

RSA



ROAD SAFETY STRATEGY ANNUAL REVIEW 2008

An tÚdarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Foreword

A safety performance of a country is measured by the number of deaths that occur for every million people in the population. In 2008 Ireland recorded 63 road deaths per million population. This represents an improvement of 41% from 107 people killed per million inhabitants in 2001. While very significant improvements have been made in enhancing the safety of Irish roads in 2008, this report highlights that there is a considerable body of work yet to be done in order to meet the targets set out in the Government Road Safety Strategy of reducing fatalities to not greater than 60 fatalities per million or saving 400 lives during the lifetime of the Strategy. There are still too many people dying needlessly on our roads.

The killer behaviours remain constant, speeding, impaired driving, non use of seatbelts and unsafe behaviour by or towards vulnerable road users. The RSA has targeted these behaviours through a range of interventions and initiatives. While major progress has been made in addressing Ireland's chronic drink driving problem, speed remains the biggest contributory factor to deaths and injuries on Irish roads. The biggest challenge facing us is to change this culture of speeding through enforcement, awareness raising and educational campaigns.

To achieve the targets set out in the Road Safety Strategy, a very high level of partnership working across all of the key agencies with strong political support is necessary. In the current economic climate we face challenges in ensuring that the roadworthiness and quality of the national vehicle fleet does not deteriorate, that the built infrastructure is maintained and that the Irish road using public are engaged and committed to further improvements in safe and responsible road use.

Introduction to Road Safety Strategy Annual Review

The RSA has responsibility, in accordance with the Road Safety Authority Act 2006, for producing and formally reporting on the implementation of the third Government Road Safety Strategy 2007 – 2012. Action point 83 of the Road Safety Strategy requires the RSA to produce and present to the Minister for Transport an annual report by the second quarter of the following year.

There are a total of 126 specific measures or actions identified in the Strategy which must be implemented within the lifetime of the strategy. Responsibility for each action has been allocated to a lead Department or Agency and specifically to an individual within each organisation. A completion date for each action has also been set.

The Government Road Safety Strategy has in total 126 actions which must be completed by 2012. Seventy three of these actions are relevant to 2008. This document describes the 73 actions and their current status. Of these 73 actions, 48 have been completed in full and on time, a further 17 are nearing completion or completed outside of the target date and a further 8 are incomplete for a variety of reasons. There is an explanatory note against each action with a rationale for the non completion or late delivery.

Progress Report on 2008 Actions

The actions required in 2008 are outlined on page 3. The actions are categorised under the headings of Education, Enforcement, Engineering and Evaluation which form the policy framework of the Strategy. Only the actions which have a 2008/Annual timeframe are reported on. There is also a traffic light system to illustrate progress and delays experienced in achieving actions in 2008.

The RSA Board and Executive will continue to ensure that all actions in the strategy are a priority for the organisations responsible for their implementation and will support them in achieving these actions.

Education

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
2	Implement mass media campaigns which target the main causal factors for collisions, deaths and serious injuries for all road users but in particular the high risk groups.	RSA	DoE&S	Annually	Mass media campaigns continued to be delivered at unprecedented levels by the RSA throughout 2008. Media campaigns on driver fatigue were scheduled for every bank holiday weekend in 2008. A new campaign was launched entitled "The Bright Way to Save Lives" which informed people that it is not just at night you need to turn on your lights. A new leaflet on "Medicines & Driving" was launched in conjunction with the Pharmaceutical Society of Ireland.
3	Integrate mass media campaigns with the policing plans of An Garda Síochána and other enforcement agencies.	RSA	Garda Síochána/ HSA	Annually	The 2008 Communications plan was designed to complement the enforcement activity planned by the Gardaí in their policing plan.
4	Apply new media techniques/initiatives to road safety awareness / education which are interactive and age appropriate.	RSA	DoE&S	2nd Qtr. 2008	Mobile web banners on Vodafone live, "Crashed Lives" video ads were running on You Tube, Bebo, Facebook and MySpace. Child Safety in Cars web banners on rollercoaster.ie. Driver fatigue web banners on motoring related websites such as Motornet.ie, Eircom and Autotrader.
5	Continue to promote joint North / South cooperation on road safety awareness campaigns.	RSA / DOE NI	DoT/ North-South Ministerial Council	Annually	Continued screening of anti drink driving 'Just One' advert. A new initiative jointly developed with CAWT entitled "He Drives She Dies" to empower females to say no to getting into a car with a guy who drives dangerously.
6	Lead the implementation of a comprehensive integrated road safety education programme in Pre-school, Primary, Post-Primary, Third Level and in the Community.	RSA	DoE&S/ Higher Education Authority/ Garda Síochána/ HSA	Pre-primary 2nd Qtr. 2008, Transition Year (1st Qtr 2008), Third Level (3rd Qtr. 2008) Community Level (2nd Qtr 2008)	Pre-school education programme "Salman & Friends" has been sourced from the UK and has been adapted to suit the Irish pre-school context. The Junior cycle education programme 'Streetwise' was developed for Junior Cycle. The Transition Year Education programme was developed for Senior cycle and has been offered to every school in the country. The Third level programme has been completed and will be piloted in 8 Universities in 2009. The "Community Programme" has been completed and will be piloted in 10 community groups in 2009.

Education *continued*

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
7	Develop and implement education interventions aimed at the high risk 17 - 24 age group.	RSA	Youth Reach/ National Youth Council of Ireland/ Union of Students in Ireland and other representative groups.	Annually	So far in 2008 this activity has continued with a particular focus on speeding, drink driving, road safety awareness programmes in workplaces and partnerships with sporting and community groups.
8	Produce a suite of publications on the collision-causing factors (speed, impaired driving, safety belt wearing, and vulnerable road users) aimed at all road-user categories, to complement the Rules of the Road and the Driver Theory Test.	RSA	DoT / Garda Síochána / MBRS	2nd Qtr. 2008	In 2008 publications have been produced on the following: mobile phones and driving, tyre safety, haulage operator, helping learner drivers to drive safely, pedestrian safety, driver tiredness, medicines and driving.
10	Develop a template for employers on employee road safety education which can be rolled out nationally.	RSA	HSA/ Employers/ IBEC/ Chamber of Commerce / HSE	3rd Qtr, 2008	The Guidelines were completed in September 2008.
12	DoE&Science, through Bus Éireann, will review and update the training programme for all school bus drivers operating under the DoE&Science school transport scheme taking into account best practice standards.	DoE&S / Bus Éireann	RSA	2nd Qtr, 2008	Bus Éireann strengthened the training function by the appointment of a full-time Head of Training at senior management level. All school bus drivers undergo regular training to the standard of the Advanced Driving Test of the Institute of Advanced Motorists, and attendance on training courses is compulsory. In September, all professional bus drivers were required to have a Drivers CPC before driving for a living.
13	Include a road safety protocol in the Health and Safety section of each school plan.	DoE&S	Garda Síochána/ HSE/ School Boards/ National Parents Councils/ Local Authorities/ RSTWG/ DfO	3rd Qtr, 2008	A protocol is in development at present and scheduled to be completed by end 1st Quarter 2009.

Education *continued*

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
14	Integrate international road safety awareness events such as UN Global Road Safety Awareness Week, EU Road Safety Day and World Day of Remembrance for Road Traffic Victims into road safety plans.	RSA	DoT / DoH&C/ HSE/ HSA/ Garda Síochána/ LAs	Annually	The RSA participated in a range of road safety anti speeding awareness events in conjunction with the DOT, DoH&C and local authority road safety officers. Road Safety Week took place in October 2008 and the week commenced with the International Road Safety Conference in Croke Park. Advance Pitstop in conjunction with the RSA offered a free 5-point check for all cars. World Remembrance Day was marked throughout the country in November 2008.
18	Host an annual international conference on road safety to update and review best practice developments.	RSA	All Stakeholders	2008 / Annually thereafter	The RSA hosted an International Conference on Road Safety on Monday 13th October. Discussion included education, enforcement, engineering and evaluation which are the policy framework of the Road Safety Strategy.
19	Implement specific educational measures aimed at vulnerable road users.	RSA	An Garda Síochána /LAs / Representatives from Industry Bodies	Annually	The RSA distributed 150,000 children's armbands to primary schools in February for the Hi Glo Silver/Seatbelt Sheriff Campaign, in February, Mace together with the RSA distributed over 3,300 packs to primary schools nationwide promoting safe cycling, the Check it Fits campaign took place at 10 locations, 40,000 hi vis vests were distributed at the Ploughing Championships, 300,000 adult armbands were distributed in the Sunday World newspaper, a new pedestrian leaflet highlighting the importance of wearing high visibility clothing was distributed in September.

Enforcement

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
22	Publish an Annual Garda Road Safety Policing Plan.	Garda Síochána	RSA/DoJELR	Annually	This action has been completed and is available from the Garda website.
23	Rollout of Garda Traffic Corps across all Divisions to planned manning level and with all necessary equipment, technology and administrative support. 1,200 Traffic Corps personnel by 2008.	Garda Síochána	MBRS/DoJELR/DoT	4th Qtr 2008/Annually	21 Gardaí are now qualified forensic investigators with a further 22 in the process of being trained. 8 new mobile speed detection systems have been purchased which utilise up to date technology. 89 vehicles have been fitted with Automated Number Plate Recognition technology. 1,200 Traffic Corps personnel were in place.
24	The RSA accepts that to strive for 100% compliance is desirable but recognises that it can never be achieved. However demanding targets are required. Achieve a target level of compliance with speed limits for cars and motor cycles by 2012.	Garda Síochána	DoJELR/DoT/Courts Services/RSA	Annually	At least 80% of overall speed enforcement will be conducted on road sections with the greatest propensity for speed related collisions. The Gardaí have enhanced management information systems in terms of use of mobile detection systems in respect of locations, collision times and days of week.
25	Achieve a target level of compliance with speed limits for goods vehicles and single deck buses by 2012.	An Garda Síochána	DoJELR/DoT/Courts Services/RSA	Annually	The Gardaí have implemented six operations with a view to increasing awareness as well as enhancing their management information system in terms of use of mobile detection system.
26	Implement a Safety Camera Network in the region of 6,000 hours enforcement per month.	An Garda Síochána	DoJELR/LAs/NRA/RSA	2nd Qtr 2008	The procurement process has been advanced.
27	Continue the operation of MAT, determine the incidence of drink driving in Ireland and achieve a target level of compliance with drink driving law. (See action number 122, 123).	An Garda Síochána	DoJELR/MBRS	Annually	Detailed analyses with regard to drink driving over the last three years have been conducted and published on the Garda website.
28	Achieve a target level of compliance by 2012, through cover and high visibility enforcement, on seatbelt wearing and child safety restraint use.	An Garda Síochána	DoJELR/HSE/RSA/Courts Service/DoT	Annually	The Gardaí together with the RSA promoted the wearing of seat-belts through public awareness campaigns and through intensive and high visibility actions.
29	Promote An Garda Síochána Traffic Watch scheme to enable community support for road traffic law enforcement.	Garda Síochána	RSA/RSTWG/LAs	Annually	Traffic Watch is being constantly promoted through Crime Call and the media generally.

Enforcement *continued*

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
33	Establish drug impairment education programmes for An Garda Síochána, Doctors and Nurses.	MBRS	Garda Síochána/ICGP	4th Qtr 2008	Consultation has taken place and a completion date will be met subject to Garda input and response.
34	Prepare and publish technical/engineering guidance for the setting of speed limits.	DoT	Garda Síochána/LAs/NRA/DTO	3rd Qtr 2008	A Framework Document on Speed Limit Reviews has been developed by the RSA. Further progress by the Department of Transport links with proposals on speed limits in the Sustainable Travel Bill but is constrained by limited resources and technical expertise.
39	Participate with other EU member states in a campaign of coordinated checkpoints.	RSA	Garda Síochána	Annually	Plans were put in place for coordinated checkpoints. RSA liaised with the UK Authorities in relation to 3 coordinated checkpoints during 2008.
41	Implement a random roadside mechanical checking programme for goods vehicles and buses.	RSA	NRA/Garda Síochána	2nd Qtr 2008	The RSA liaised with An Garda Síochána in relation to roadworthiness enforcement and jointly organise roadside checks with RSA Vehicle Inspectors attending in an advisory capacity.
45	Review procedures for medical certification of fitness to drive in consultation with the MBRS and medical experts.	RSA / MBRS	ICGP / DoH&C	2nd Qtr 2008	A "Fitness to Drive" consultation document was produced and circulated and a public consultation process was completed.

Engineering

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
55	Continue to monitor and develop road types, for example divided roads, ensuring best safety standards are incorporated into road design.	NRA/LAs	DoT	Annually	The four pilot schemes have been completed and are being monitored in terms of speed and collisions pre and post opening.
58	Examine and make available grant schemes for road safety audits and road user audits on non-national roads.	DoT	LAs	Annually	On 21 August 2008 Circular RLR 16/2008: Road Safety Audits and Road User Audits on Regional and Local Roads was issued to all local authorities, requesting that they carry out such audits on schemes funded or co-funded by the Department, and setting out the procedures for doing so.
59	Provide resources for low-cost safety schemes and expand the medium-cost schemes on non-national roads.	DoT	LAs	Annually	A low cost safety improvement works scheme of grants for regional and local roads was introduced in 2000 as an extension of the scheme operated on National Roads under the auspices of the National Roads Authority (NRA). In 2008 the Department of Transport allocated over €8.5 million under this scheme to local authorities in respect of safety improvement works to be undertaken at 328 locations throughout the country.
61	Increase the number of minor realignment schemes over the lifetime of the Strategy.	NRA / LAs	DoT	Annually	In 2008, 137 separate projects were funded.
62	Continue the Signing and Lining programmes on National roads.	NRA / LAs	DoT	Annually	The programme for the upgrading of directional signage is ongoing.
66	Publish a code of practice for the management of roadwork sites from a road worker/road user protection perspective.	DoT	NRA/ LAs/ HSA/ LGMSB	4th Qtr 2008	This document, published in October 2007, has been drawn up under the auspices of the Local Government Management Services Board with input from the Department of Transport and from the National Roads Authority. The document has been endorsed by these 3 organisations and is recommended for implementation by Road Authorities, contractors and persons undertaking works on public roads.

