 85% of the traffic travelled at 80kph or slower during the survey
- The highest average speed of the survey was on the on the A1 Newry to Banbridge road (102.0 kph). This road also had the highest 85th percentile speed (116.0 kph) of the survey (Table 2.22). Southern registered traffic was travelling on average faster (104.6 kph) than Northern registered traffic (101.8 kph). Both registrations recorded a similar maximum speed
- The average speed on the A509 Derrylin to Cavan road was 91.4 kph. The 85th percentile speed was 102.0 kph. Southern registered traffic was travelling on average faster (91.8 kph) than Northern registered traffic (90.2 kph) and had the highest maximum speed (136.0 kph)
- The average speed of traffic on the A4 Augher to Ballygawley road was 90.7 kph. Some 85% of the traffic was travelling at 102 kph or less. Southern registered traffic was travelling on average faster (93.2 kph) than Northern registered traffic (90.5 kph). However, the highest maximum speed was by a Northern registered vehicle (141.0 kph)

4.3 Vehicle Speed by Vehicle Type

- Some 40% of the traffic on the R238 Derry to Muff road was travelling at speeds in excess of 80 kph (80 kph speed limit). Some 251 (40.2%) of cars and vans were travelling over 80 kph, as were almost a quarter (23.1%; N=three) of buses and more than a quarter (28.9%; N=11) of lorries
- Almost a tenth (9.1%) of vehicles on the N13 Letterkenny to Derry road were exceeding the 100 kph speed limit
- More than a quarter (28.8%) of the traffic on the N2 Emyvale (Co. Monaghan) to Aughnacloy (Co. Tyrone) was travelling at speeds in excess of the 100 kph speed limit
- Over a quarter of all traffic (26.7%) on the N53 Dundalk to Hackballs Cross road was travelling in excess of the 100 kph speed limit
- On the N53 Castleblaney to Culloville road, 13.6% (N=37) of cars and 16.4% (N=11) of vans were breaking the 100 kph speed limit. As many as three in ten (30.3%) Northern registered cars were speeding, compared to 6.9% of Southern registered vehicles
- Almost one in five vehicles (19.4%) on the A509 Derrylin to Cavan road sped faster than 100 kph
- A third (31.8%) of traffic on the A28 between Aughnacloy and Caledon (Co. Tyrone) were travelling at speeds in excess of 100 kph. The speed limit on this road is 60 mph (96 kph). Some 67 (43.2%) of the cars, nine (20.0%) of the buses and one lorry (2.6%) sped faster than 100 kph
- More than half (54.4%) the traffic on the A1 Newry to Banbridge (Co. Down) road was travelling faster than 100 kph. Some 61.0% of the cars, 11.9% of the buses and 83.3% of motorcycles were travelling faster than 100 kph. Almost two thirds of all Northern registered and Southern registered cars were travelling over 100 kph
- Overall, for all roads surveyed, more than one in seven cars (14.9%; N=948) travelled in excess of 100 kph. Approximately one in seven vans (13.6%; N=160) sped over 100 kph, while as many as two in every five (38.9%; N=14) motorcycles did so. Of the lorries, more than two in five (42.6%; N=367) were travelling over 80 kph, the speed to which lorries and buses are restricted. An even higher proportion of buses (43.4%; N=56) broke their speed limit of 80 kph

- One in ten (9.9%; N=351) cars on the roads surveyed in the Republic of Ireland were travelling over 100 kph. More than one in ten (11.5%; N=94) vans and as many as one third of motorcycles surveyed in the Republic (33.3%; N=five) were also travelling over 100 kph. Almost two in five lorries (38.2%; N=227) broke their restricted speed limit of 80 kph. As many as two in five (40.0%; N=30) buses broke their restricted speed limit of 80 kph
- A fifth (21.1%) of the cars surveyed on roads in Northern Ireland were travelling in excess of 100 kph, as were 66 (18.6%) of vans and 9 (45.0%) of motorcycles. Of the lorries, 140 (55.3%) were travelling in excess of 80 kph, the restricted speed for lorries and buses. No bus was travelling at 80 kph, therefore, 26 (48.1%) of buses were travelling in excess of 80 kph
- Some 41.2% of Northern registered buses and 42.0% of Southern registered buses were travelling in excess of 80 kph, the speed to which they are restricted. Similarly, 42.2% of Northern and 41.1% of Southern registered lorries were also breaking the 80 kph speed limit. A fifth of all Northern registered cars and vans were breaking the speed limit. A fifth of Southern registered vans and 17.6% of Southern registered cars were also speeding
- A similar proportion of Northern and Southern registered cars were breaking the speed limit on the roads in the Republic of Ireland at the time of the survey. More Southern registered lorries (41.5%) were speeding compared to Northern registered lorries (32.1%)
- A greater proportion of Northern registered cars, lorries and vans were breaking the speed limit on the roads sampled in Northern Ireland. A similar number of Northern registered buses (42.9%) and Southern registered buses (45.8%) were also speeding

4.4 Traffic Violations

- The report records traffic violations observed as a proportion of total traffic volume, such as speed, fog lights, defective lights, index plates, use of phone, seat belt or overtaking on a continuous white line. A fifth (22.1%) of traffic on the N2 Emyvale to Aughnacloy road was observed committing at least one traffic violation
- As a proportion of the total volume of traffic observed, 19.1% of buses were travelling faster than the 80kph to which they are restricted. A fifth (22.5%) of Southern registered buses were speeding, as were (17.9%) of Northern registered buses. Over a tenth (13.7%) of lorries were also breaking the speed limit to which they are restricted
- A greater proportion of Southern registered cars and vans were speeding on the R238 Muff to Derry road compared with the same Northern registered vehicles. Half (50.0%) of Southern registered buses were speeding on this road, as were a third (33.0%) of Northern registered buses
- Approximately a third of Northern and Southern registered lorries were speeding on the N13 Letterkenny to Derry road. Over a third (37.5%) of Southern registered buses and a fifth (22.2%) of Northern registered buses were also speeding
- Two thirds (75.0%) of Southern registered buses were travelling over the speed limit to which they are restricted, as were two thirds (66.7%) of lorries. The inappropriate use of fog lights was apparent in 3.7% of Southern registered vehicles on the N14 Lifford to Letterkenny road
- A quarter (23.3%) of Northern registered cars were speeding on the N2 between Emyvale and Aughnacloy, compared to less than a tenth (8.4%) of southern registered cars. Almost half (42.8%) of the Southern registered buses were travelling in excess of 80 kph, the speed to which they are restricted
- A fifth of vans and buses were speeding on the N53 between Hackballs Cross and Dundalk. Some 3.2% of Northern registered vehicles had an obscured registration plate
- A greater proportion of cars, lorries and vans with a Northern registration were speeding on the N53 Castleblaney to Culloville road than were Southern registered vehicles. A tenth (9.5%) of Northern registered van drivers were not wearing a seat belt

- A fifth (21.4%) of Southern registered buses on the N1 between Dundalk and Newry were speeding
- A third (32.0%) of Southern registered cars, 20.0% of Southern registered vans and a third (33.3%) of Southern registered buses on the A6 Derry to Belfast road were speeding
- Some 17.1% of Northern registered cars were speeding on the A509 Derrylin to Cavan road, as were a third (33.3%) of Southern registered lorries. In addition, there were 19 instances of a Southern registered car pulling a boat in excess of 80 kph, the speed to which they are restricted
- A fifth of both Northern and Southern registered cars were speeding on the A28 Aghnacloy to Caledon road, as were over a third (33.9%) of Northern registered lorries
- A fifth (20.5%) of Southern registered cars and half (46.1%) of Southern registered lorries were classified as speeding on the A4 Augher to Ballygawley road. Some 40.5% of Northern registered vans were also speeding



KEY FINDINGS FROM 'ROAD SAFETY BEHAVIOURAL SURVEY BORDER REGION ROI AND NI'

A questionnaire was developed based on the main findings from a series of focus groups run over the border region. This questionnaire was administered to 2,000 residents on each side of the border. Personal attitudes to road safety and type of driving witnessed daily were reported on.

5.1 Personal Driving Behaviour

- Just under half (47%) of the sample drive for pleasure. This figure is much higher for drivers from the North (59%) than the South (35%)
- The main type of pleasure derived from driving for fun is "exhilaration, stimulation, fun". Drivers from Northern Ireland were more likely to mention this
- Just over a quarter (26%) of drivers surveyed admit to "tailgating" although it would not appear to be a regular feature of most people's driving style. This figure shows a marked difference between Northern Ireland (39%) and the Republic (12%)
- Driving through a red light is admitted by 17% of the total sample but is more prevalent amongst, or more readily admitted by, Northern drivers (20%) than those from the South (13%)
- Almost one third of drivers (31%) admit to overtaking when they can only just make it. Once again this is more evident amongst drivers from Northern Ireland (35%) than those from the Republic (26%)
- The vast majority (93%) of drivers on both sides of the border said they wear a seat belt at all times. Some 2% never wear a seat belt
- Racing another driver would appear to be mainly a Northern Ireland driver phenomenon with 26% admitting to this compared to only 7% in the Republic
- Close to one in ten (8%) drivers from Northern Ireland admit to racing another driver 'often', 'very often' or 'always'. A further 19% admit to doing so 'sometimes'. Hence, more than one in four (27%) drivers from Northern Ireland surveyed said they race another driver at least sometimes
- More than nine out of every ten drivers on both sides of the border claim they never drive when they may be over the limit. Fewer than 2% admit to doing so 'often', 'very often' or 'always'
- More than half of all drivers on each side of the border admit to receiving mobile phone calls while driving. Almost one in five (19%) regularly receive mobile phone calls while driving
- Making a mobile call while driving is admitted to by more than half (52%) of the total sample. Drivers from Northern Ireland display a greater tendency to do this (59%) than those from the Republic (45%). Almost a quarter (23%) of those from the North do this often or more frequently