Engineering *continued*

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
67	Engage with the motor industry to maximise the provision of approved vehicle safety devices.	RSA	SIMI/ Revenue	2nd Qtr 2008	A detailed proposal seeking to maximise the uptake of proven in-vehicle technology has been submitted by the RSA to Revenue.
68	Implement a joint reporting collision procedure between the Garda Síochána; local authorities and the NRA.	Garda Síochána	NRA/ LAs	3rd Qtr 2008	Agreed Protocols have been put in place whereby the District Officer in whose area a fatal collision occurs or where there is a collision which is likely to be fatal, will as soon as practical, inform the Senior Roads Engineer for the Local Authority where the collision occurred.
69	Each local authority to publish a prioritised plan on road building, design, construction and maintenance.	LAs	DoT/DTO	Annually	Each local authority prepared an annual programme for roads based on financial allocations received.
70	Establish a protocol with the County and City Enterprise Boards to assist and advise individuals who wish to bring new innovative road safety products to the market.	RSA	County and City Enterprise Boards	2nd Qtr 2008	This action has been completed. A protocol was agreed and exists between the RSA and the CCEB for people who have innovative road safety products that they wish to bring to the market.

Legislation

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
72	Legislate for graduated driver licensing.	DoT	RSA	3rd Qtr 2008	A public consultation will be launched by the RSA on the 13th January 2009. The Department of Transport will consider any proposals arising from this process.
73	Implement a driver permit and related measures for a graduated driver licence scheme.	RSA	DoT/Garda Síochána	4th Qtr 2008	A consultation document on the introduction of a Graduated Driving License system for learner drivers in Ireland will be launched in early 2009.
75	Review current legislation for impaired driving, identify best practice internationally and ensure appropriate legislation and protocols to address the testing of road users involved in collisions.	DoT	HSE/Garda Síochána/MBRS	2nd Qtr 2008	Provision has been made in the Road Traffic and Transport Bill 2008 to address this matter.
77	Introduce the administrative disqualification system for appropriate drink driving cases.	DoT	Garda Síochána / RSA	2nd Qtr 2008	Amendment to the Section is provided for in the Road Traffic and Transport Bill 2008.
79	Explore the potential for giving RSA Transport Officers and Vehicle Inspectors the power to stop and examine vehicles for compliance with road safety standards as outlined in traffic regulations.	DoT	RSA/ Garda Síochána	4th Qtr 2008	The potential for giving such powers was explored in conjunction with the Gardaí and it was decided it was not appropriate to proceed with extending the powers of the RSA Transport Officers as this time.

Other Road Safety Measures

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
80	Research, develop and publish a national pedestrian safety strategy incorporating best practice engineering, education and enforcement issues.	RSA	Stakeholders /DoT	3rd Qtr 2008	The draft Pedestrian Strategy was completed and a public consultation process scheduled to commence in April 2009.
82	Research, develop and publish a national cycling safety strategy incorporating best practice engineering, education and enforcement issues.	RSA	Stakeholders /DoT	2nd Qtr 2008	The publication of a national cycling safety strategy, was subsumed into the wider National Cycling Policy that is being developed in the Department of Transport.
83	Review / monitor implementation of the Road Safety strategy and produce an annual report to the Minister for Transport by the end of the second quarter of the following year. This will emphasise road safety outcomes achieved, cost-benefit analysis and value-for-money.	RSA	All relevant Departments and Agencies	Annually	The first RSA Annual Strategy Monitoring Report was completed and submitted to the Minister for Transport in June 2008.
86	Maintain the Cabinet Level Committee on Road Safety to monitor progress, assess priorities and identify difficulties in the implementation of the Road Safety Strategy.	DoT	Department of An Taoiseach/ DoH&C/ DoEHLG/ DoJELR/ DoE&S/ Office of the Attorney General	Annually	The Committee met regularly in 2008. Last meeting in 2008 took place on 11th December.
87	Implement all relevant EU Directives and participate actively in the development of future policy at EU level.	RSA/ DoT		Annually	Transposition of all EU Directives & Regulations within the remit of the RSA is fully up to date.
88	Enter a bilateral arrangement with the UK to implement the Convention on Driving Disqualifications.	RSA	DoT/ DoE NI	2nd Qtr 2008	The Department of Transport are leading on delivery of this action and the Irish and UK Authorities are progressing arrangements - provision has also been made in the Road Traffic and Transport Bill 2008.
89	Participate in a joint feasibility study with the UK on the mutual recognition of penalty points.	RSA	DoT/ DoE NI/ DfT (UK)	4th Qtr 2008	Joint feasibility study has been completed and the Consultant's Final Report is with the Department of Transport.

Other Road Safety Measures

continued

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
92	Ensure that 100% of all new provisional licence holders in the motorcycle licence category undertake compulsory basic training by the end of 2008.	RSA	DoT	4th Qtr 2008	A pilot phase commenced for compulsory Basic Training for Motorcycles.
95	Register all existing driving instructors on the ADI Register and put in place a suitable monitoring mechanism to maintain a high standard.	RSA	Representatives of driver instructors / Garda Síochána	4th Qtr 2008	It was decided to extend the 31st December 2008 deadline for registration to accommodate those driving instructors who had not completed the three part qualification process.
97	Reduce the waiting time for a driving test to a 10 week national average and maintain this service level.	RSA		2nd Qtr 2008	The target to achieve a national average wait of ten weeks for a driving test at end June 2008 has been achieved and maintained.
98	Commence a programme of review and modernisation of existing driver test centres and develop new test centres to meet the driving testing requirements of all vehicles.	RSA	OPW/DoT	Annually	The RSA completed a review of its estate management requirements for the future.
100	Research the potential for use of bus lanes by motorcyclists and complete a comprehensive safety analysis to determine future policy.	RSA	DoT / Garda Síochána / NRA / DTO / Dublin Bus / Dublin City Council	2nd Qtr 2008	This action has been completed. A decision has been taken by the Board of the RSA and a report has been submitted to the DoT.

Evaluation, Road Safety Data and Research Programmes

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
101	Develop a research capability for the RSA.	RSA	Stakeholders / Academic Institutions / Coroners Society of Ireland / HSE / HSA	3rd Qtr 2008	The Research Department is now fully resourced and operational. Research activity in 2008 included a free speed survey, seatbelt wearing survey, assessing behavior in young male drivers, children under 14 road casualties and a check it fits child restraint system.
102	Review and update the annual publication of road collision facts and the collection of data to support this analysis.	RSA	Garda Síochána / Coroners Society of Ireland / HSE / IIF	Annually	The Road Collision Factbook for 2007 was published and distributed in 2008.
103	Use existing data sources on injuries from road collisions and improve the content, quality and access where appropriate.	HSE	RSA / HSE / Garda Síochána / LAs	4th Qtr 2008	Existing data sources on injuries from road collisions are available through Health Atlas Ireland.
104	Review and expand the national speed and safety belt wearing survey on Irish roads and publish nationally on an annual basis.	RSA	NRA / LAs	3rd Qtr 2008 / Annually	The national speed & seatbelt wearing survey was reviewed and expanded. Two reports are now published each year (one seatbelt and one speed) which can also be downloaded from the RSA website.
105	Participate in European and International road safety research programmes.	RSA	International Stakeholders / NRA	Annually	The RSA has a detailed research programme including participation in the relevant EU and international programmes.
106	Research emerging 'in road' and 'in vehicle' road safety technologies and make recommendations on their use/introduction.	RSA	Advisory Panel / DTO	Annually	RSA participated on ITS (Intelligent Transport Systems) working group developing an action plan for implementation of the EU Directive.
107	Enhance the collection and availability of data from enforcement activity to support the analysis and review of the Road Safety Strategy by the advisory panel.	RSA	Advisory Panel / Garda Síochána / MBRS	1st Qtr 2008	Discussions initiated with Garda Síochána about collection of data on roadside inspections. Legal issues associated with data collection explored during 2008. Overall strategy agreed and draft regulations submitted by RSA to Department of Transport to address legislative changes necessary to address the issue.

Evaluation, Road Safety Data and Research Programmes *continued*

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
108	Exploit the potential of the (HSE) Health Atlas Ireland to develop a specialist module allowing restricted web access to health related road collision data and geo-spatial analysis; develop a dedicated module allowing access by the general public to useful and practical health-related road collision information.	HSE	RSA / NRA / An Garda Síochána / LAs	4th Qtr 2008	Using HSE's Health Atlas Ireland tool, a demonstration module has been developed, which allows web access to information on health related road collision information. This is ready for the RSA to view and in turn embed in appropriate website locations.
111	Review and research the outputs from collision analysis to ensure road related factors receive remedial attention as soon as possible.	Garda Síochána/ NRA	LAs	1st Qtr 2008	Agreed Protocols have been put in place whereby the District Officer in whose area a fatal collision occurs or where there is a collision which is likely to be fatal, will as soon as practical, inform the Senior Roads Engineer for the Local Authority where the collision occurred.
112	Research and update training and development programmes for the Garda Traffic Corps based on experience in Ireland and best practice from other comparable jurisdictions.	Garda Síochána/ RSA	NRA	Annually	Roads policing training is provided for new entrants at the Garda College and again during continuous professional development. Specialist training for Collision Investigators to enable them to sit examinations for the qualification is now provided at the Garda College.
113	Research and update the mapping of collision-prone zones and include analysis by volume and type of vehicles on the road network with special emphasis on regional and local roads.	RSA	NRA / LAs / An Garda Síochána / DTO	Annually	The RSA provided collision database to the Gardaí, NRA and the LGCSB to allow for required further analysis.
114	NRA Road Safety Research Programme.	NRA	RSA	Annually	Evaluation of Traffic Calming Programmes was completed in Q4 2008 and is available on the NRA website. The NRA are continuing to participate in EuroRAP. Risk Map was published in Q2 of 2008.
115	Conduct Road Safety Audit of all new national road schemes and review the standards on an annual basis.	NRA	DOT	Annually	The NRA are continuing to administer the safety audit programme.
116	Prepare a comprehensive freight transport strategy that maximises road safety.	DoT	RSA / NRA / LAs / DoEHLG / DTO	4th Qtr 2008	Preparations are being made for a forum to examine key issues in relation to freight transport.
117	Conduct a public consultation process in relation to the use of Agricultural Vehicles on Public Roads and introduce policy proposals to regulate the use of these vehicles.	RSA	NRA / An Garda Síochána / LAs / Road Haulage Association / IFA	2nd Qtr 2008	RSA review completed and with the Department of Transport for consideration.

Evaluation, Road Safety Data and Research Programmes *continued*

KEY: ■ Actions completed in 2008
■ Actions partially completed in 2008
■ Actions not completed in 2008

Action No.	Measure or Action	Lead Dept or Agency	Support Dept or Agency	Completion Date	Outcome
120	Implement the recommendations of the Coroners Review Group, December 2000, on the setting up of a National Coroners' database.	DoJELR	Coroners Society of Ireland / Garda Síochána / RSA	4th Qtr 2008	The Coroner Service Implementation Team has been established in Navan to develop and put in place arrangements to implement the Coroners Bill. The matter of the development of a database concerning all aspects of coronial activities will be addressed in that context.
121	Prepare the legal framework for the enactment of the Coroners Bill 2007.	DoJELR	Coroners Society of Ireland / Garda Síochána / RSA	4th Qtr 2008	The Coroners Bill 2007 is awaiting Committee Stage debate in the Séanad. The Bill implements many of the recommendations contained in the Report of the Coroners Review Group.
122	Develop and implement an integrated research methodology to provide data on the incidence of drink-driving in Ireland.	RSA / Garda Síochána	MBRS	1st Qtr 2008	Data with regard to Drink Driving from 2006-2008 has been researched and is available on the Garda website.
123	Develop the testing of impaired drivers based on the incidence of drink/drug driving, record data and plan future interventions to achieve deterrence and better compliance.	Garda Síochána	RSA / MBRS	4th Qtr 2008	Consultation is taking place with the Medical Bureau of Road Safety in the development of testing for impaired driving.
125	Introduce a centralised permit system of the movement of wide and long loads on the National Road Network.	RSA	NRA / DoEHLG / Garda Síochána	1st Qtr 2008	Regulations and approved routes submitted to DoT and can be signed once a commencement date is received from An Garda Síochána.

Road Safety Strategy 2007 – 2012

Second Annual Review 30th June 2009

This document also provides a progress update under each of the four E's (Education, Enforcement, Engineering and Evaluation) in terms of 2008 priorities, achievements and reforms.

Road Safety Review

In total 279 people lost their lives in 2008 compared to 338 in 2007 a 17.5% reduction.

- 42% of road deaths were under 25 years of age.
- 46% of road deaths occurred at the weekend.
- Sunday was the most dangerous day of the week accounting for 20% of road deaths.
- The hours between 9pm and 10pm were the most dangerous period in the day, with 36 deaths (13%)
- The average monthly fatality rate was 23.
- Despite the fact that there are now over eight times the number of licensed vehicles and license holders in the state compared to 1959 road deaths are 10% lower.