- Texting from a mobile while driving is also skewed towards Northern drivers with 49% admitting to this compared to only 14% of those from the Republic. Some 22% of drivers from the North admit to this practice 'often', 'very often' or 'always'
- Drivers from both sides of the border tend to describe their own driving in positive terms such as observant, cautious, considerate and controlled. Impatience is the only "vice" that drivers from the Republic will admit to in any numbers (18%) whereas those from the North admit to driving fast (22%) or being nervous (19%) in addition to impatience (13%)
- Drivers on both sides of the border are more likely to admit to having driven carelessly than they are to admit to having ever driven aggressively, recklessly or erratically. Once again we see those from the North are more likely to have driven, or to admit to having driven, carelessly or aggressively
- Over half of all drivers from each side of the border feel frustration at slow drivers with only 46% of the opinion that other drivers 'have every right to do this'. Drivers from the Republic are more likely, however, to become angry (41%) compared to drivers from the North (20%)

5.2 Traffic Laws and Enforcement

30

- Checks for alcohol have been experienced much more frequently by drivers in the North (28%) than those in the Republic (6%). Indeed a higher percentage of Northerners have been tested on more than one occasion (9%) than the percentage of Southern drivers surveyed who had ever been tested
- Experience of speed checks, which include having driven past a camera (stationary and hand held) and being stopped, appear to be much more evident amongst drivers from the North, with 42% saying they had been checked for speeding at least once compared to only 16% in the Republic
- Seat belt checks are also more evident in the North (28%) than in the Republic (13%). One in ten in the North has had more than one such check
- Very few drivers surveyed had received penalties, including penalty points and/or fines, for alcohol with only 0.3% in the Republic and 3% in the North
- Speeding penalties, including fines and penalty points, have been incurred by 10% of the total sample with those from the North more likely to have been penalised (13%) than those from the Republic (7%)
- Penalties for not wearing a seat belt are also much more likely to have been handed out in Northern Ireland, with 9% having received one compared to only 1% in the Republic
- Just over two out of every ten drivers (21%) from the total sample admit to having lost control of their vehicle. Losing control was admitted to by 27% of drivers from the North compared to only 16% from the Republic
- Road rage also appears to be more evident in the North (39% having experienced it) than in the Republic (18%). Almost a quarter (23%) of those surveyed in the North have seen it four or more times. This includes those who have witnessed it in other drivers or been on the receiving end of it
- Personal displays of road rage are admitted to by 31% of people in the North compared to only 7% in the Republic. Some 17% of those in the North admit to having displayed such behaviour four or more times
- The vast majority of drivers, both North (87%) and South (92%), would be in favour of more enforcement of speeding laws in Northern Ireland
- The vast majority of drivers, both North (89%) and South (94%), would be in favour of more enforcement of drink driving laws in Northern Ireland
- The vast majority of drivers, both North (89%) and South (92%), are in favour of more enforcement of seat belt laws in Northern Ireland

- The vast majority of drivers, North (83%) and South (92%), are in favour of more enforcement of speeding laws in the Republic of Ireland
- The vast majority of drivers, North (83%) and South (94%), would be in favour of more enforcement of drink driving laws in the Republic of Ireland
- Those resident in the Republic more likely to be in favour of more enforcement of seat belt laws in the Republic of Ireland (93%) than drivers from the North (84%)
- Drivers from Northern Ireland are much more likely to have been involved in an accident either North or South than drivers resident in the Republic. Indeed, almost one in five Northern Ireland drivers surveyed admitted they had been involved in the last three years in a collision in the Republic of Ireland where someone was injured and received medical attention
- Drivers from the North are more likely to have had an accident in the Republic than in Northern Ireland

5.3 Other Road User Behaviour

- Dangerous overtaking is seen on a daily basis by more than one third (35%) of all drivers surveyed
- Drivers from the Republic of Ireland are much more likely to see drivers using a mobile phone on a daily basis (62%) compared to drivers from Northern Ireland (17%)
- Daily experience of seeing other people speeding is also much more prevalent amongst drivers from the Republic (68%) than those from the North (18%)
- Slow driving is also seen more frequently by drivers from the Republic (47% daily) compared to Northern drivers (17% daily)
- The failure of other drivers to indicate when turning or changing lane is witnessed more in the South (38% daily and 67% at least once a week) than in the North (16% daily and 37% at least once a week)
- Vehicles racing each other are experienced at similar levels both North and South but with the South somewhat more likely to see this more frequently

5.4 Crossing the Border

- Of the total sample, 16% drive across the border at least once a week with Southern drivers (22%) more likely to do so than those from the North (12%)
- Drivers from the North are most likely to cross the border on a social visit (43%) whereas those from the South will normally be shopping (39%) or on a social visit (33%)

5.5 Speed Limits and Speeding

- Drivers from the Republic of Ireland have a much better knowledge of speed limits than their Northern counterparts. Those aged 18 to 24 are most likely to recognise the correct speed limits
- Drivers from the North (46%) are much more likely to drive in excess of the speed limit on motorways on their own side of the border than Southern drivers do on the Republic's motorways (16%). Some 18% of Northern drivers admit to doing so 'often', 'very often' or 'always'
- Speeding on country roads on drivers' own side of the border is seen in 26% of the total sample. Some 34% of drivers from the North admit to this compared to 17% of drivers from the South

- Speeding in built-up areas on drivers' own side of the border is admitted by 23% of the total sample. Some 34% of drivers from the North and only 13% from the South admit to this
- Drivers based in the Republic of Ireland profess to being less likely to speed (17%) on motorways when they cross the border compared to their Northern counterparts (45%) on motorways in the Republic
- Some 41% of drivers from the North admit to driving faster than the speed limit on the Southern side of the border on roads between towns. This compares with 20% of Southern drivers who admit to driving faster than the speed limit on the Northern side of the border on roads between towns
- Some 32% of drivers from the North admit to driving faster than the speed limit on the Southern side of the border on country roads. This compares with less than half this proportion (15%) of Southern drivers who admit to speeding on country roads in Northern Ireland
- Very few drivers from the Republic admit to (10%) speeding in built-up areas of Northern Ireland, compared to 31% from the North who say they speed in built-up areas of the Republic
- Of Northern drivers who say they are more likely to exceed the speed limit on the Southern side of the border, some 17% say they do so because they know where the speed checks are. Some 16% are more likely to do so because they cannot get penalty points
- As for Southern drivers who say they are more likely to exceed the speed limit in Northern Ireland, some 8% say this is because they can't get penalty points, while 7% say Northern Ireland roads are of better quality
- The main reasons for not speeding for drivers from both sides of the border are unfamiliarity with the roads and fear of being caught

5.6 Changes in Driver Behaviour When Over the Border

- The main ways in which drivers from both sides of the border feel that other drivers change their behaviour on crossing the border are increased speed, greater aggression, less compliance with traffic rules and less caution
- The main reasons given by drivers from both sides of the border for the above average collision rates in border areas are higher levels of speeding and higher traffic volumes
- Drivers from the South are more likely than their Northern counterparts to see 'low level of enforcement on the other side of the border', 'higher levels of drink driving', and 'no legal consequences on the other side of the border' as contributory causes
- Drivers from the North also see different road markings as an issue



KEY FINDINGS FROM 'ATTITUDES TO ROAD SAFETY BORDER REGION, ROI AND NI'

A series of seven focus groups were conducted including a mixture of professional drivers (Taxi and Hauliers) and residents of the border region (North and South) ranging in age from 15 to 45. Attitudes to road safety and observed behaviours were reported on.

- Young drivers claim to drink alcohol to gain confidence and to feel less inhibited while driving. Many participants reported drinking alcohol and driving as a recurring activity
- Joyriding and dangerous activities such as 360° turns at roundabouts were reported on by the under-18-year-old groups. These participants reported enjoying the thrill of a car chase from the Gardaí
- Some individuals reported a phone-the-pub system to inform and warn drinkers about checkpoints. The patrons stay in the pub drinking more; leaving even more intoxicated later on, thus avoiding the checkpoint
- Wearing safety belts can be dangerous for truck drivers due to how the cabin of a truck potentially reacts (it may tip forward) in a collision. Many participants don't wear a seatbelt despite stating that they considered them to be important
- There was a casual attitude in some groups towards street racing; which appeared to be a familiar sight for some of the interviewees. Some felt it was a right of passage when young
- Taxi drivers believed there was exploitation of the lack of transferability of penalty points between the two jurisdictions
- Certain night clubs have no footpath for patrons so they must walk from the club directly onto a very busy, poorly lit main road
- Mobile phone use while driving was exceptionally high with 95% reporting using their phone while driving
- Infrastructure: there were complaints about incomplete road works, no signs for speed limit and no mirrors on blind corners were very common
- There were many comments in relation to a perceived lack of Garda/ PSNI presence and poor levels of law enforcement. Checkpoint locations were thought to be predictable in terms of time and place
- Speeding: There appeared to be a high degree of knowledge by the public as to where speed cameras were located, which ones worked and which were perceived as dummies
- Travelling with a drunk driver was very prevalent. It was often motivated by wanting to stay with the group, the passenger's own level of intoxication and a lack of alternative transport options from nightclubs and other late night venues. These motivational factors were offered as justifications for this behaviour
- Despite admitting to many serious illicit driving behaviours, many drivers considered themselves to be safe and in control.

The findings suggest the following are the contributing factors to the road carnage: drink driving; speeding; so-called car 'tricks'; road rage; travelling with an intoxicated driver; poor infrastructure; a lack of financial resources; road racing prevalence; dangerous driving behaviours witnessed daily; lack of late night transport; high mobile phone use; driving without tax, insurance or licence; poor Garda/PSNI presence; and predictability of checkpoints.





7.1 Casualties

Over the eight year period, 1996 to 2003 there were 7,496 collisions in the border counties in the RoI. In comparison, over the six year period, 1998 to 2003 there were 10,559 collisions in NI border DCUs. However, the proportion of fatal and serious collisions was higher in the RoI compared to NI (Table 2).

Table 2 Proportion of fatal, serious and minor collisions, NI and RoI

	RoI		NI	
	N	%	N	%
Fatal	486	6.5	266	2.5
Serious	1467	19.6	1801	16.9
Minor	5543	73.9	8592	80.6
Total	7496	100.0	10559	100.0

7.2 Fatal and Serious Collision Trends

7.2.1 Fatal Collisions Border Counties Compared to Non Border Counties RoI, 1996 to 2003

In the Republic's border counties, fatal collisions were 13.5% higher in 2003 than in 1996. This contrasts with fatal collisions in non-border counties which fell by a third from 1996 to 2003.

7.2.2 Fatal Collisions Border DCUs Compared to Non Border DCUs NI, 1998 to 2003

The percentage of fatal collisions over the period 1998 to 2003, was higher among the border DCUs (2.5%) compared to non border DCUs (1.9%). In the border DCUs, fatal collisions have fallen by 10.9 % since 1998 and have shown a consistent trend towards reduction since 2000. Fatal collisions in non border DCUs fell by 6.5% since 1998.

7.2.3 Serious Collisions Border Counties Compared to Non Border Counties RoI, 1996 to 2003

A higher percentage of collisions which occurred in the Republic's border counties were serious (19.6%) compared to non-border counties (15.5%). While serious collisions in the Republic's border counties fell by 26.2% from 1996 to 2003, this compared poorly with non-border counties where serious collisions fell by more than half (55.7%) over the same period.

7.2.4 Serious Collisions Border DCUs Compared to Non Border DCUs NI, 1998 to 2003

There were a higher percentage of serious collisions over the six year time period, in the border DCUs (16.9%) compared to the non border DCUs (15.1%). Serious collisions in the border DCUs fell by 23.6% from 1996 to 2003, whereas, serious collisions in non border DCUs fell by 8.4% over the same time period.

7.3 Type of Collision

7.3.1 Type of Collision NI compared to Rol

Over the six-year period 1998 to 2003, single-vehicle collisions accounted for 13.5% of all injury collisions in Northern Ireland's border DCUs. By comparison, this type of collision accounted for a quarter (24.7%) of all injury collisions in the Rol border counties over the eight years, 1996 to 2003. Overall, the proportion of single-vehicle collisions was higher along the border regions compared to non border regions both North and South.

Collisions involving a pedestrian accounted for 12.1% of all injury collisions in the border DCUs over the six years 1998 to 2006. Within the border counties in the Rol, there was a similar proportion of collisions involving a pedestrian (14.4%) over the eight years, 1996 to 2003. In contrast to the proportion of single-vehicle collisions, those involving a pedestrian were higher in the non border regions both North and South.

7.3.2 Single-Vehicle Collisions Border Counties Rol, 1996 to 2003

In non-border counties, a 21.3% reduction was achieved in the number of single-vehicle collisions in 2003 compared to 1996. In sharp contrast, the Republic's border counties saw a large increase, with 22.6% more single-vehicle collisions occurring in 2003 than in 1996. Indeed, there was a 38% increase from 2002 to 2003.

7.3.3 Single-Vehicle Collisions Border DCUs NI, 1998 to 2003

Single-vehicle collisions reduced by 21.1% in non-border DCUs from 1998 to 2003. However, single-vehicle collisions were 34.8% lower in the border DCUs at the end of the six year period. The number of single-vehicle collisions in border DCUs consistently fell each year from 1999 to 2003, while the same can be said of non-border DCUs from 2000 to 2003.

7.3.4 Collisions Involving a Pedestrian Border Counties Rol, 1996 to 2003

In 2003, there were 42.8% fewer collisions involving a pedestrian in non border counties than in 1996, while in contrast, there was a 13% increase in these collisions in the border region over the same time period.

7.3.5 Collisions Involving a Pedestrian Border DCUs NI, 1998 to 2003

Collisions involving a pedestrian fell by 40.4% in border DCUs and by 34.6% in non-border DCUs over the six year period. Border DCUs had consistently fewer collisions of this type each year from 1998 to 2003.

7.4 When do Collisions Occur?

7.4.1 NI compared to ROI (Month, Day of Week and Time of Day)

The most frequent month for collisions in the border counties in the Rol was July (9.2%), whereas the majority of collisions in border DCUs in NI occurred in October (9.4%).

The weekends were when the majority of collisions occurred on both sides on the border, with Saturday and Sunday (34.4%) being the most frequent in the Rol and Friday and Saturday in NI (32.5%).

The peak times for collisions in the Rol border counties was from 8 to 10 a.m. and 5 to 7p.m. These times may relate to a higher density of traffic on the roads (traffic to and from work etc). However, approximately a third (32.9%) of fatal collisions in the border area occurred between 9p.m. and 4a.m.

The peak times for collisions in border DCUs in NI were similar to those in the Rol border counties, 8 to 10 a.m. and 5 to 7 p.m.

7.5 Where Do Collisions Occur?

7.5.1 Border Counties in Rol Compared to Border DCUs NI

When the proportion of collisions which occurred in the border counties in the Rol are set out with those which occurred in the border DCUs, a geographical pattern is evident. The order of the three DCUs and counties with the highest proportion of collisions correspond geographically (Table 3).



Table 3 The proportion of collisions in each border DCU (NI) and County (RoI)

<i>DCU</i>	<i>%</i>	<i>County</i>	<i>%</i>
Foyle	22.1	Donegal	28.1
Newry and Mourne	18.7	Louth	27.9
Fermanagh	14.0	Cavan	14.3
Dungannon and South Tyrone	13.4	Monaghan	13.4
Armagh	11.6	Sligo	11.0
Omagh	11.4	Leitrim	5.2
Strabane	8.9		

According to the NRA data, the border counties in the RoI with consistently the largest proportion of collisions over the time period were Donegal and Louth. Similarly, the border DCUs in NI with consistently the largest proportion of collisions over the six year time period were Foyle and Newry and Mourne.

It should be noted that collisions in Donegal over the eight years did not appear to be reducing. Similarly, the number of collisions in Foyle did not show a downward trend.

7.5.2 Border Counties in RoI, 1996 to 2003

Over the eight years, two of the six border counties had a similar proportion of collisions, Donegal (28.2%) and Louth (27.9%). These counties consistently had the highest number of all collisions compared with the other border counties.

Donegal had the largest proportion of fatal (7.2%) and serious (24.2%) collisions during the eight year period. In addition, for 7 out of the 8 years Donegal maintained the highest proportion of fatal collisions.

Donegal had the highest proportion of single-vehicle collisions among the border counties (30.7%). Louth had the highest proportion of two or more vehicle collisions (28.2%) and collisions involving a pedestrian (32.7%).

In 2003, the border counties (except Sligo), constitute the top ranked counties for collisions per 1,000 head of population and also per 1,000 registered vehicles.

7.5.3 Border DCUs in NI, 1998 to 2003

Of the border DCUs, Foyle had the largest proportion of all collisions (22.1%) during the six year period. In addition, Foyle consistently had a greater proportion of collisions over the time period.

Over the six years, 1998 to 2003, Newry and Mourne had the greatest proportion of fatal (27.4%) and serious (19.3%) collisions. With the exception of one year, Newry and Mourne consistently had the greatest proportion of fatal collisions compared to the other border DCUs.

Fermanagh had the highest proportion of single-vehicle collisions among the border DCUs (20.2%). Foyle had the highest proportion of collisions involving a pedestrian (30.8%).

Dungannon and South Tyrone was the border DCU with the highest collision rate per 100,000 population (450.1).

7.6 Collisions Involving a Non Resident Driver

Table 4 sets out the proportion of fatal, serious and minor collisions involving drivers from Northern Ireland in the Republic of Ireland and non-resident drivers in Northern Ireland (not necessarily from the Republic). Close to one in five (18.5%) of all fatal collisions in the Republic's border counties involved a driver from Northern Ireland. Indeed, almost one in five (18%) of all collisions in the Republic's border counties involved at least one driver from Northern Ireland. In contrast, only 5% of collisions in Northern Ireland's border DCUs involved a non-resident driver.

Table 4 The proportion of fatal, serious and minor collisions involving NI drivers in the RoI and non resident drivers in NI

	NI Driver in RoI %	Non resident Driver in NI %
Fatal	18.5	7.1
Serious	16.1	5.7
Minor	18.3	5.9
Total	17.9	5.0

38

Table 5 sets out the proportion of collisions in the Republic that involved drivers from Northern Ireland by border county and the proportion of collisions where a non-resident was involved in a collision in Northern Ireland by border DCU. Donegal had the highest proportion of collisions involving a driver from Northern Ireland, while Fermanagh DCU had the highest proportion of collisions involving a non-resident of Northern Ireland.

Table 5 The proportion of collisions that involved NI drivers and non resident drivers by county and DCU

	All Border N	All NI N	Proportion NI %
Donegal	22.2	Fermanagh	9.7
Louth	21.8	Strabane	6.1
Monaghan	21.2	Foyle	4.4
Cavan	10.7	Newry and Mourne	4.4
Leitrim	9.7	Omagh	4.1
Sligo	6.3	Armagh	3.6
		Dungannon and South Tyrone	3.2
Total	17.9	Total	5.0

7.7 Residency of Driver Responsible for Collision Border Counties and Meath Rol, 2001 to 2004

Examination of all fatal collisions occurring in the border counties in the Rol and Meath over the 4 years, 2001 to 2004 shows that the majority of drivers responsible for the fatal collision were residents of the Republic of Ireland (Table 6).