Over the last 10 years much progress has been made in reducing the number of fatalities and serious injuries on Irish Roads. In 1998 the fatality rate per million registered vehicles was 303 per million whilst in 2008 this was reduced to 112 per million registered vehicles.

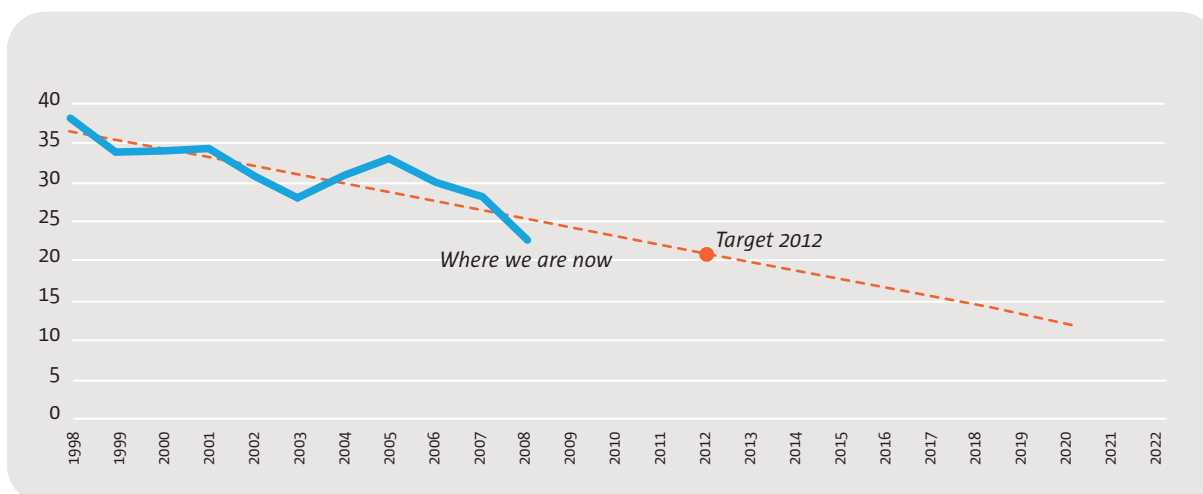
Table 1: Road Deaths by Road User Category 2008

ROAD USER	NO. FATALITIES 2008	%
Pedestrian	49	17.6
Driver	130	46.6
Passenger	58	20.8
Motorcyclist	29	10.4
Cyclist	13	4.7
	279	100

Table 2: Irish Road Safety in Context – 1998 to 2008

YEAR	DEATHS	MONTHLY AVERAGE	NO. VEHICLES	NO. LICENCE HOLDERS
1998	458	38	1,510,853	1,943,184
1999	413	34	1,608,156	2,039,509
2000	415	34	1,682,221	2,014,296
2001	411	34	1,769,684	2,036,624
2002	376	31	1,850,046	2,110,666
2003	335	28	1,937,429	2,217,076
2004	374	31	2,036,307	2,285,323
2005	396	33	2,138,680	2,352,540
2006	365	30	2,296,393	2,444,159
2007	338	28	2,441,564	2,539,090
2008	279	23	2,497,568	2,632,136

Figure 1: Trend in the annual monthly average number of fatalities



The fatality rate per million population was 63 in 2008, a decrease from the 2007 rate of 78.

Expressed as a monthly average, the number of fatalities in 1998 was 38 and in 2008 it was 23 per month. This represents a reduction of 40% in annual monthly average since 1998.

Cost Benefit Analysis

The estimated cost of all fatal and injury collisions reported to and recorded by, an Garda Síochána in 2008 was €1.24 billion.

Since records began in 1959, on average, 300 people per year were killed and more than 8000 were injured in road collisions in the Republic of Ireland. As well as the human tragedy of so many deaths and injuries, road collisions have a substantial economic cost, in the order of over €1billion every year.

In estimating cost benefits for 2007-2008 the RSA used the updating mechanism as set out in the Goodbody Economic Consultant's report. The 2002 cost values were inflated to 2007 values, using the growth in Gross National Product (GNP) per person employed. The following table outlines the costs per collision and crash severity.

Table 3: Estimates of the unit costs of collisions

CRASH SEVERITY	COST PER COLLISION (EURO 2007 PRICE)
Fatal	2,891,435
Serious	386,286
Minor	38,045
Material damage	3,044

The next step undertaken was to estimate the annual reduction in fatal and injury collisions and associated cost savings using the average of 2004-2006 as the baseline for comparison. The following table outlines the reduction in collision types. It shows that there were 112 less fatal collisions and 139 less fatalities over the period 2007-2008 compared to the average of 2004-2006.

Table 4: The benefit of the Road Safety Strategy illustrated by expected fatal, serious and minor injury collisions avoided by implementation of the measures in Strategy from 2007 to the end of 2008 compared to the average of 2004-2006 (as a baseline)

COLLISIONS									
Type	2004	2005	2006	Baseline (2004-2006 average)	2007	Reduction in 2007*	2008	Reduction in 2008*	Cumulative reduction (2007-2008)**
Fatal	334	360	321	338	309	29	255	83	112
Serious	662	787	653	701	618	83	600*	101	183
Minor	4,785	5,386	5,044	5,072	4,540	532	5,000*	72	603
CASUALTIES									
Fatal	374	396	365	378	338	40	279	99	139
Serious	900	1,021	907	943	860	83	640*	-	-
Minor	6,967	8,297	7,668	7,644	6,946	698	-	-	-

* Provisional figures

** Reductions are based on the baseline (2004-2006 average)

The following table illustrates the cost savings per collision type and is expressed in savings per million euro. It is important to note it is not related to casualties. In terms of collision cost reduction 2007 to 2008 saw a saving of €418 million as a consequence of a reduction in collisions.

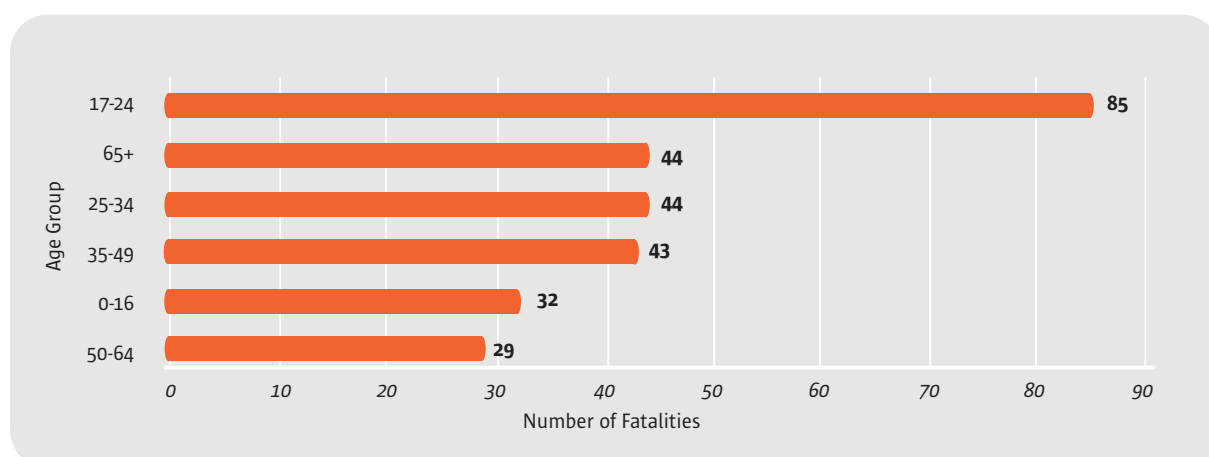
Table 5: Estimated value of the collision reduction from 2007 to the end of 2008 compared to the average of 2004-2006 (as a baseline)

TYPE	VALUE
Fatal	324
Serious	71
Minor	23
Total	418

Fatalities

Total fatalities reduced by 17.5% in 2008 compared with 2007. Substantial reductions have been recorded in all road user categories with the highest reduction in pedestrian casualties (39.5% reduction). The number of drivers who were killed in 2008 showed a reduction of 5.1% compared to 2007. Fatalities among motorcyclists fell by 12.1% compared to 2007 figures and there was a slight decrease in fatalities for pedal cyclists. Since 1997, however, fatalities among cyclists have fallen by 33% up until 2008. Fatalities among passengers were also lower in 2008 than in 2007 (-17.1%).

Figure 2: Fatalities classified by age in 2008



In 2008, the following issues in relation to deaths and gender were noteworthy:

- 72% were male
- 48% of males killed were drivers of motor vehicles (excluding motorcycles)
- 40% of females killed were drivers of motor vehicles (excluding motorcycles)
- 32% of females killed were passengers
- 22% of females killed were pedestrians

Figure 3: Number of Fatalities by Gender 2008

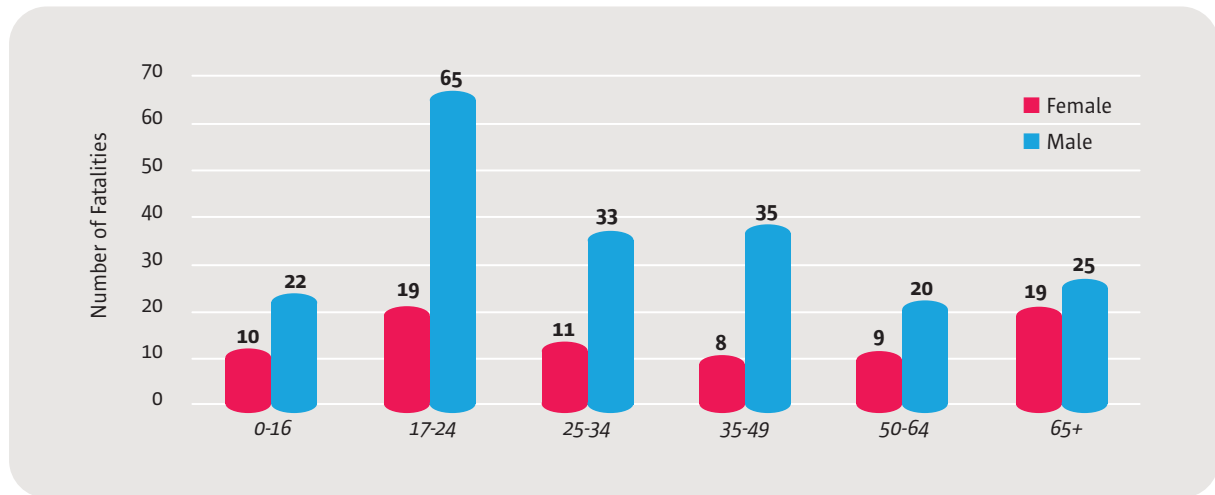
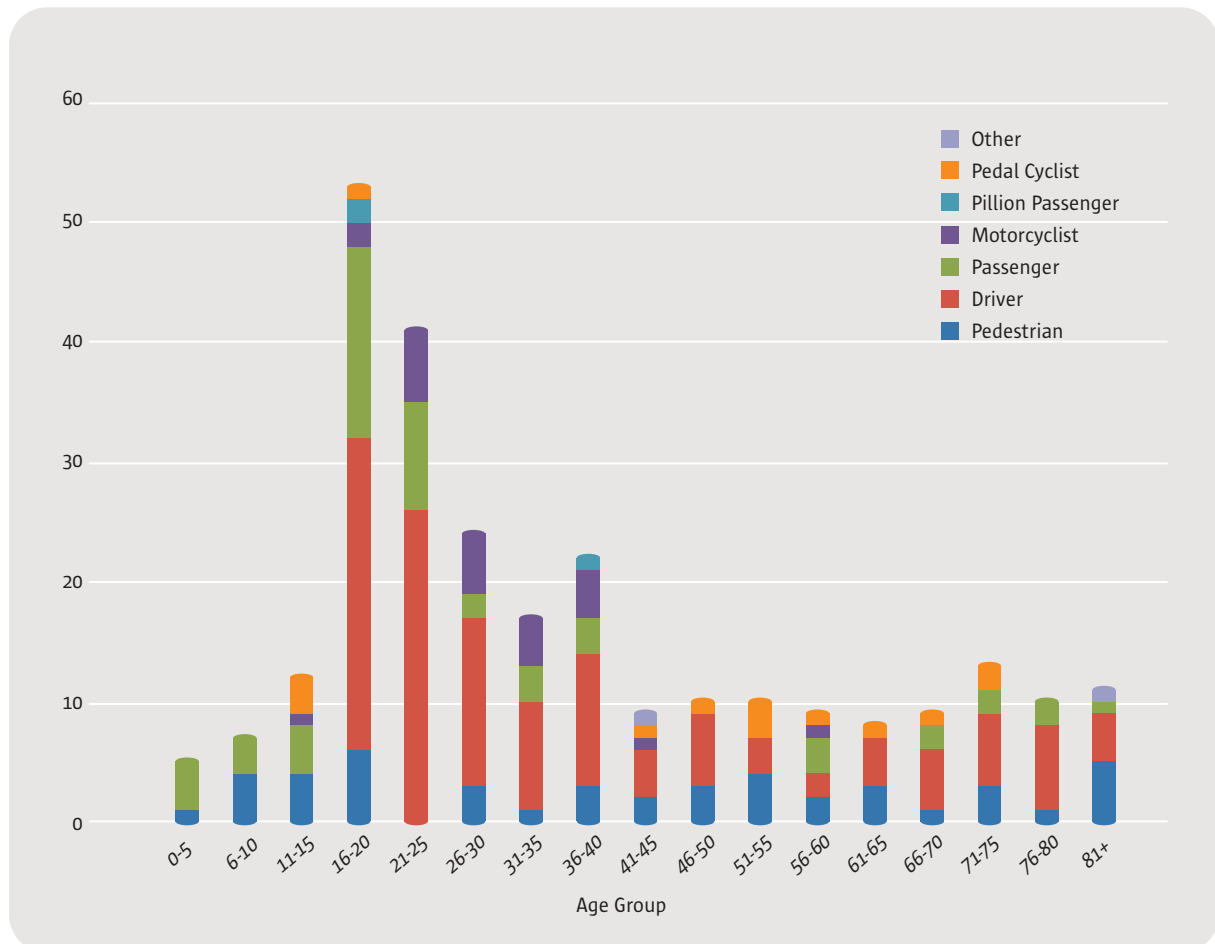


Figure 4: Fatalities by road user and age group, 2008



Breakdown of road user fatalities in 2008

Drivers and passengers of motor vehicles (excluding motorcycles)

In 2008, 188 motor vehicle (car, van, trucks etc) occupants were killed in collisions of which 130 were drivers and 58 were passengers.