Table 6 Residency of driver or pedestrian responsible for the fatal collision, 2001 to 2004

	Single-Vehicle Collision	Two-Vehicle Collision	Collision Involving Pedestrian	
	N	N	Pedestrian N	Driver N
Rol	102	80	42	28
NI	10	19	4	7
Eastern European	3	3	1	0
English	0	2	0	0
European	0	2	0	0
Other	2	2	0	1
NR	0	1	1	1
Total	117	109	48	37

7.8 Age-Band of Person Responsible for Fatal Collision Border Counties and Meath Rol, 2001 to 2004

The most common age category responsible for fatal collisions was 20 to 24 years. This cohort, both male and female, were responsible for more fatal single-vehicle collisions than any other age band. However, for fatal two-vehicle collisions, there is a difference in the gender in that males in this age category were responsible for more such fatal collisions than other age group, whereas women involved in fatal two-vehicle collisions tended to be older. Finally, 30.8% of female pedestrians responsible for fatal collisions were aged 75 to 84 years (Table 7).

Table 7 Age-band of person responsible for fatal collision, 2001 to 2004

	Single-Vehicle Collision		Two-Vehicle Collision		Collision Involving Pedestrian	
	Female	Male	Female	Male	Pedestrian Female	Driver Male
5-9	0.0	0.0	0.0	0.0	7.7	0.0
10-14	0.0	0.0	0.0	0.0	23.1	0.0
15-19	9.1	11.3	5.9	6.7	7.7	5.7
20-24	27.3	28.3	11.8	24.7	7.7	11.4
25-29	9.1	20.8	5.9	11.2	0.0	20.0
30-34	0.0	8.5	0.0	18.0	0.0	2.9
35-39	18.2	3.8	11.8	9.0	0.0	2.9
40-44	9.1	2.8	5.9	2.2	0.0	5.7
45-49	9.1	4.7	5.9	3.4	0.0	0.0
50-54	0.0	2.8	0.0	1.1	0.0	8.6
55-59	9.1	5.7	11.8	1.1	0.0	8.6
60-64	9.1	2.8	0.0	3.4	0.0	11.4
65-69	0.0	1.9	0.0	1.1	7.7	0.0
70-74	0.0	1.9	11.8	2.2	0.0	5.7
75-79	0.0	1.9	5.9	3.4	15.4	0.0
80-84	0.0	0.0	5.9	2.2	15.4	11.4
85+	0.0	0.9	5.9	1.1	7.7	0.0
Nk	0.0	1.9	11.8	9.0	7.7	5.7
Total	100.0	100.0	100.0	100.0	100.0	100.0

7.9 Type of Vehicle Involved in Fatal Collision Border Counties and Meath Rol, 2001 to 2004

Table 8 shows the type of vehicle involved in fatal collisions over the four year period. Across all collision types, most collisions involved a car. Where a pedestrian was involved, 15.8% of vehicles were HGVs or trucks. These vehicle types were involved in only 3.5% of fatal single vehicle collisions and 4.6% of fatal two-vehicle collisions.

Table 8 Type of vehicle involved in fatal collisions, 2001 to 2004

	Single Vehicle	Two Vehicle	Pedestrian
Car	68.4	63.3	50.0
Motorcycle	13.7	11.0	1.4
Van	2.6	9.2	11.4
Jeep	6.0	4.6	5.7
HGV	3.5	2.8	12.9
Minibus	0.0	1.8	2.9
Truck	0.0	1.8	2.9
Bus	0.0	0.9	0.0
Car-Van	0.0	0.9	4.3
Car & Trailer	0.0	0.9	0.0
Moped	0.9	0.9	0.0
Quad Bike	0.9	0.0	0.0
Taxi Car	0.0	0.0	1.4
Not Recorded	0.9	1.8	7.1
Total	100.0	100.0	100.0

7.10 Weather Conditions at Time of Fatal Collision Border Counties and Meath Rol, 2001 to 2004

Table 9 shows the light conditions at the time of fatal collisions. More than half (53.8%) of all fatal single-vehicle collisions and close to half (45.7%) of all fatal collisions involving a pedestrian (45.7%) occurred in the dark. Relatively fewer - less than a quarter (23.9%) - of fatal two vehicle collisions occurred in the dark.

Table 9 Light conditions at time of fatal collisions 2001 to 2004

	Single Vehicle	Two Vehicle	Pedestrian/ Cyclist
Dark	53.8	23.9	45.7
Bright	15.4	42.2	24.3
Good Visibility	11.1	11.9	4.3
Street Lights	6.0	3.7	11.4
Poor Visibility	5.1	8.2	4.3
Foggy	2.6	0.9	1.4
Dusk	1.7	1.8	0.0
Clear	0.9	0.9	1.4
Dawn	0.9	0.0	0.0
Strong Sun	0.0	0.0	1.4
Nk	2.6	0.0	5.7
Total	100.0	100.0	100.0

Table 10 shows weather and surface conditions for fatal collisions. At the time of the collision, the weather was dry, as was the road surface, for all three types of fatal collision.

Table 10 Weather and surface conditions at time of fatal collisions 2001 to 2004

	Single Vehicle %	Two Vehicle %	Pedestrian/ Cyclist %
Weather			
Dry	70.7	75.2	75.9
Wet	18.8	17.4	15.7
Surface			
Dry	62.4	58.7	62.9
Wet	30.8	31.2	32.9

7.11 Contributing Factor Border Counties and Meath Rol, 2001 to 2004

Table 11 presents the contributory factors to all fatal collisions in each category. Alcohol was the main contributory factor in fatal single-vehicle collisions (57.3%) and in fatal collisions involving a pedestrian (42.9%). Speed (42.2%) was the main contributory factor in collisions involving two vehicles.

Table 11 Factors contributing to fatal collisions, 2001 to 2004

	Single Vehicle	Two Vehicle	Pedestrian/ Cyclist
Alcohol	57.3	16.5	42.9
Speed	25.6	42.2	15.7
Lack of Observation	0.9	20.2	24.3
Human and Driver Error	2.6	7.3	8.5
Weather	3.4	2.8	0.0
Dark Clothes	0.0	0.0	2.9
Dark Clothes and wrong side road			
Illness	0.0	0.0	1.4
Lack of Driving Experience	4.3	0.9	0.0
Possible Suicide	0.9	0.9	1.4
Possible Sleep	1.7	0.0	0.0
Non Secure Load	0.9	0.9	0.0
Other	0.0	0.9	0.0
Not known	0.0	2.8	0.0
Total	2.6	4.6	2.9
	100.0	100.0	100.0

7.12 Drink Driving

Ireland's drink driving problem has not diminished. According to the National safety Council (NSC), an average of 250 drivers are arrested each week for driving while under the influence of an intoxicant in the Republic of Ireland. Many drivers believe they are safe to drive if they are below the legal limit. This is a mistake. The risk of being involved in a crash increases in direct proportion to the amount of alcohol consumed. The risk of loss of vehicle control and of collision increases exponentially with Blood Alcohol Level (BAL). At 0.5 g/l (0.3 g/l lower than the current permitted maximum BAL in Ireland of 0.8 g/l) there is a 38% increased risk of collision while at 0.8g/l this increases to 200% increasing further to 500% at 1.0g/l (Eurocare, 2003).

Drink driving is predominantly a male problem. Men cause almost nine out of ten alcohol-related serious and fatal

road crashes. Young drivers are a high-risk category on the roads and are very susceptible to the effects of alcohol. At the legal limit, an 18 - 34 year old driver is three times more likely to become involved in a crash than if he or she had consumed no alcohol.

7.12.1 Known Presence of Alcohol in Drivers of Responsible for Fatal Collisions Border Counties and Meath Rol, 2001 to 2004

Of the 311 drivers and pedestrians fatally injured in the border counties and Meath from 2001 to 2003, 133 (42.8%) were known to have consumed alcohol prior to the collision. Over half (57.2%), of all drivers in a fatal single-vehicle collision had consumed alcohol compared to 24.7% drivers responsible for a fatal two-vehicle collisions and 29.7% of drivers responsible for a fatal pedestrian collision. Some 58.3% of pedestrians deemed responsible for the collision had also consumed alcohol prior to the fatal collision. It should be noted that a record of alcohol consumption was not known for 32% of the drivers responsible for a fatal two-vehicle collision.

However, these figures mirror the finding that alcohol was the main contributing factor in 57.3% of fatal single-vehicle collisions, and 42.9% in fatal collisions involving a pedestrian compared to 16.5% in fatal two-vehicle collisions. In addition, the findings indicate almost half (49.2%) of the single-vehicle collisions occurred between 11pm and 5am, a time which may be associated with drink driving. The majority of two-vehicle collisions (55.3%) occurred between 8am and 8pm, with a peak between 4 pm and 8pm (32.1%). This type of collision is generally associated with higher density of traffic.

42

1. Blood Alcohol Limits

Table 12 sets out the blood alcohol limit (where recorded) for those known to have consumed alcohol. The legal limit for blood alcohol when driving a vehicle is 80 mg per 100 ml. Consequently, 64 (68.1%) drivers were over the legal limit. Of those 64 drivers with a blood alcohol level over the legal limit, half (N=47) were between 2 and 4 times over the legal limit.

Table 12 Blood alcohol level in driver responsible for fatal collision border counties and Meath Rol, 2001 to 2004

	Level	Single Vehicle		Two Vehicle	
		N	%	N	%
Four times Limit	320-425	6	9.0	3	11.1
Three times Limit	243-309	11	16.4	5	18.5
Twice Limit	162-239	16	23.9	6	22.2
Over Limit	99-158	12	17.9	5	18.5
Under Limit	21-72	5	7.5	1	3.7
Breath 55/100		1	1.5	0	0.0
NR		16	23.9	7	25.9
Total		67	100.0	27	100.0

Mean blood alcohol levels recorded for drivers responsible for fatal single-vehicle and two-vehicle collisions are set out in Table 13. Drivers responsible for fatal single-vehicle collisions had the highest level of blood alcohol recorded.



Table 13 Mean blood alcohol level in driver responsible for fatal collision border counties and Meath Rol, 2001 to 2004

	<i>Two-Vehicle</i>		<i>Single-Vehicle</i>	
	<i>Female</i>	<i>Male</i>	<i>Female</i>	<i>Male</i>
Mean	227	208	238	200
Median	227	214	213	196
Minimum	134	21	105	25
Maximum	320	375	425	351
Percentiles	25	134	135	145
	50	227	213	196
	75	320	263	259

The mean blood alcohol level present in the responsible pedestrian was 220.09 ranging from 71 to 476 mg per 100ml.

2. Age-band Alcohol Consumed

Across all collision types, the majority of drivers who had consumed alcohol were under 34 years (Table 14). The 20 to 24 year drivers responsible for both single-vehicle and two-vehicle collisions were the largest age group with alcohol taken. By comparison, a quarter of the pedestrians responsible for the collision and who had consumed alcohol were aged between 25 and 29 years.

Table 14 Age-band of person responsible for fatal collision by alcohol consumed 2001 to 2004

	<i>Driver Single Vehicle</i>	<i>Driver Two Vehicle</i>	<i>Pedestrian/ Cyclist</i>
	<i>%</i>	<i>%</i>	<i>%</i>
15-19	11.9	3.7	7.4
20-24	34.3	37.0	18.5
25-29	23.9	18.5	25.9
30-34	11.9	7.4	3.7
35-39	3.0	7.4	3.7
40-44	1.5	7.4	3.7
45-49	3.0	7.4	0.0
50-54	3.0	0.0	7.4
55-59	3.0	0.0	7.4
60-64	3.0	3.7	11.1
65-69	0.0	0.0	0.0
70-74	0.0	0.0	3.7
75-79	0.0	3.7	0.0
80-84	0.0	3.7	3.7
85+	0.0	0.0	0.0
Nk	1.5	0.0	3.7
Total	100.0	100.0	100.0

7.12.2 Attitude to Drink Driving from 'Attitudes to Road Safety Border Region Rol & NI'

Groups had diverse opinions on drink driving, with the workers' groups demonstrating a casual attitude toward drink driving and career drivers strongly opposed to it.

"It's highly dangerous but I have to put my hand up to doing this on more than 1 occasion."

Armagh/Monaghan Workers Group Report

"I'm a better driver when I'm drunk."

Dundalk/Newry Under 18 Boys Group Report

"You shouldn't drink and drive but again, I've done it and will probably continue to do it if I'm being honest about it."

Dundalk/Newry Workers Group Report

"I don't drive... and drink, full stop. Too much to lose."

Hauliers Group Report

"I think that the law should be no drinking at all."

Taxi Drivers Group Report

"It's just asking for trouble, it definitely is. I don't see why you can't just leave the car at the house."

Letterkenny/Derry Workers Group Report

44

Workers' groups also seemed to have a relaxed attitude about getting a lift from a drink driver. More than 50% of the participants agreed they would accept a lift in a vehicle with someone who had been binge drinking.

"No, it all depends you see, on the driver... and what sort of form they're in, and things like that there."

Haulier Group Report

"Cause the gangs going together and there's a couple of people driving to wherever you're going onto and you don't want to miss out on being part of the craic."

Armagh/Monaghan Workers Group Report

"I said that I would sit with someone up to 3 units, but I'd need to know who that person was. I would need to know their capability of dealing with drink. There's certainly people that I wouldn't get in with at 3 units."

Taxi Drivers Group Report

"I would be more sensible if I wasn't drinking myself but if I was drunk, well then I would, it's stupid, but you'd do it. It depends how they can handle their drink too."

Letterkenny/Derry Workers Group Report

"If I was giving a lift to someone, I'd probably have two to three and that would be it and then go home. But if I was getting a lift the person might have five plus, six plus. They might drink until the end. That's the way it is."

Dundalk/Newry Workers Group Report

"They might not be that stoned on four or five, they might be alright other people mightn't be."

Dundalk/Newry Under 18 Girls Group Report

"It depends on how bad they are."

Dundalk/Newry Under 18 Boys Group Report

It was interesting to find self-confessed drink drivers considered themselves to be in control and safe drivers. Is this a question of self deception, faulty perception or are they lost in a culture which accepts drink driving, hoping they won't be caught or have an accident. It seems there is an "it won't happen to me" philosophy.



7.12.3 Reported Drink Driving from 'Road Safety Behavioural Survey Border Region Rol & NI'

Over nine out of every ten drivers on both sides of the border claimed they never drive when they may be over the limit. Less than 2% admit to doing so often or more frequently.

- According to the SARTRE 3 survey, 31% of the Irish sample reported driving after drinking (even a small amount of alcohol) less than one day a week
- According to the DOE, 30% of motorists in NI who drink stated that they would be likely to drive after one drink

The vast majority of drivers, both North (89%) and South (94%), would be in favour of more enforcement of drink driving laws in Northern Ireland. Similarly, the majority of drivers, both North (83%) and South (94%), would be in favour of more enforcement of drink driving laws in the Republic of Ireland.

7.13 Seatbelt Use

In the event of a crash or roll-over, seat-belts protect the occupant of a car by preventing ejection and by reducing the frequency and severity of occupant contact with the interior of the vehicle and other occupants. The fatality-reduction effectiveness of front seat-belts has been estimated to be 40% whereas it is 30% for rear seat-belts (SWOV, 2003). It is a secondary target of the national Road Safety Strategy 2004-2006 (Department of Transport, 2004) to increase front seat occupant belt rates to 90% and rear seat rates to 60%.

7.13.1 Seatbelt Use in Drivers Responsible for Fatal Collisions Border Counties and Meath Rol, 2001 to 2004

Of the 195 drivers legally obliged to wear a seatbelt and responsible for the fatal collision, 96(49.2%) were recorded as not wearing a seatbelt. Seatbelt use was not recorded for 55 (28.2%) of the responsible drivers. Of the 96 drivers not wearing a seatbelt, 89(92.7%) were killed in the collision.

7.13.2 Attitude to Seatbelt Use from 'Attitudes to Road Safety Behavioural Survey Border Region Rol & NI'

Participants Own Use

Although seatbelts were generally regarded as safe by the under-18s and workers' groups, this perception is often not reflected in their actual use of seat belts. Taxi drivers see seat belts as problematic if they are attacked by a passenger. Hauliers do not generally wear them for safety reasons. Wearing seatbelts in trucks does not seem to be common within this group. Even participants who would wear the belt in a car do not normally wear it in a truck.

There was a marked difference between participants cognitive perspective and their reported behaviour. In several groups, road safety adverts were mentioned when speaking about seat belts in the back of the vehicle, particularly the 'damage' advertisement.

"So many people are dying on the roads now, if you don't have a seatbelt, straight through the window screen."

Dundalk/Newry Under 18 Boys Group Report

"From a safety point of view they're very important but when I'm in the back of a car I never wear them."

"if it was a child in the back they always wear them but maybe not an adult...but in the front always."

"All passengers should be in seatbelts cause it's like the ad. shows you the damage can be done by the one person that's loose."

Armagh/Monaghan workers Group Report

"I never, very seldom. When I'm driving it's just myself maybe someone in the passenger seat, very seldom maybe two or three in the back but if there was I would ask the person in the passenger seat to put it on but the two or three in the back I wouldn't."

Dundalk/Newry Workers Group Report

"I'd be worried if it was anyone other than me, cos you don't know what they're going to do when they're driving."

Letterkenny/Derry Workers Group Report

"It depends on whose driving fast like or messing about I put on the seatbelt straight away."

Dundalk/Newry Under 18 Girls Group Report

"Nobody ever wears them in the back. If you're sitting in the back I'd never wear a seatbelt."

Dundalk/Newry Under 18 Boys Group Report

"When you strap a child into the car, they're supposed to be strapped into the car, you know, they're not there just for show. They're there for a reason, for that purpose, you know what I mean so..."

Hauliers Group Report

"If I was going a long journey, I'd wear a seat belt, but whenever I'm working or even coming down here today, I had no seat belt, it's just something and my boys do".

Taxi Drivers Group Report

Does Participant Ask Passengers to Wear Belt

Almost a quarter (23.1%) insist on passengers wearing a seatbelt. It emerged that most drivers felt it was up to the passengers themselves to decide.

"Like you really can't enforce it if it's adults that's sittin' in the back."

Hauliers Group Report

"Ones that are under age, like ones that's under 17, I would make them."

"Cos it's up to themselves like I would say if I thought there was danger, like put it on."

Letterkenny/Derry Workers Group Report

7.13.3 Reported Seatbelt Use from 'Road Safety Behavioural Survey Border Region Rol & NI'

According to this survey, the vast majority (93%) of drivers on both sides of the border wear a seat belt at all times.

- In the SARTRE 3 survey, Irish drivers reported wearing a seatbelt often, very often or always on motorways and main roads (93%), on country roads (94%) and built up areas (93%). Self reported seat belt compliance in SARTRE 3 would appear to be exaggerated when compared to observed seatbelt use in the NRA Survey of Free Speeds (2002)
- According to the Northern Ireland Seatbelt Survey, 2005, 93% of drivers, 92% of front seat passengers, and 81% of rear seat passengers wore a seatbelt

The vast majority of drivers, both North (89%) and South (93%), would be also in favour of more enforcement of seat belt laws in Northern Ireland. Once again we see residents in the Republic more likely to be in favour of greater enforcement of seat belt laws in the Republic of Ireland (93%) than drivers from the North (84%).

7.14 Mobile Phone Use While Driving

The use of a mobile phone when driving can be an additional task which pushes task demand up, reducing the driver's capacity for dealing with further increases (Fuller, 2005). This is one reason why drivers often slow down when using a mobile phone. Violanti and Marshall (1996) report that mobile phone use while driving increases the probability of collision by up to 500 percent. It is a secondary target of the national Road Safety Strategy 2004-2006 (Department of Transport, 2004) to enact primary legislation to regulate the use of mobile phones by drivers.