Motorcyclists

The 29 motorcyclist deaths that occurred in 2008 accounted for 10.4% of all fatalities. Three of the motorcyclist fatalities were pillion passengers. In 2008, motorcyclists were 22 times more likely than car users to be killed per vehicle kilometres travelled.

Cyclists

In 2008, 13 cyclists were killed representing 4.7% of all fatalities. 57% of the cyclists killed were over 50 years of age.

Pedestrians

In 2008, 49 pedestrians were killed. 30% of the pedestrians killed were over 60 years of age. 65.9% of pedestrians killed were male.

Table 6

FATALITIES BY ROAD USER TYPE	2007	2008	CHANGE IN %
Drivers	137	130	-5.1
Passengers	70	58	-17.1
Motorcyclists	33	29	-12.1
Cyclists	15	13	-13.3
Pedestrians	81	49	-39.5
Others	2	0	-100
Total	338	279	-17.5

Figure 5: Fatalities by month, 2008

The worst month for fatalities in 2008 was February when 32 people were killed. April, May, September and December recorded the lowest number of collisions when 19 people died

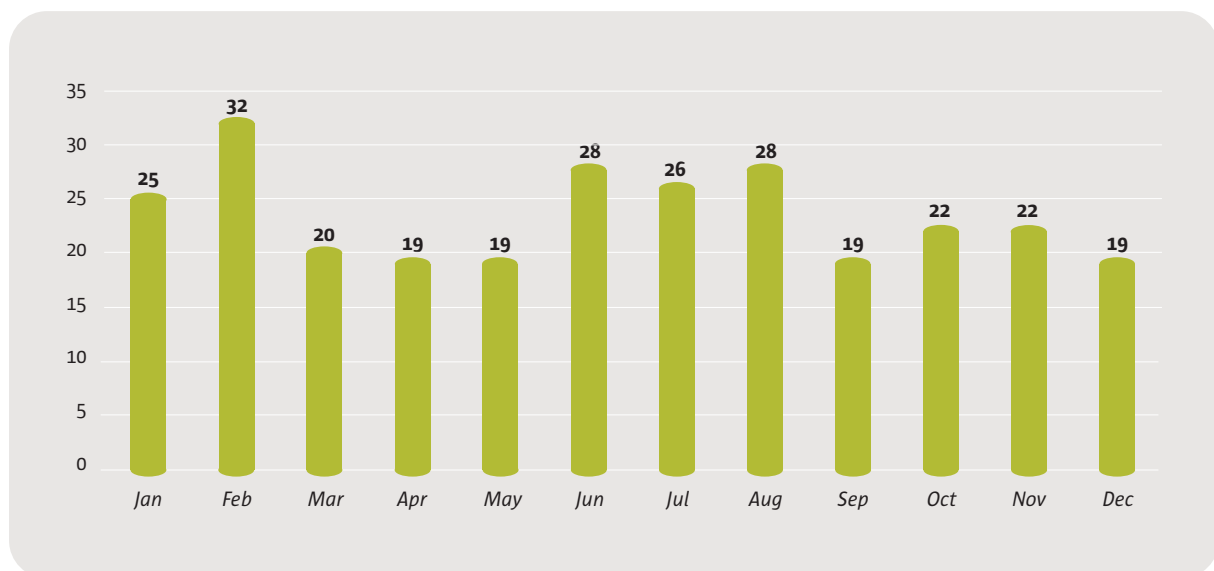


Figure 6: Fatalities by hour and day of the week, 2008

The most dangerous times on our roads in 2008 were between the hours of 1800 and 2200 when 62 people were killed. This is the time which could be associated with fatigue; since this is the time most people leave work for home. Sixty one people were killed during the morning and evening rush hours 0800 to 1000 hours and 1600 to 1800 hours. This accounted for 22% of the total fatalities.

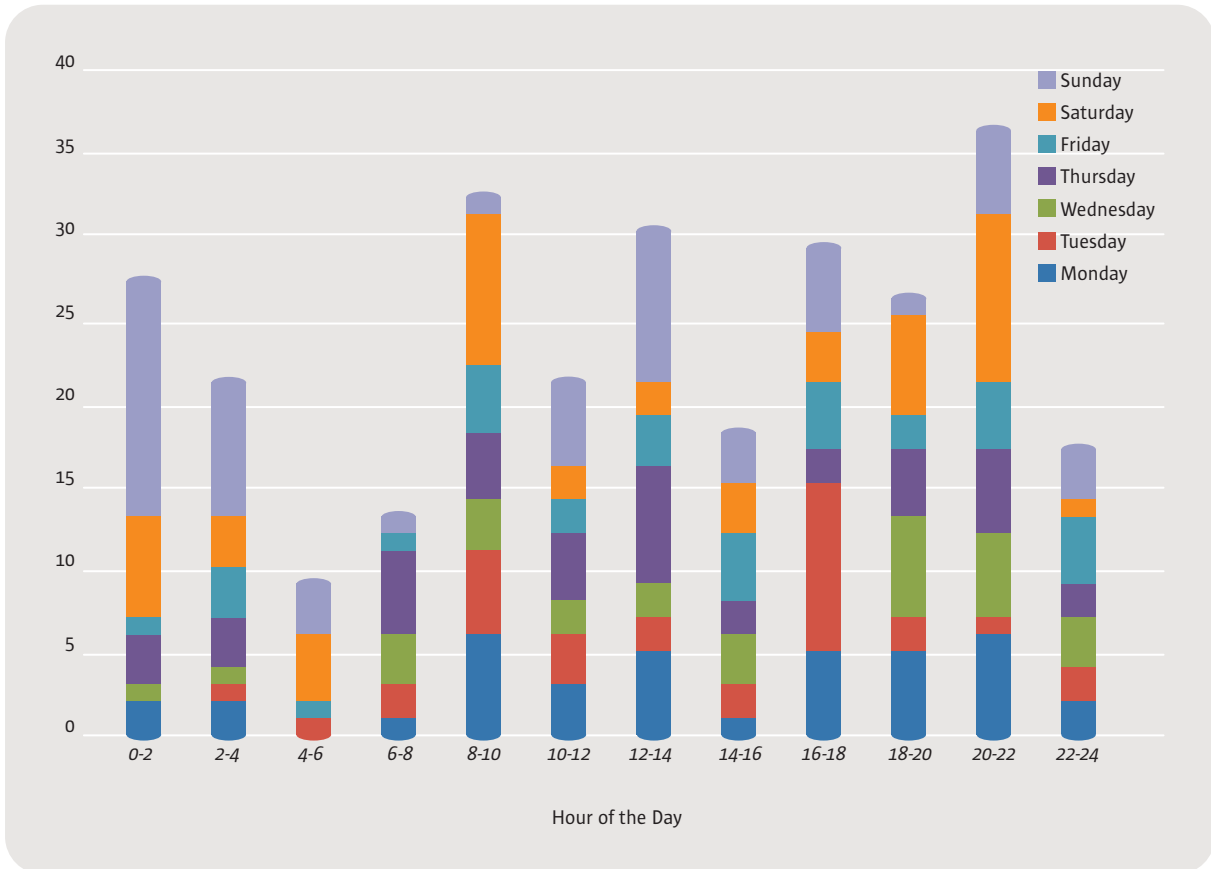
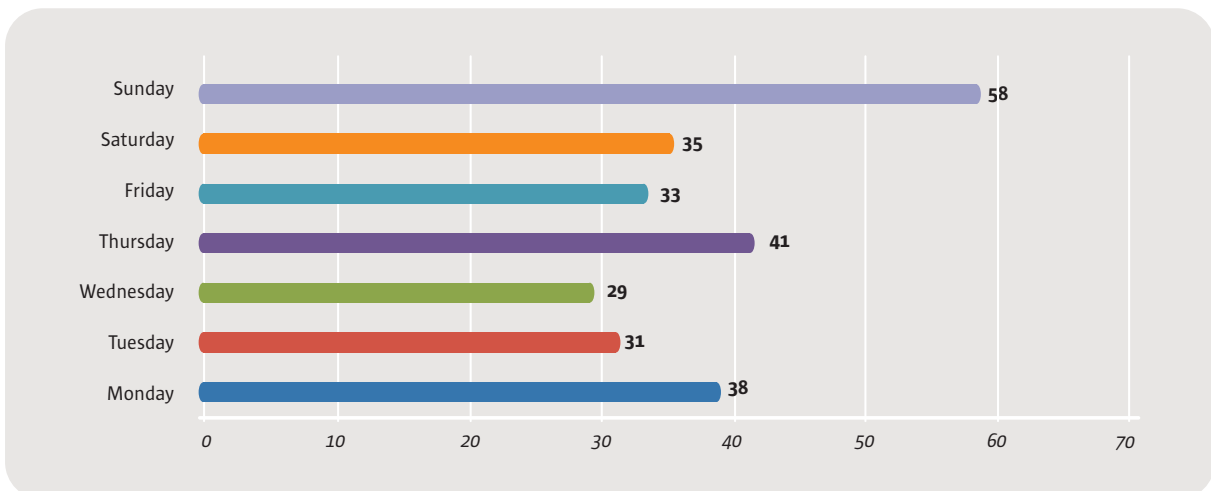


Figure 7: Fatalities by day of the week, 2008

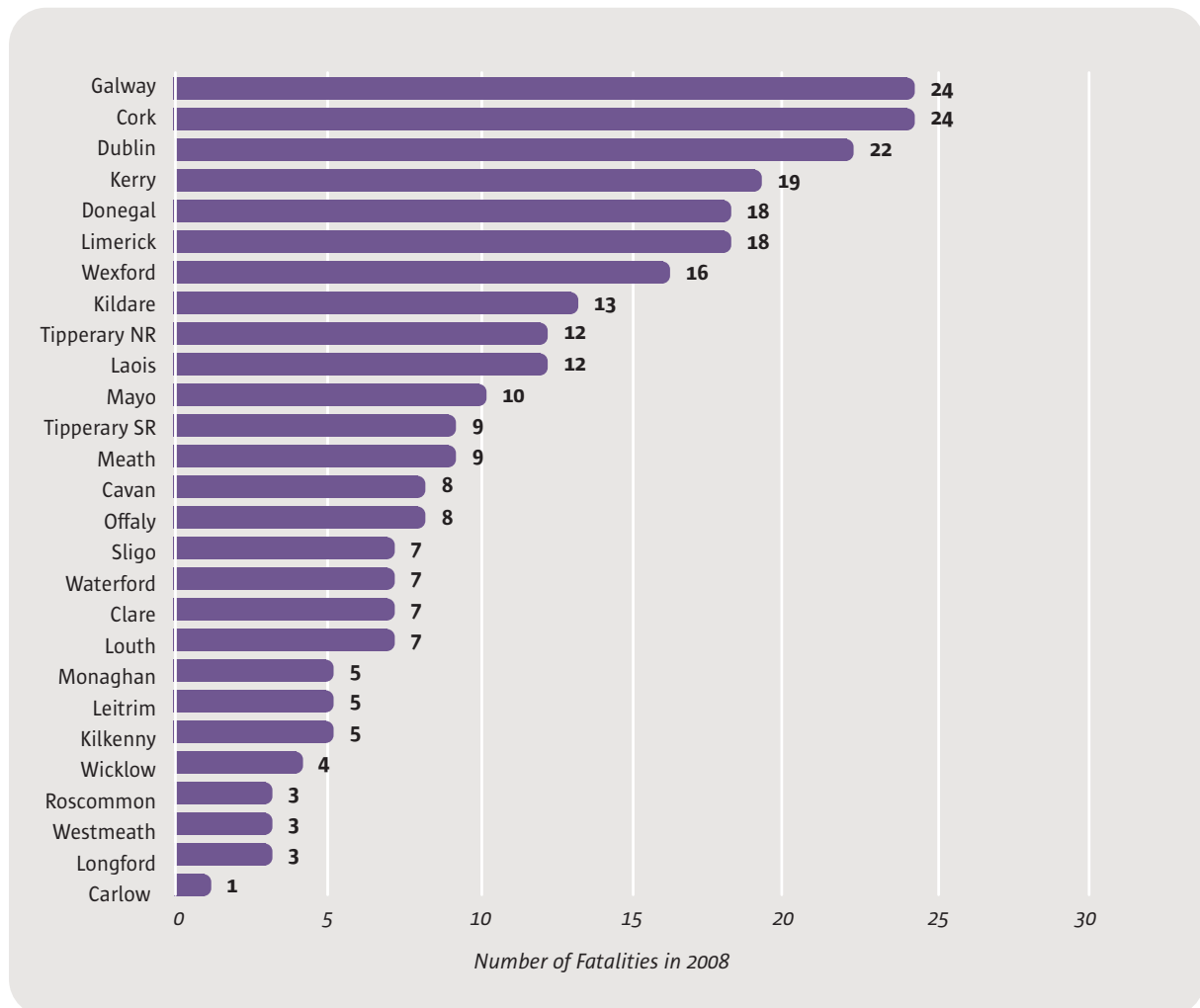
The worst days of the week for fatalities during 2008 were Sunday and Thursday, these 2 days accounted for 35.5% of all the fatalities.