7.14.1 Attitude to Mobile Phone Use from 'Attitudes to Road Safety Border Region Rol & NI'

Almost all group members report using mobile phones while driving. The hauliers were the only group unanimously to use hands free kits and to perceive phoning as safe, albeit dependant on the context. Indeed context, and whether held or hands free, clearly influences whether they are safe or not. Emergency services, taxi drivers and hauliers have, of course, used handheld radios for many years. As many as 95% of the interviewees use their mobile phone while driving. Some 60.55% stated they sometimes text while driving.

Do participants think it is safe to phone and drive at the same time

"You're concentrating on the person you're talking to and not the road."

Dundalk/Newry Boys Group Report

"It depends on the road and where you are."

Armagh/Monaghan Workers Group Report

"You're distracting yourself. You're taking your eye away for a split second. You're taking your eye off and you lose concentration. But if a phone is ringing I'd answer it."

"On the motorway you just talk away. You don't remember the drive."

Dundalk/Newry Workers Group Report

"Depending on the road conditions or the...the size of the road I'd say."

Hauliers Group Report

"No. It's a distraction."

Letterkenny/Derry Workers Group Report

"Probably is. I wouldn't say unsafe all the time, I would say unsafe in certain situations."

Taxi drivers Group Report

7.14.2 Reported Mobile Phone Use from 'Road Safety Behavioural Survey Border Region Rol & NI'

Making a mobile call while driving was reported amongst over half (52%) of the total sample. Drivers from Northern Ireland displayed a greater tendency to do this (59%) than those from the Republic (45%).

- According to the SARTRE 3 survey, over 30% of the under 25 years Irish drivers make a call when driving

Over half of all drivers on each side of the border admit to receiving mobile phone calls while driving. This was most prominent in the 18 to 24 year olds (76%). Texting from a mobile while driving is also skewed towards Northern drivers with 49% admitting to this compared to only 14% of those from the Republic.

Drivers from the Republic of Ireland were much more likely to see drivers using a mobile phone on a daily basis (62%) when compared to those from Northern Ireland (17%).

7.15 Attitudes to Speeding and Speeding behaviour

7.15.1 Reported Speeding from 'Road Safety Behavioural Survey Border Region Rol & NI'

Experience of speed checks is also much more evident amongst drivers from the North with 43% having experienced at least one compared to only 15% in the Republic.

The vast majority of drivers, both North (87%) and South (92%), would be in favour of more enforcement of speeding laws in Northern Ireland.

- According to the DOE, almost three quarters (73%) felt that it is fair that police should issue speeding tickets with penalty points for drivers who exceed the speed limit by up to 10%, and 24% for drivers who exceed the speed limit by 5 mph

The vast majority of drivers, both North (83%) and South (92%), would be also in favour of more enforcement of speeding laws in the Republic of Ireland.

- According to SARTRE 3, 86% of all Irish drivers surveyed were in favour of the government devoting more effort to having more enforcement of traffic laws. In addition 70% of Irish drivers agreed or strongly agreed that penalties for speeding offences should be more severe

Drivers from the North (46%) are much more likely to drive in excess of the speed limit on motorways on their own side of the border than those from the South (16%).

- According to SARTRE 3, Irish drivers' compliance with the speed limit on motorways was 57%
- The DOE reports that 21% of motorists in NI stated that they never exceed the speed limit on all road types and 26% admitted they do exceed the speed limits. More than one in five respondents (22%) admitted that they regularly exceed the speed limit on motorways by 11 mph or more

The difference between North and South is not as marked when it comes to exceeding the speed limit between towns on their own side of the border. Some 36% of those from the North and 24% from the South admitted to this.

- According to SARTRE 3, Irish drivers compliance with the speed limit on main roads was 64%

Speeding on country roads on your own side of the border is seen in 26% of the total sample but 35% of drivers from the North and 17% of those from the South.

- According to SARTRE 3, Irish drivers compliance with the speed limit on country roads was 80%

Speeding in built up areas on your own side of the border is seen in 23% of the total sample but 33% of drivers from the North and 13% of those from the South.

- According to SARTRE 3, Irish drivers compliance with the speed limit on built up areas was 86%
- According to the DOE, females (32%) were more likely to speed than males (27%) in built up areas

7.15.2 Observed Speeding from 'Cross Border Traffic Survey Rol and NI'

Table 15 sets out the proportion of traffic at each location that was traveling over 100 kph or greater. All of the locations had a maximum speed limit of 100 kph or less.

The road in Northern Ireland with the greatest proportion of vehicles travelling at 100 kph or greater was the A1 in Newry. This road is a dual carriageway with a speed limit of 60 mph (96 kph) and is the main Dublin to Belfast route. More than half (54.8%) of all Northern registered cars and 58.5% of Southern registered vehicles were recorded travelling in excess of 100 kph (Table 15).

Within the Republic of Ireland, the N2 at Emyvale had the highest proportion of vehicles travelling in excess of 100 kph. Some 33.8% of Northern and 22.9% of Southern registered vehicles were sampled travelling over 100 kph.



Table 15 Vehicles travelling at 100pmh or greater, by index plate

	Northern Registration Plates			Southern Registration Plates			Other Registration Plates			Total Registration Plates		
	N	100 +	%	N	100 +	%	N	100 +	%	N	100 +	%
Northern Ireland												
A1 Newry	463	254	54.8	41	24	58.5	32	14	43.7	536	292	54.4
A6 Derry	314	59	18.7	79	27	34.1	27	2	7.4	420	88	20.9
A4 Augher	452	74	16.3	38	9	23.6	5	0	0.0	495	83	16.7
A28 Aughnacloy	223	73	32.7	17	4	23.5	2	0	0.0	242	77	31.8
A509 Derrylin	182	36	19.7	286	52	18.1	13	6	46.2	481	94	19.5
A5 Sion Mills	346	27	7.8	102	9	8.8	18	0	0.0	466	36	7.7
A4 Enniskillen	259	5	1.9	97	6	6.1	17	0	0.0	373	11	2.9
B196 Derry Rd	245	0	0.0	204	1	0.5	45	0	0.0	494	1	0.2
Total	2484	528	21.2	864	132	16.7	159	22	13.8	3507	682	19.5
Republic of Ireland												
N2 Emyvale	201	68	33.8	166	35	22.9	15	6	40.0	382	110	28.7
N53 Hackballs Cross	89	26	29.2	299	78	26.0	2	0	0.0	390	104	26.6
N53 Castleblaney	109	28	25.6	264	20	7.5	12	0	0.0	385	48	12.4
N13 Manorcunningham	338	30	8.8	643	60	9.3	18	1	5.6	999	91	9.1
N12 Monaghan	205	17	8.3	366	14	3.8	13	0	0.0	584	31	5.3
N1 Dundalk	129	10	7.7	158	16	10.1	11	0	0.0	298	25	8.3
N54 Cavan	38	2	5.3	152	2	1.3	10	0	0.0	200	4	2.0
N1 Dundalk 25th	248	7	3.2	73	1	2.7	20	1	5.0	341	9	2.6
R238 Muff	223	5	2.2	602	17	2.8	6	0	0.0	831	22	2.6
N14 Lifford	33	0	3.0	132	6	4.5	1	0	0.0	166	6	3.6
R238 Buncrana	107	0	0.0	365	4	1.1	5	0	0.0	477	4	0.8
Total	1720	193	12.1	3220	253	8.5	113	8	7.9	5053	459	9.0

A fifth (19.5%) of all traffic sampled on the roads in Northern Ireland was travelling at speeds greater than 100 kph. By comparison, less than a tenth (9.0%) of the traffic on the roads in the Republic of Ireland was travelling over 100 kph.

The N53 at Hackballs Cross was the road with the fastest recorded speed, with a northern registered vehicle traveling at 162 kph. In addition, this was the road with the second highest recorded 85th percentile speed. Therefore, 85% of the traffic on the N53 at Hackballs Cross were traveling at speeds of 106 kph or less.

According to EuroRAP (2005), this section of road was one of only six roads in both the RoI and NI with a high risk rating (black). The risk was calculated by comparing the frequency of death and injury on every stretch of road with how much traffic each road is carrying. The period of study was 1998 to 2002. During the survey period the risk of a fatal or injury collision on a black road was more than 10 times higher than on the safest (dark green) roads.

Table 16 sets out the average speeds recorded at all locations. The A28 and N2 were the roads with the highest average speeds during the survey. By comparison, the N53 and the N12 recorded the highest speeds.

Table 16 Average speeds and range, all locations, kph

	Limit	Average	85th	Min	Min
A1 Newry	60 mph	102.0	116.0	57.0	145.0
A28 Aughnacloy-Caledon	60 mph	94.0	110.0	59.0	138.0
N2 Emyvale-Aughnacloy	100 kph	93.7	107.0	25.0	147.0
N53 Hackballs Cross	100 kph	92.1	106.0	47.0	162.0
A509 Derrylin-Cavan	60 mph	91.4	102.0	50.0	136.0
A4 Augher-Ballygawley	60 mph	90.7	102.0	54.0	141.0
N13 Derry-Letterkenny	100 kph	88.1	97.0	53.0	125.0
N53 Dundalk-Culloville	100 kph	86.7	99.9	50.0	136.0
A5 Sion Mills-Newtownstewart	60 mph	85.8	96.0	46.0	122.0
N1 Dundalk 26th	100 kph	81.2	92.4	47.0	116.0
N14 Derry-Letterkenny	100 kph	81.2	90.0	47.0	123.0
N12 Monaghan-Armagh	100 kph	80.7	93.6	34.0	159.0
A4 Enniskillen-Belcoo	60 mph	79.8	90.0	37.0	113.0
R238 Muff-Derry	80 kph	78.3	89.0	29.0	125.0
R238 Buncrana-Bridgend	80 kph	76.3	86.6	27.0	117.0
N1 Dundalk 25th	100 kph	76.2	87.0	43.0	151.0
N54 Cavan-Monaghan	100 kph	75.2	87.2	50.0	109.0
B196 Derry Rd-Newtowncunningham	60 mph	71.8	80.0	41.0	104.0

Overall, for all roads surveyed, more than one in seven cars (14.9%; N=948) travelled in excess of 100 kph. Approximately one in seven vans (13.6%; N=160) sped over 100 kph, while as many as two in every five (38.9%; N=14) motorcycles did so. Of the lorries, more than two in five (42.6%; N=367) were travelling over 80 kph, the speed to which lorries and buses are restricted. An even higher proportion of buses (43.4%; N=56) broke their speed limit of 80 kph.