Location

Figure 8: Fatalities by County, 2008

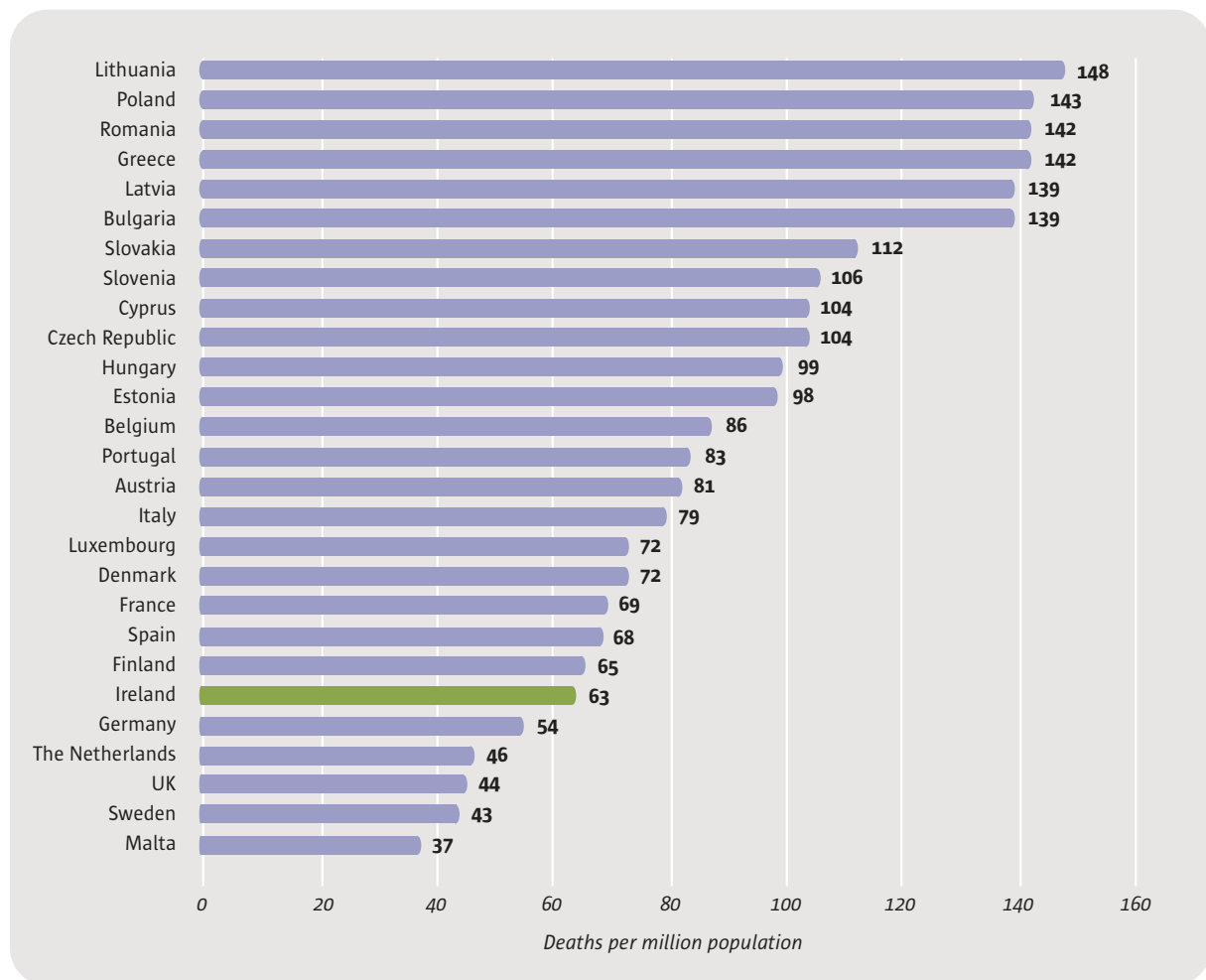
In 2008, the three counties with the most fatalities were Cork and Galway which recorded 24 fatalities, followed by Dublin with 22 fatalities. The counties with the lowest number of people killed were Carlow with 1 fatality, Longford, Roscommon and Westmeath each with 3 fatalities.



Ireland's position on road safety relative to other countries

In 2008, Ireland entered the top 6 best performing EU countries in terms of road deaths per million population. Contributing to this improvement was a 24% decrease in road deaths between 2006 and 2008. Ireland is now ranked in 6th place out of 27 EU countries. This represents a move of six places up the safety rankings on Ireland's position in 2005, when the country was ranked 12th in the road safety performance of the 25 EU member states in terms of road deaths per million population. Despite Ireland performing well at an EU level in 2008 there is still a large gap between Ireland and best practice countries such as Sweden, United Kingdom and the Netherlands. Ireland recorded 63 road deaths per million population in 2008 compared to 43 in Sweden, 44 in the UK and 46 in the Netherlands.

Figure 9: Road deaths per million population in 2008



Priority Actions

The primary aim of the Road Safety Strategy is to reduce collisions, deaths and serious injuries on Irish roads. The Road Safety Strategy identifies a number of key behaviours that will be changed by the actions set out in this strategy. These behaviours are:

- Inappropriate speeding;
- Impaired driving;
- Not using seat belts and child safety restraints;
- Unsafe behaviour towards and careless action of vulnerable road users.

The Action Plan contained within the Road Safety Strategy outlines the respective actions many of which require a multi-agency approach. Throughout the lifetime of the Strategy the RSA efforts will be deployed in education, engineering, evaluation and enforcement.

Education

The RSA's policy is to deliver road user education in a cumulative approach up to third level. Road Safety education ensures all road users develop appropriate attitudes and safe behaviours. In 2008 the RSA developed and distributed to schools the following education programmes:

Primary Level

■ 'Be Safe'

'Be Safe' is an activity based resource pack on road safety, fire safety and water safety which was developed for primary schools. It was updated in 2008 by the Road Safety Authority, the Department of Environment, Heritage and Local Government and Irish Water Safety. A copy of 'Be Safe' will be distributed to each of the 3,282 primary schools in Ireland in 2009.

■ 'Safe to School'

In 2008, MACE, in association with the Road Safety Authority, launched the second phase of the 'Safe to School' campaign. As part of the campaign MACE and the Road Safety Authority ran an art competition with over €25,000 worth of prizes which were won by classes, teachers and schools to encourage students. Each of the 3,282 primary schools in Ireland were invited to participate in this programme. Over 8,000 entries were received from primary school pupils nationwide. A Road Safety team comprising RSA and MACE representatives also travelled to winning schools in all 26 counties to present the award to the county winners and give the overall winner and their class a cycling safety and skills workshop.

■ 'Seatbelt Sheriff' and 'Hi-Glo Silver'

The RSA ran 'Seatbelt Sheriff' and 'Hi-Glo Silver' with 1st and 2nd class students in primary schools in 2008. Each of the 3,282 primary schools in Ireland were invited to participate in this programme. Seatbelt Sheriffs also took part in a school competition. 'Hi-Glo Silver' was sent to children in 2nd class teaching children the message of high visibility through a number of fun educational messages. Students were given the chance to enter a poster competition. The overall winners attended a prize giving ceremony in Dublin where they were treated to a special day out. The winners also received a large cash prize for their class, with 4 regional winners each receiving a prize. The winner and their poster appeared in a national newspaper. All 'Seatbelt Sheriff' entrants received a certificate and badge while all 'Hi-Glo Silver' students received a certificate and a high visibility armband for taking part.

Secondary Level

■ 'Streetwise'

'Streetwise' is an activity based interactive road safety educational resource for the Junior Certificate Programme under the curriculum subject CSPE (Civic, Social and Political Education). 'Streetwise' is designed in lesson plan format so that a teacher can pick up the resource and commence the programme immediately. Two copies of 'Streetwise' were sent to each of the 731 post primary schools in the country.

■ Road Safety Transition Year Programme (16-18 Year olds)

The Road Safety Authority, the Department of Education and Science, the National Council for Curriculum and Assessment and the Second Level Support Service produced a transition year unit entitled 'Your Road to Safety' for schools.

The programme featured input from other agencies such as the ambulance service, fire service and an Garda Síochána as well as providing for visiting speakers, projects and case studies.

'Your Road to Safety' was offered to all schools in 2008. A total of 150 schools participated in an in service training programme and are currently delivering 'Your Road to Safety' with students locally.

Third Level Education (17-24 year olds)

In 2008 the RSA drafted third level road safety guidelines in association with the Garda National Traffic Bureau, fire service, ambulance service, Road Safety Officers, Union of Students Ireland and third level colleges. The guidelines aim to expose the third level community to the risks involved as a road user. They focus on some of the major contributing factors which lead to death and serious injury on our roads. The guidelines provide third level colleges with a structure on which they can build a successful and informative road safety week.

Community Education

In 2008, the RSA developed a Community Road Safety Programme in conjunction with the Garda National Traffic Bureau, fire service, ambulance service, Road Safety Officers, the Health Service Executive, Muintir na Tíre and the National Community Fora. This programme focuses on changing people's attitudes and behaviour towards road safety. The RSA are training community leaders to deliver this training to community groups and have started a pilot and roll out of the programme.

Local Authority and Road Safety Officers

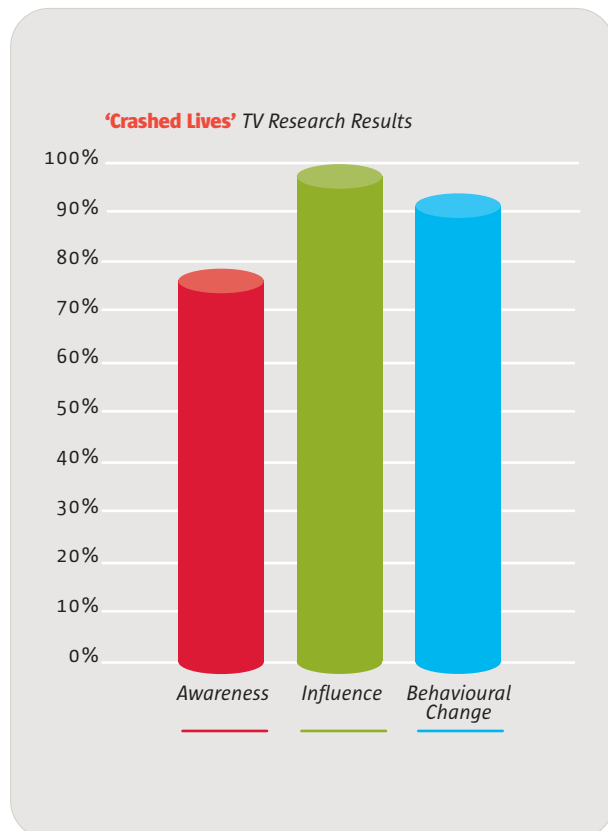
The RSA hosted regular seminars with the Local Authority Road Safety Officers in 2008. The aim was to facilitate a more integrated approach to road safety delivery by sharing information on the Road Safety Authority's communications plan/ media plan. The seminars provide Road Safety Officers with an overview of the educational resources from the Road Safety Authority. Guest speakers from other organisations were also asked to present segments of the seminars.

Advertising

The key purposes of the actions under education are to ensure the development of appropriate attitudes and as a consequence safe behaviours. The promotion of road safety using marketing communication tools such as advertising, awareness raising, public relations and mass media campaigns has an important contribution to road safety and reinforces the education message.

In 2008, the RSA launched a new series of 'Crashed Lives' TV adverts featuring the true life accounts of the devastating consequences of road crashes.

This table shows the % of drivers who said they were aware, influenced by and changed their behaviours as a result of seeing the TV advert.



Mass Media Campaigns

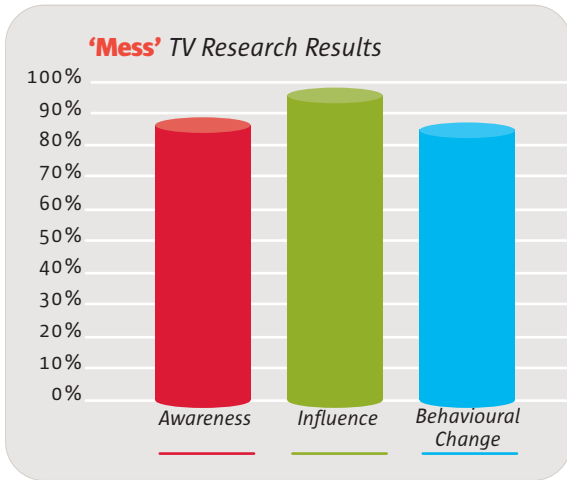
In 2008, the RSA's mass media campaigns focused on raising awareness of the main causes of road crashes. Other key areas targeted included messages about pedestrians, careless driving, penalty points, motorcyclist safety and foreign language campaigns. The foreign language campaign in 2008 focussed on the provision of information on road safety and traffic laws in Ireland. In 2008, the Better Safer Driver Campaign of TV adverts continued to be aired and included an advert on how to drive on motorways.