Over 40% of all Northern and Southern registered buses and lorries were travelling in excess of 80 kph, the speed to which they are restricted. A fifth of all Northern registered cars and vans were breaking the speed limit. A fifth of Southern registered vans and 17.6% of Southern registered cars were also speeding.

7.16 Racing Culture

7.16.1 Reported Racing from 'Road Safety Behavioural Survey Border Region Rol and NI'

- Racing another driver would appear to be mainly a Northern Ireland driver phenomenon with 26% admitting to this compared to only 7% in the Republic

7.16.2 Attitude to Racing from 'Attitudes to Road Safety Border Region Rol and NI'

Attitudes towards racing varied greatly among the groups. The Letterkenny/Derry workers group displayed a casual attitude towards racing and was generally accepting of it. The Dundalk/Newry under 18 girls had an interesting reaction to the term "boy racer" proudly stating that "girls race too". Dundalk/Newry workers regarded racing as generally dangerous and inconsiderate. The Dundalk under 18 boys while admitting to other illegal activities while driving did not volunteer any racing experience and thought racing was not popular in the Dundalk area. The career drivers expressed a general disgust for racing. The hauliers suggest racing is occurs more commonly in larger towns and maybe caused by a lack of alternative recreational activities in smaller towns.

"I think it's a phase you just grow out of". "As long as it's nothing dangerous (things that would be dangerous are going out back roads and doing it), but see on roads like this here I don't see no harm in that."

"Someone might start flashing you out the road and then go past you and then it's up to you to catch them if you want."

"Well usually, if you see cars pulling out and you want to race them, you follow them and flash them and they take you on or they won't, it's like that there."

"At night time, all the cars would be parked in along, and you can pull in beside them. Just if you go on round on the road, go round that corner and down, it's like shops but everyone pulls in there at night time, well it's mostly on a Friday or a Saturday night, that kind of thing but you always get a few people around the weekend."

Letterkenny/Derry Workers Group Report

". . .put thousands of pounds into a car, not thinking of what they are doing, no insurance on the car, spinning around."

Dundalk/Newry Workers Group Report

"Yeah really dangerous and just very juvenile."

"To be perfectly honest I wouldn't fault them cause...I've done it myself."

"I wouldn't blame them ...I've done it myself."

Armagh/Monaghan Workers Group Report

"It's not a big thing in Dundalk now."

"It's stupid. Keep away from it."

Dundalk/Newry Under 18 Boys Group Report

"Three or four o'clock in the morning, any time of the day or night, and especially at night, they'll go harder."

"Oh, I would see it every night of the week."

"The more closed in the better. In the likes of small towns where there's nothing to do, they just take the car out and give it a bit of a lashing."

Hauliers Group Report

"I hate it and I can't understand, a lot of the ones especially around the town here again at night, they'd be racing say along the Pearse road in these souped up cars."

Taxi Drivers Group Report

7.17 Driving Behaviour Across the Border

7.17.1 Driving Behaviour Across the Border from 'Road Safety Behavioural Survey Border Region ROI and NI'

The main ways in which drivers from both sides of the border feel that other drivers change their behaviour on crossing the border are increased speed, greater aggression less compliance with traffic rules and less caution.

The main perceptions seen from drivers on both sides of the border regarding the reasons for above average accident rates in border areas are higher levels of speed and higher traffic.

Looking at Northern Ireland drivers, 16% were more likely to speed on the other side of the border because they believe they cannot be given penalty points and 17% because they know where the speed checks are.

Not getting penalty points is also a reason for 8% of drivers from the Republic speeding on the other side of the border and better road quality for 7%.

Drivers from Northern Ireland are much more likely to have been involved in an accident either North or South than those from the Republic.

In addition, drivers from the North are more likely to have had an accident in the Republic (19%) where an injury has occurred, than drivers from the ROI in Northern Ireland (1%). This finding mirrors the NRA report which stated 17.9% of all collisions in the border counties in the ROI involved a driver from NI.

7.17.2 Driving Behaviour Across the Border from 'Attitudes to Road Safety Border Region Rol and NI'

The main reasons drivers from either side of the border stated for not speeding were unfamiliarity with the roads and fear of being caught.

The groups and individuals were split on this issue. The hauliers stated they definitely do not drive faster on the other side of the border. Taxi drivers said they do. Hauliers felt they had more to lose and therefore self-regulate their driving behaviour. Where the consequences or chances of being caught are more random, it appears greater risks are taken with driving behaviour.

Overall, it appears that it is as a result of cross border inconsistencies like mph/km, road conditions and signage differences that people drive faster generally north of the border. However, awareness of Gardai/ PSNI location with road knowledge also contributes to driving speed differences.

Driving Faster Across the Border

"Same but it depends on the traffic. That is a faster road there. Newry to Dundalk but if you get somebody slow there is a tailback, that seems to be the biggest problem on that road. The people who are willing to take chances."

Dundalk/Newry Workers Group Report

"Limited on an A road in the North to 40mph in a truck and you're limited on an A road to the south to 50mph and the limiter cuts in at 55mph, so that's basically it."

Hauliers Group Report

"I'd say they drive faster cause of the difference between here and the border...miles and kilometres."

Dundalk/Newry Under 18 Girls Group Report

"I know the roads far better."

Dundalk/Newry Under 18 Boys Group Report

"You know where the Garda are too"

Letterkenny/Derry Workers Group Report

"I find the roads better, the signage better and you're not obviously worried about points being added on your licence either and there are far better infrastructure & laws in the North...it's very evident."

"The roads are far better in the North."

Armagh/Monaghan Workers Group Reports

"Penalty points don't apply if caught in South."

"If there's a legal loophole you'll exploit it."

"Minor roads in Northern Ireland are a lot better, as good as major roads in the south."

Taxi Drivers Group Report

Factors that stop participants from driving faster on the opposite side of the border from where they live
It is apparent that legal consequences would be a major deterrent to driving faster on the opposite side of the border for participants from where they live. Familiarity with the roads and the differences in road quality contribute to preventing people from driving faster on the other side of the border also.

"Less knowledge of the road maybe."

Dundalk/Newry Workers Group Report

"Don't know what's around the corner."

Dundalk/Newry Under 18 Boys Group Report

"In case you get arrested and you're not in your own town."

"Donegal roads are terrible."

Armagh/Monaghan Workers Group Report



Taxi Drivers Group Report

"Fear of being arrested."

"You can get sent away....you can get sent away quicker in the North."

Dundalk/Newry Under 18 Girls Group Report

"The law is clamping down a wee bit more because of speeding and because of recklessness and accidents and things like that there."

Hauliers Group Report

"I think there's a lot of speed cameras on motorways and things like that. We don't have them out here."

Letterkenny/Derry Workers Group Report

7.18 Enforcement

7.18.1 Attitudes to Enforcement from 'Road Safety Behavioural Survey Border Region Rol and NI'

Random breath testing has been experienced much more frequently by drivers in the North (28%) than those in the Republic (6%).

- According to SARTRE 3, 8.9% of the Irish sample expect to be detected for drink driving
- The DOE reported that 86% of respondents in NI agreed that the police should be able to stop people at random and breathalyse them, however, 42% felt it was unlikely that they would be stopped by the police for drinking and driving

Experience of speed checks is also much more evident amongst drivers from the North with 43% having had at least one compared to only 15% in the Republic.

- According to SARTRE 3, 31.9% of the Irish sample expected to be detected for speeding
- The DOE reported that 55% of respondents thought it was likely that they would be stopped by the police for speeding

Very few drivers surveyed had received penalties for alcohol with only 0.3% in the Republic and 3% in the North.

- According to SARTRE 3, 0.4% of the Irish sample had received penalties for drink driving

Speeding penalties have been incurred by 10% of the total sample with those from the North more likely to have been penalised (13%) than those from the Republic (7%)

- According to SARTRE 3, 13.1% of the Irish sample had received penalties for speeding

Penalties for not wearing a seat belt are also much more likely to have been handed out in Northern Ireland with 9% having received one compared to only 1% in the Republic

- According to SARTRE 3, 1.6% of the Irish sample had received penalties for non wearing of seat-belts

7.18.2 Attitudes to Enforcement from 'Attitudes to Road Safety Border Region Rol and NI'

Participants had varying view on the pitfalls of road safety enforcement. They named a lack of Garda presence and inability to transfer points from one jurisdiction to the other. Participants did not believe that enough enforcement is taking place, and Gardai are hesitant to enter rough/dangerous areas.

The Armagh/Monaghan workers and hauliers said that the law enforcement for speeding is more geared towards making money than road safety law enforcement.

"It's more a... revenue gathering exercise than road safety. I think a speeding fine, it's handy to hand out a ticket."

"I think the republic is a disgrace". "The north is a different story. There's a fair presence there."

Armagh/Monaghan Workers Group Report

"Anyone I know who has been done for speeding was doing 40km in a 30km zone. I've never heard of anyone being done for going 120km in an 80 km zone."