Anti Speeding 'Mess' TV Advert & 'Crash' Cinema Advert

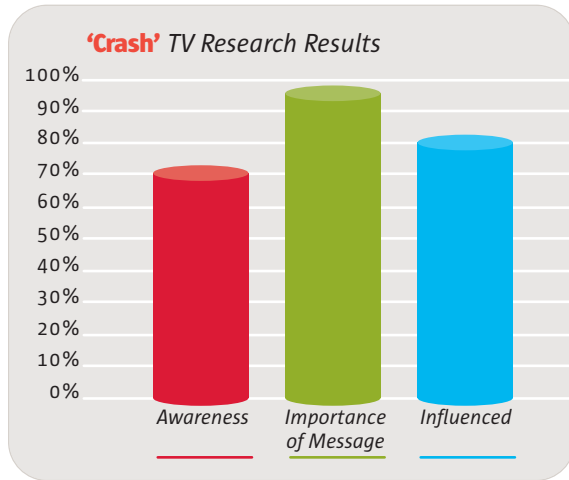
'Mess', a 60 second hard hitting anti-speeding TV advertising campaign ran throughout 2008. The TV advert graphically portrays how the selfish and shameful actions of a speeding driver wrecks the lives of countless people in a split-second. The central message being – 'The Faster the Speed, the Bigger the Mess'. The advert was a joint cross-border campaign by the RSA and the Department of Environment, Northern Ireland. It is supported by Hibernian / Norwich Union Insurance.

'Crash' is a 30 second cinema advertisement, commissioned in February 2007 by the RSA as part of a new anti-speeding campaign sponsored by Hibernian Insurance. This commercial targets young male drivers and their female passengers and ran in selected cinemas throughout 2008.

This table shows the % of drivers who said they were aware of, influenced and changed their behaviour as a result of seeing the TV advert.



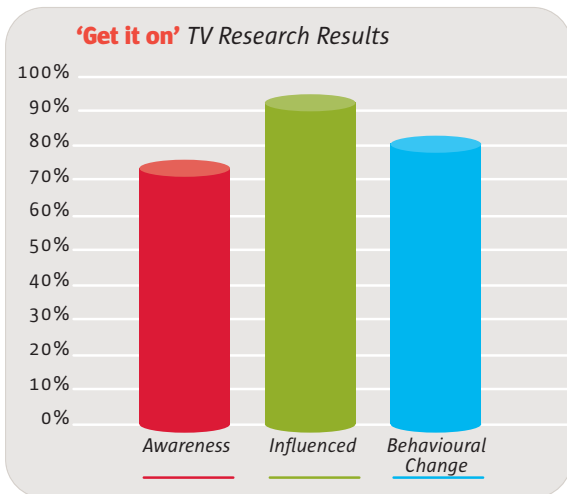
This table shows the % of drivers who said they were aware of, influenced and said the message was important as a result of seeing the TV advert.



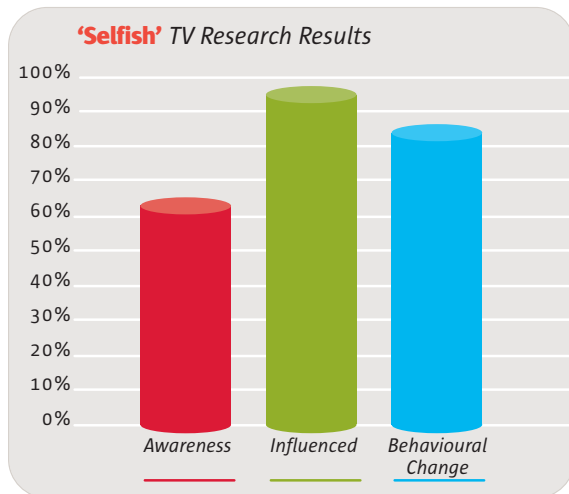
Seatbelt Wearing 'Get it On' & 'Selfish' TV Adverts

'Selfish' and 'Get It On' 30 second TV advert Campaigns ran throughout 2008. These were developed in October 2006 to dramatise the brain injuries caused by non-wearing of seatbelts.

This table shows the % of drivers who said they were aware of, influenced and changed their behaviour as a result of seeing the TV advert.



This table shows the % of drivers who said they were aware of, influenced and changed their behaviours as a result of seeing the TV advert.



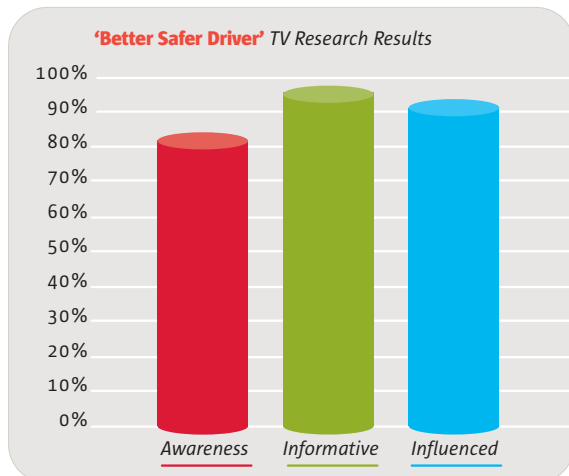
Better Safer Driver Campaign

The 'Better Safer Driver' Campaign of TV adverts were screened throughout 2008. In addition a new advert advising on how to drive on a roundabout was produced in 2008.

The campaign now includes six 30 second TV ads (and a 70 second online version of Roundabouts) that are designed to improve driver skills when performing the most dangerous manoeuvres on our roads. They also focus on the roads that are most over represented in terms of fatalities - rural national secondary roads. The adverts include;

1. Safe Overtaking
2. Driving on Bends
3. Making a Right Turn
4. Keeping Your Distance
5. Motorway Driving
6. Driving on a Roundabout

This table shows the % of drivers who said they were aware of, influenced and changed their behaviours as a result of seeing the TV advert.



WEBSITES

The RSA's website www.rsa.ie continued to act as a major source of information for the public. The RSA also maintained the penalty points website, www.penaltypoints.ie which provides general information on the penalty points scheme and providing answers to the most frequently asked questions. The RSA has also set up a website www.rulesoftheroad.ie which provides access to the Rules of the Road publications in English, Irish, Polish, Russian and Chinese Mandarin.

PROMOTIONS / EVENTS

Key to the RSA road safety message is the need for the RSA to have a road safety presence at all major promotions and concerts in 2008.

Ploughing Championships

The RSA had a major presence at the 2008 Ploughing Championships which was attended by over 150,000 people. As part of its drive to promote road safety at the event, the RSA conducted vision screening and demonstrations on the correct fitting of child car seats / restraints. The RSA also distributed 40,000 high visibility vests in association with the Farmers Journal.

Mobile phone and driving campaign

The RSA launched a new 'Mobile Phones and Driving' awareness campaign in 2008. The hard-hitting message behind the campaign was that people who use a mobile phone while driving are 4 TIMES more likely to have a crash, putting themselves and other road-users at an increased risk of death or serious injury.

The campaign was supported by a 30 second radio advert outlining the dangers of driving while using a mobile phone and was aired on all national and local radio stations. An information leaflet called 'Mobile Phones and Driving' was also produced.

'He Drives, She Dies'

The RSA and the cross-border health services partnership Co-Operation And Working Together (CAWT) jointly launched the 'He Drives, She Dies' campaign, financed by the European Union in the summer of 2008. The campaign was designed to empower women to say no to getting into a car with a guy who drives dangerously. 'He Drives, She Dies' delivered a hard-hitting message to females nationwide: 'Girls, you are more likely to be killed by a male driver.'

The campaign consisted of a radio advertisement that aired both north and south of the border plus poster and online advertising.

Pharmaceutical Society of Ireland

The RSA teamed up with the Pharmaceutical Society of Ireland to launch a new leaflet entitled 'Medicines and Driving' at the society's annual conference.

Driver Fatigue Campaign

In the run up to the 2008 October Bank Holiday weekend the RSA and Topaz teamed up to warn of the dangers of driving while over tired.

To help get people to their destinations safely over the Bank Holiday weekend Topaz gave away up to 20,000 free teas and coffees at their network of company owned sites throughout the country.

Concerts / Festivals

The RSA targeted road safety advertising interventions at all the major summer music festivals. In particular the RSA had a presence at the Oxygen Music Festival which is the biggest outdoor music festival of the year.

Check it Fits Roadshow

The RSA 'Check it Fits' roadshow visited 10 locations around the country in 2008 including; Mallow, Tralee, Limerick, Castlebar, Letterkenny, Dundalk, Clonmel, Bray, Wexford and Navan.

At each 'Check it Fits' roadshow venue the public was invited to get their child car seats checked for free by child car seat installation experts to see if they were compatible with the child / car and that are they being correctly installed. Ensuring a child is properly restrained in a child car seat can reduce injuries by a factor of 90-95% for rear-facing seats and 60% for forward-facing seats.

World Remembrance Day

The RSA joined forces with PARC (Promoting Awareness, Responsibility & Care on our roads) and local Road Safety Officers to remember the victims of road crashes on 'World Remembrance Day for Road Traffic Victims', Sunday, 16th November 2008.

The RSA marked the day by distributing over 300,000 road safety DVDs featuring the 'Better, Safer, Driver' series of instructional rules of the road TV ads, including 'Keeping Your Distance', 'Cornering', 'Overtaking', 'Making a Right-Hand Turn', 'Motorway Driving' and 'Using a Roundabout'. The RSA also distributed over 300,000 reflective armbands targeting vulnerable road users through a partnership with the Sunday World.

Irish Road Safety Week

Experts from Ireland, Europe and the USA joined 200 delegates on 'European Road Safety Day' at an International Conference on Road Safety, hosted by the Road Safety Authority (RSA) in Dublin on Monday 13th October 2008. The Conference marked the first day of 'Irish Road Safety Week', which continued until Sunday 19th October 2008.

The conference was addressed by top level experts from major Irish and international organisations working in road safety, including an Garda Síochána, European Transport Safety Council (ETSC), Health Services Executive, Volvo, the National Road Safety Research Institute of The Netherlands (SWOV) and the National Roads Authority. Topics for the Conference included alcohol as a factor in road deaths, risk behaviour in young male drivers and advances in in-car technology.

During Irish Road Safety Week in 2008, the RSA also launched the Rules of the Road in foreign languages. The available translations included; Polish, Russian and Chinese Mandarin which brought the total number of available languages to 5 including English and Irish.

Advance Pitstop

Free 5-point check for cars was organised with Advance Pitstop, in association with the RSA. Advance Pitstop offered motorists a FREE 'health check' for their car including tyres, brakes, shocks, lights/levels and wipers

Leading Lights Awards

The RSA presented its first ever Leading Lights Road Safety Awards to members of the public for their work in road safety at a ceremony in Farmleigh in Dublin. The awards recognised and honoured the outstanding efforts of people from community groups, companies, industry groups, and schools nationwide to improve road safety on Irish roads. The RSA presented a total of nine Leading Lights Road Safety Awards, including a Supreme Award and a Posthumous Award.

Day Time Running Lights

During the October Bank Holiday weekend, the RSA ran a campaign encouraging all road-users to use dipped headlights, even when driving during the daytime, in an effort to prevent collisions. The RSA also produced a leaflet advising motorists of the 'bright thinking' behind the 'Lights on to Save Lives'.

Publicity

Publicity support was provided for all the advertising and promotional campaigns launched in 2008 and considerable media coverage was achieved contributing to the public debate surrounding those issues.

In addition a steady stream of press releases were issued during 2008 covering many diverse topics which were extensively covered by the television, radio, press and electronic media and additionally resulted in interviews with RSA spokespeople.

Road Safety Weather Alert

The RSA is included as a notice party on all severe weather warnings issued by Met Éireann. The RSA issued a number of road safety alerts to the public following such warning from Met Éireann in 2008.

Driver Licensing and Testing Reforms

The Driver Testing and Licensing Directorate is responsible for the driver testing system and for the management of the driver licensing regime. The objective of the Directorate is to ensure that the way drivers learn to drive and the rules by which they continue to drive makes road use safer.

The particular tasks for which the Directorate is responsible are:

- delivery of the driver testing service,
- regulation of driving instruction,
- oversight of driver licensing regime,
- oversight of delivery of Driver Theory Test Service, and
- management of penalty points system.

Driver Testing Service

The objective of the driver testing service is to deliver a fair and efficient driving test in accordance with the EU Directives and national legislation. Just over 362,000 applications for tests were received in 2008. This is the highest number of applications ever received. The RSA committed to and met the target of delivering tests within an average 10 week time frame by the end of June 2008.

Figure 10: The following table gives an overview of the average waiting times across the six regions

AVERAGE WAITING TIME - ALL DRIVING TESTS AT 31st DECEMBER 2008			
Region/Test Centre	Average Waiting Time in Weeks	Region/Test Centre	Average Waiting Time in Weeks
WEST		SOUTH EAST	
Athlone	9	Carlow	12
Birr	10	Clonmel	10
Castlebar	7	Dungarvan	7
Clifden	10	Kilkenny	10
Ennis	8	Nenagh	8
Galway	7	Portlaoise	11
Loughrea	9	Thurles	10
Roscommon	6	Tipperary	7
Tuam	7	Waterford	12
		Wexford	10
NORTH WEST		NORTH LEINSTER	
Ballina	5	Finglas	8
Buncrana	8	Dundalk	8
Carrick-on-Shannon	8	Mullingar	9
Cavan	7	Navan	8
Donegal	7	Raheny	6
Letterkenny	9		
Longford	6	SOUTH LEINSTER	
Monaghan	6	Churchtown/Rathgar	9
Sligo	7	Gorey	10
		Naas	8
SOUTH WEST		Tullamore	11
Cork	12	Wicklow	11
Killarney	10	Tallaght	12
Kilrush	8		
Limerick	7		
Mallow	8		
Newcastlewest	8		
Shannon	11		
Skibbereen	10		
Tralee	10		
		Total	8.5
















At the end of 2008, 55,285 applicants were awaiting a driving test (excluding the 6,613 who were unavailable for testing).

Figure 11: This table outlines the fail and pass rates for the various categories of licence in 2008

DRIVING TEST RESULTS BY VEHICLE CATEGORY 2008

CATEGORY DESCRIPTION	Category	Fail	Pass	Total	% Pass
Motorcycle (exceeding 125cc)	A	948	2191	3139	70%
Motorcycle (51 - 125cc)	A1	203	140	343	41%
Motorcycle (not exceeding 50cc and/or 45km/h)	M	11	6	17	35%
Car	B	161243	212741	373984	57%
Truck (G.V.W. exceeding 7500 kg)	C	2165	3795	5960	64%
Truck (G.V.W. exceeding 3501 - 7500 kg)	C1	70	167	237	70%
Bus	D	602	1094	1696	65%
Minibus (9 - 16 passenger seats)	D1	331	543	874	62%
Car + Trailer	EB	90	174	264	66%
Truck + Trailer	EC	529	1309	1838	71%
C1 Truck + Trailer	EC1	1	2	3	67%
Bus + Trailer	D	0	0	0	0%
Minibus + Trailer	ED1	0	0	0	0%
Work Vehicle/Tractor	W	2	9	11	82%
TOTAL		166195	222171	388366	57%

Figure 12: The following table breaks down the driving test applications per licence category.

2008 APPLICATIONS RECEIVED PER CATEGORY		
CATEGORY		TOTAL NUMBER
 A	A	5,169
 A1	A1	727
 B	B	341,898
 C	C	7,235
 C1	C1	509
 CPC	CPC	137
 D	D	2,191
 D1	D1	1,128
 EB	EB	714
 EC	EC	2,261
 EC1	EC1	21
 ED	ED	4
 ED1	ED1	3
 M	M	77
 W	W	89
		362,163

Regulation of Driving Instruction

A key and critical element to the reduction of death and injuries on Irish roads is to reform the way in which drivers are trained, tested and licensed. The RSA put in place a regulatory system for driving instructors, after 1 May 2009 any person giving instruction must be a registered Approved Driving Instructor (ADI). This process will ensure that each instructor meets certain standards in the areas of driving, knowledge of aspects of road safety and the giving of tuition. At the end of 2008, 1913 applications had been received and 400 of these had passed all three ADI examinations.

Compulsory Basic Training

In March 2007, a consultation document on Compulsory Basic Training (CBT) in Ireland for motorcyclists was published. It provided the public with an opportunity to comment on proposals to introduce compulsory training for motorcyclists. A pilot programme to deliver CBT has been developed and will be finalised in 2009. This will involve a combination of classroom and practical lessons that will give learners a basic understanding of bike safety before they take to the road.

Graduated Licensing Scheme

The objective of the RSA is to reduce long term reliance on learner permits and move to a graduated driving licensing (GDL) system. In December 2008 the RSA published a consultation document on GDL. The document set out various options in terms of measures that could be introduced and sought feedback from the public on the measures. Separately, the RSA has an ongoing project which will review the way driving in Ireland is taught.

The output from both these exercises will help make recommendations to the Department of Transport on changes to the licensing regime.

Driver Certificate of Professional Competence (Driver CPC)

The Road Safety Authority implemented Driver CPC for Bus Drivers on the 10th September 2008. The RSA developed a four hour theory test and a 30 minute practical test. The theory test and practical test was developed to ensure the applicant has a comprehensive knowledge of the Rules of the Road and the skills to be a professional bus driver. When they pass all examinations they will then be issued with a Driver CPC Qualification Card which they will require as well as their driving licence. Legislation has been enacted for Driver CPC which sets out penalties for driving without a valid Driver CPC.

All professional bus drivers have to participate in one day's training per year. The training has been developed to ensure that the driver has an interesting and educational experience from the training and it has also been developed in line with the requirements of the EU Directive. The training has practical benefits for the driver and the industry such as improved driving skills which will lead to fewer casualties on our roads and giving greater protection to more vulnerable road users. Improved driving skills will also save on the costs of vehicle repair and help improve the environment.

Training will be carried out by RSA approved centres. The process of getting RSA approved training centre status is rigorous to ensure quality standards of facilities and trainers. There were 21 applications received from training centres seeking approval to provide CPC training between 10th September, when the CPC regulations were introduced and December 2008.

During the same time in 2008, there were 190 CPC theory tests conducted as outlined below.

Figure 13

THEORY TEST	APPLICATIONS RECEIVED	TESTS CONDUCTED	PASSED
September	29	5	4
October	82	43	41
November	97	69	68
December	76	73	69
Total	284	190	182

Enforcement

Enforcement activity by the Gardaí is a key factor in reducing deaths and injuries on our roads. Enforcement activity is optimally effective if combined with public awareness strategies to ensure the public are aware of the purpose and reasons for the enforcement. In 2008 the RSA timed its promotion activity to coincide with the enforcement activity of the Gardaí.

In particular in 2008 there was high visibility enforcement of the law targeting speed, mandatory alcohol testing, seatbelt wearing, licensing, vehicle roadworthiness and driver rest regulations. Success in enforcement achieves increased compliance with road traffic law.

The following table provides data from a number of sources regarding detection of non compliance with the law in relation to speeding, seatbelts wearing and driving whilst intoxicated. It also records the number of breath tests conducted during 2008. The table also illustrates the reductions in fatalities and serious injuries for 2008.

GNTB PROVISIONAL FIGURES / TABLE – 18/05/2009											
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Speeding						157,852	141,723	143,661	181,335	194,620	177,549**
Seatbelts						39,129	22,613	18,084	26,687	30,002	28,659**
Breath Tests						N/A	N/A	N/A	N/A	489,029	N/A
DWI* Arrests				12,841	13,441	11,344	12,307	13,370	17,868	19,838	18,053
Fatalities	458	413	415	411	376	335	374	396	365	338	279
Serious Injury	1,916	1,867	1,640	1,417	1,150	1,009	900	1,021	907	860	640***

■ NRA Road Collision Facts
■ Gardaí Provisional Figures

■ RSA Road Collisions Facts
■ Garda Annual Reports

■ GNTB Provisional Figures

* Driving While Intoxicated

** Provisional end of year figures which may be adjusted as additional data is provided from the Fixed Charge Processing system in 2009.

*** Provisional figures

Penalty Points

There are 36 offences in the penalty point system. The RSA has a comprehensive public awareness programme, 'Get the Point not the Points' to educate the public about the penalty point system. Data for penalty points at the end of 2008 is set out on page 33. Drivers resident in Dublin, Cork and Kildare recorded the highest number of penalty points.

Figure 7: NUMBER OF PENALTY POINTS (CURRENT) ISSUED TO DRIVERS AS AT 31ST DECEMBER 2008 - (CUMULATIVE FIGURE FROM INTRODUCTION)

**COUNTY	1 PP	2 PP	3 PP	4 PP	5 PP	6 PP	7 PP	8 PP	9 PP	10 PP	11 PP	12 PP*	TOTAL
CARLOW	130	4,591	51	1,138	34	279	9	71	2	17	1	7	6,330
CAVAN	119	4,106	44	776	26	203	8	33	1	10			5,326
CLARE	180	7,744	87	1,484	39	354	10	91	2	24	1	5	10,021
CORK	1,869	32,662	675	6,774	396	1,668	135	508	69	138	23	30	44,947
DONEGAL	289	8,231	93	1,535	75	338	18	85	9	30	1	3	10,707
GALWAY	336	13,429	104	2,464	83	517	21	128	5	22	2	3	17,114
KERRY	145	8,714	61	1,621	39	363	15	108	5	27	2	7	11,107
KILDARE	531	18,522	297	4,651	153	1,223	58	377	22	87	6	9	25,936
KILKENNY	295	7,068	106	1,471	63	381	15	96	5	26		2	9,528
LAOIS	110	5,767	63	1,457	24	393	11	102	8	36		7	7,978
LEITRIM	43	1,901	18	345	9	85		16		3		2	2,422
LIMERICK COUNTY COUNCIL	416	9,314	125	1,742	53	410	16	114	8	27	2	2	12,229
LONGFORD	49	2,846	13	644	20	134	4	32	4	7		2	3,755
LOUTH	244	7,957	120	1,575	40	341	13	66	5	13	2	5	10,381
MAYO	122	6,510	50	1,160	27	273	13	57	5	13		4	8,234
MEATH	557	14,630	273	3,231	138	776	47	190	13	50	3	14	19,922
MONAGHAN	84	3,459	48	602	21	115	9	38	2	2		1	4,381
OFFALY	99	5,618	44	1,210	23	320	14	79	4	24	2	8	7,445
ROSCOMMON	89	4,221	36	834	16	199	5	46		10	2	4	5,462
SLIGO	127	4,361	45	844	27	197	13	52	4	10		1	5,681
NORTH TIPPERARY	98	4,765	40	970	24	198	9	50	1	18		1	6,174
SOUTH TIPPERARY	161	5,797	55	1,098	30	302	13q	71	6	17	2		7,552
WATERFORD COUNTY COUNCIL	91	4,160	37	839	28	232	7	65	3	14	2		5,478
WESTMEATH	153	5,282	62	990	22	204	12	68	2	17	1	1	6,814
WEXFORD	310	9,611	127	2,316	90	589	29	227	16	51	7	11	13,384
WICKLOW	500	10,122	192	2,156	88	510	31	143	8	42	2	4	13,798
DUBLIN CITY COUNCIL	8,315	85,927	3,390	19,253	1,435	4,545	444	1,197	177	284	49	56	125,072
LIMERICK CITY COUNCIL	224	2,825	76	534	31	126	11	39	4	3	2		3,875
WATERFORD CITY COUNCIL	76	3,243	23	710	19	178	8	53	2	16	2		4,332
NO Driver Number	3,600	133,666	738	28,810	14,976	14	1	1	1				181,807
GRAND TOTAL	19,362	437,049	7,093	93,234	18,049	15,467	999	4,203	393	1,038	115	190	597,192

* Receipt of 12 points results in disqualification for six months.

** County refers to county where driving licence was issued

BREAKDOWN OF DRIVERS BY LICENCE TYPE	FULL	PROVISIONAL	NO LICENCE
	385,386	29,999	181,807

This table shows that 181,807 drivers, with no licence, committed penalty point offences in the year 2008.

Excessive Speed and Road Traffic casualties

Excessive speed is said to be the main direct contributor to road traffic collisions and collision severity, in terms of serious injury and fatality, with other major factors such as drink driving, illicit drug use and risk taking. Speed has exponentially detrimental effect on road safety. Thus as speed increases, so do the number and severity of collisions.

The European Transport Safety Council (ETSC) in its report 'Traffic Law Enforcement across the EU' published in May 2006 concluded that, "To control speed, automated speed enforcement systems must be used, and offences must be followed up by procedures able to manage with a large number of violations." The successful reduction of speed related road casualties throughout the EU has been achieved by focusing on this strategy.

The examination of the excessive speed related road collisions and casualties on Irish road over the period 1997-2008 revealed the following:

- Over the period 1997-2008, 1,131 lives were lost on Irish road network where excessive or inappropriate speed was the main contributory factor. This represents 25% of the total fatalities within the period 1997-2007. Additional 3,321 people were seriously injured over the same period,
- 33% of the people killed due to excessive speed occurred between the hours of 12-midnight and 04:59,
- 47% of the speed related fatalities occurred on Saturday and Sunday,
- 30% of the speed related fatalities occurred during the summer months (June, July and August),
- 39% of the people killed due to excessive speed were young male aged 17-24,
- Just under half of all drivers responsible for fatal collisions where excessive speed was cited as contributory factor were young male aged 17-24.