"I don't think there is enough awareness. Not with the amount of accidents we've had in this area. I don't think there is enough awareness of that."

"Sure there's never, you never see Gardai around big main roads like. To see if there's anyone speeding or anything like that."

Dundalk/Newry Workers Group Report

"The cameras will catch you more than the Guards themselves anyway."

Dundalk/Newry Under 18 Boys Group Report

"If they're not enforcing the laws other than speeding, what's the point in them being out there? I know speeding does account for some of the road fatalities but not all."

Hauliers Group Report

"Needs to be a dedicated traffic corp. There's virtually no law enforcement in this country in relation to driving."

"Well in my experience of driving in Northern Ireland is definitely you would see the police out more on the open road...I mean the most road that I would travel would be going to Belfast, and you certainly would see them out checking for the faster drivers, rather than trying to catch somebody a few mile over the speed limit in a built up area."

Taxi Drivers Group Report

"The guards seem to be out more if something happens."

"The penalty points made a big difference. People really copped themselves on...Before that you just got fines, but now you can lose your license."

Letterkenny/Derry Workers Group Report

"Not really like there's still a lot of crashes and a lot of deaths and road accidents."

Dundalk/Newry Under 18 Girls Group Report



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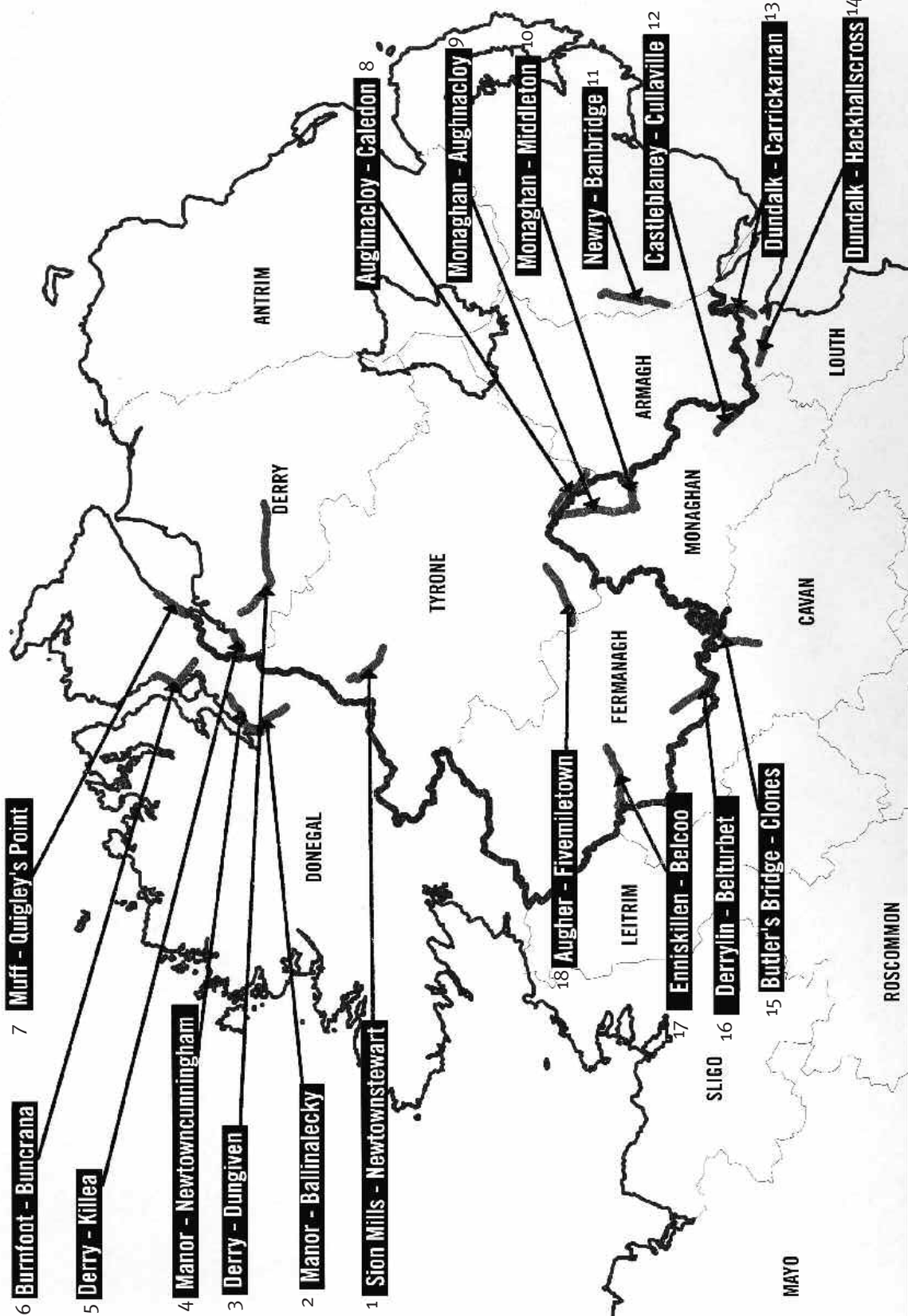
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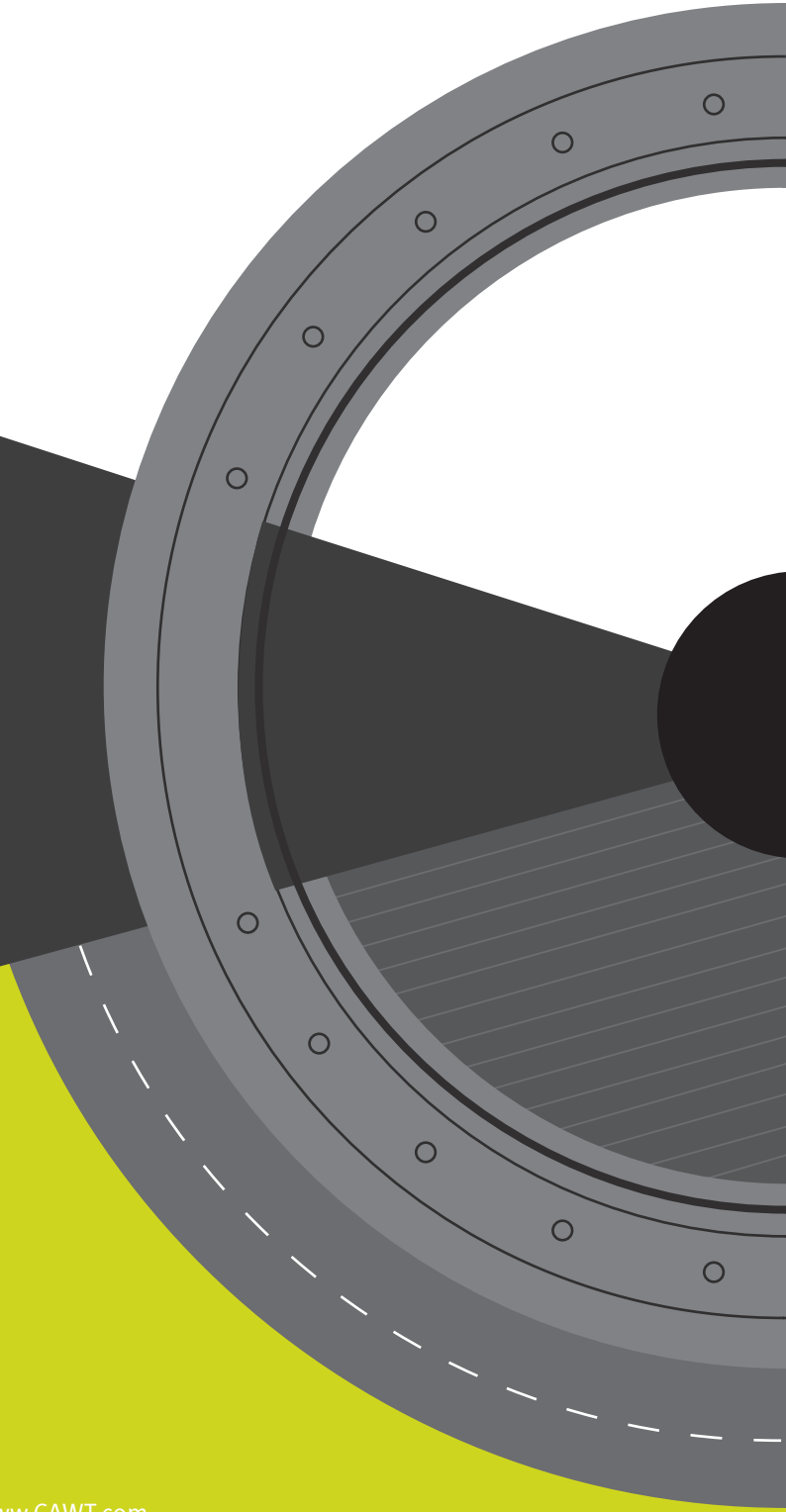

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Participants of the focus groups and those who took the time and effort to complete the questionnaire survey.

1	Sion Mills - Newtownstewart	A5
2	Manorcunningham - Ballinaleck	N14
3	Derry - Dungiven	A6
4	Manorcunningham - Newtowncunningham	N13
5	Derry - Killea	B193
6	Burnfoot - Buncrana	R283
7	Muff - Quigleys Point	R238
8	Aughnacloy - Caledon	A28
9	Monaghan - Aughnacloy	N12
10	Monaghan - Middleton	N12
11	Newry - Banbridge	A1
12	Castleblaney - Cullaville	N53
13	Dundalk - Carrickarnan	N1
14	Dundalk - Hackballscross	N53
15	Butlers Bridge - Clones	N54
16	Derrylin - Belturbet	A509
17	Enniskillen - Belcoo	A4
18	Aughur - Fivemiletown	A4



MAP OF SURVEY POINTS CARRIED OUT BY TELETRAFFIC



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