Figure 14: All road deaths where excessive speed was a contributory factor, percentage of total fatalities 1997-2008

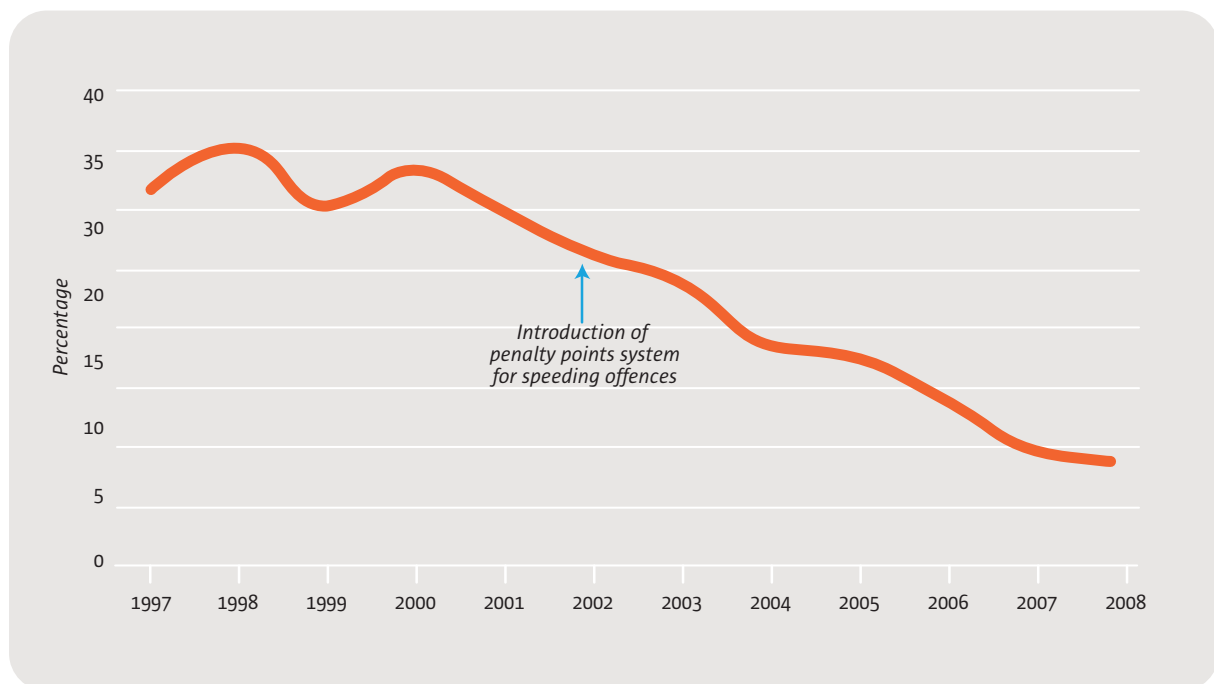


Table 8: All road deaths where excessive speed was cited as contributory factor by age & gender, 1997-2008

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	TOTAL	%
Male 0-9	1	0	2	0	1	0	0	0	0	0	0	0	4	0.4
Female 0-9	3	2	1	0	2	0	0	0	0	1	1	0	10	0.9
Male 10-16	11	8	3	4	2	3	1	2	3	0	1	1	39	3.4
Female 10-16	1	4	0	4	3	3	4	0	2	3	0	1	25	2.2
Male 17-24	48	67	52	61	47	37	23	31	26	20	14	9	435	38.5
Female 17-24	8	12	10	2	10	5	2	4	6	4	1	4	68	6.0
Male 25-34	31	26	23	26	25	29	21	18	19	11	8	2	239	21.1
Female 25-34	5	2	3	4	4	0	1	2	5	3	0	2	31	2.7
Male 35-49	13	13	8	19	15	12	16	8	2	7	4	1	118	10.4
Female 35-49	5	4	6	2	3	1	2	0	2	1	0	3	29	2.6
Male 50-64	5	6	4	5	4	2	5	1	2	1	1	0	36	3.2
Female 50-64	1	4	2	0	0	4	2	2	0	0	3	0	18	1.6
Male 65+	5	8	7	2	3	0	0	1	1	1	1	0	29	2.6
Female 65+	3	1	1	4	1	0	1	2	1	0	0	0	14	1.2
Male age unknown	6	1	2	1	1	1	0	0	0	0	0	1	13	1.1
Female age unknown	3	2	0	2	1	1	0	0	0	0	0	0	9	0.8
Gender unknown	1	2	1	3	1	1	3	0	1	1	0	0	14	1.2
Total	150	162	125	139	123	99	81	71	70	53	34	24	1131	100.0

Table 9: All drivers responsible for fatal collisions where excessive speed was cited as contributory factor by age & gender, 1997-2008

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	TOTAL	%
Male u17	6	2	1	1	1	3	0	0	1	0	0	0	15	2.1
Female U17	0	2	0	0	0	0	0	0	0	0	0	0	2	0.3
Male 17-24	39	57	35	45	34	26	19	27	23	17	10	10	342	48.3
Female 17-24	1	0	7	1	1	1	1	1	2	1	0	1	17	2.4
Male 25-34	24	19	22	23	20	19	17	15	16	9	7	1	192	27.1
Female 25-34	1	1	2	1	3	1	0	0	2	0	0	1	12	1.7
Male 35-49	8	7	7	11	11	10	10	6	1	5	3	2	81	11.4
Female 35-49	2	2	2	1	2	0	0	0	0	0	0	0	9	1.3
Male 50-64	4	2	3	3	1	1	2	1	1	1	0	0	19	2.7
Female 50-64	0	2	0	0	0	1	0	1	0	0	0	0	4	0.6
Male 65+	0	0	1	0	1	0	0	0	1	0	1	0	4	0.6
Female 65+	1	0	0	0	0	0	0	0	0	0	0	0	1	0.1
Male age unknown	3	2	1	1	0	0	0	0	0	0	0	0	7	1.0
Female age unknown	0	0	0	1	1	1	0	0	0	0	0	0	3	0.4
Gender unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Age & Gender Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	89	96	81	88	75	63	49	51	47	33	21	15	708	100.0

Speed surveys

The Road Safety Strategy has set demanding targets whilst recognising that 100% compliance with speed limits is desirable but can never be achieved.

In 2008 the RSA conducted annual surveys of vehicle speeds on the Irish road network. The survey results indicated that compliance rates are improving but there is significant room for improvement. The 2008 free speeds survey generally give a mixed results compared to 2007 on rural roads. The proportion of articulated vehicles and rigid trucks violating vehicle specific speed limits has increased on motorways, dual carriageway, national primary and national secondary roads; and decreased on regional and local roads in 2008.

There were significant improvements in the proportion of vehicles complying with speed limits on urban national and urban residential roads. However, driver compliance with speed limits on urban roads is still poor. On average, 3 out of 5 motorists exceeded the posted speed in urban areas in 2008.

Figure 15: Percentage of cars exceeding speed limit on urban roads, 2003-2008

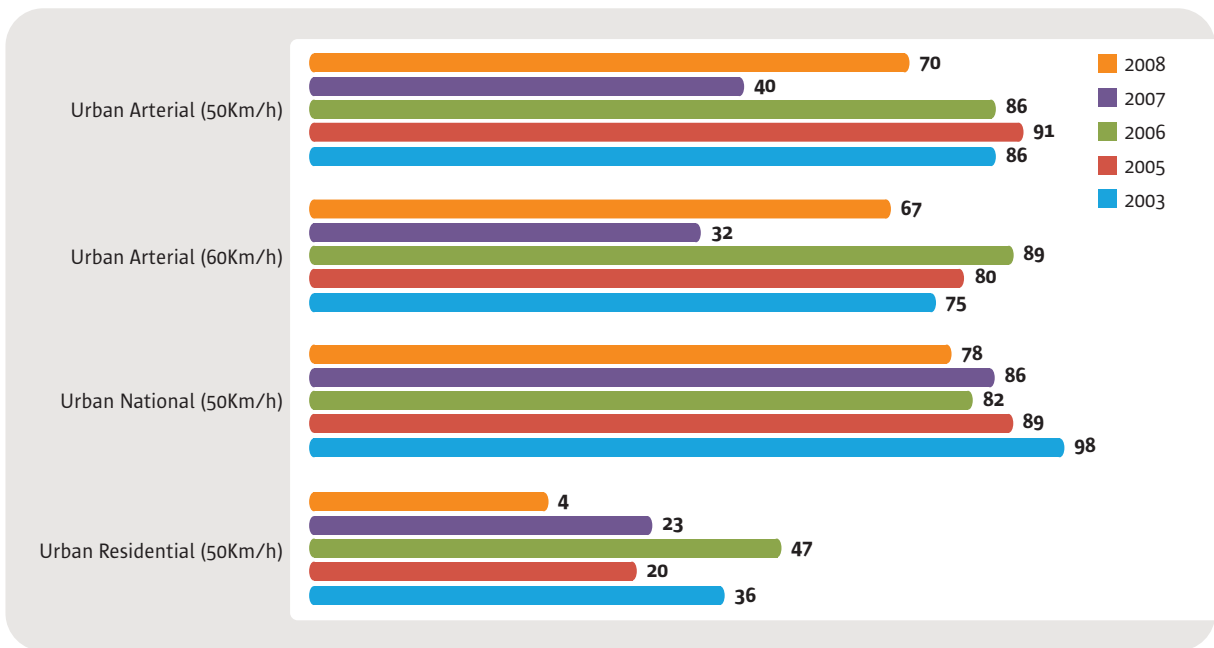
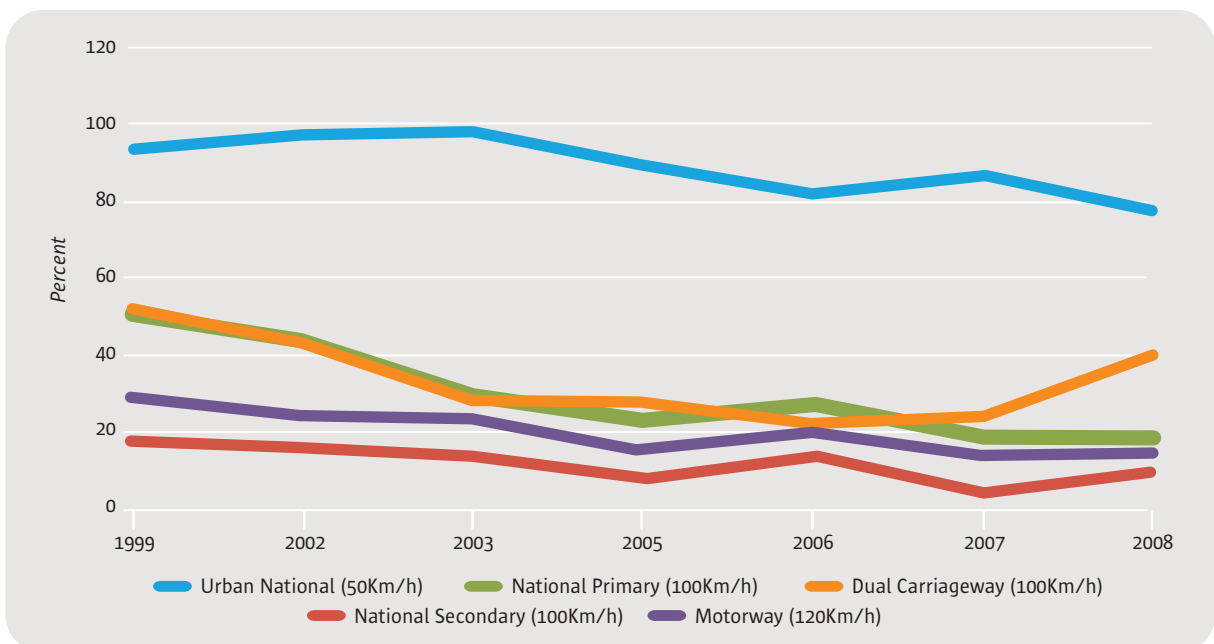


Figure 16: Percentage of cars exceeding speed limit on rural roads, 1999-2008



Current Status:

The following table charts progress for 2008 against targets set out in the Road Safety Strategy.

■ Articulated vehicles (80 kilometres an hour)

- Urban national - 50km/h sign
- National primary 2-lane
- National secondary 2-lane
- Regional road 2-lane
- Local road 2-lane (target achieved)

VEHICLE TYPE	ROAD TYPE	2008	2012 TARGET <i>(Road Safety Strategy)</i>
		Compliance %	Compliance %
Articulated Vehicles	Urban national - 50km/h sign	32	70
	National primary 2-lane	30	60
	National secondary 2-lane	51	60
	Regional road 2-lane	79	95
	Local road 2-lane	95	95

■ Bus (80 kilometres an hour excluding double deck buses or coaches)

- National primary 2-lane
- National secondary 2-lane (target almost achieved)

VEHICLE TYPE	ROAD TYPE	2008	2012 TARGET <i>(Road Safety Strategy)</i>
		Compliance %	Compliance %
Bus	National primary 2-lane	40	85
	National Secondary 2-lane	81	85

■ Car

- Urban national - 50km/h sign
- Urban Arterial - 60km/h speed limit zone
- Urban Arterial - 50km/h speed limit zone
- National primary 2-lane
- National secondary 2-lane (target achieved)
- Regional road 2-lane
- Local road 2-lane

VEHICLE TYPE	ROAD TYPE	2008	2012 TARGET <i>(Road Safety Strategy)</i>
		Compliance %	Compliance %
Car	Urban national -50km/h sign	22	60
	Urban Arterial – 60km/h Speed limit zone	33	60
	Urban Arterial – 50km/h Speed limit zone	30	60
	National primary 2-lane	81	90
	National secondary 2-lane	90	90
	Regional road 2-lane	66	90
	Local road 2-lane	79	90

■ Rigid Vehicles

- Urban national - 50km/h sign
- National secondary 2-lane (target achieved)
- Local road 2-lane (target achieved)
- National primary 2-lane
- Regional road 2-lane

VEHICLE TYPE	ROAD TYPE	2008	2012 TARGET (Road Safety Strategy)
		Compliance %	Compliance %
Rigid Vehicles	Urban national - 50km/h sign	36	70
	National primary 2-lane	43	60
	National secondary 2-lane	82	60
	Regional road 2-lane	22	95
	Local road 2-lane	95	95

Impaired Driving

Ireland has a chronic drink driving problem. A total of 18,053 people in 2008 were charged with driving whilst under the influence of alcohol. Irish and European research establishes that Ireland's excessive alcohol consumption is reflected in deaths and injuries on our roads. The research also indicates that at half the current legal limit drivers are twice the risk of being involved in a collision.

Advisory Panel to the Road Safety Authority

The objectives of the Policy Advisory Panel are to facilitate communication and consultation between stakeholders, provide access to information and research, and assist the RSA in the development, implementation and evaluation of its policies. The Policy Advisory Panel produced a paper on reducing the Blood Alcohol Levels for drivers which was used by the Road Safety Authority Board to advise the Government on this issue. The panel recommended a reduction to 0.05% blood alcohol concentration from current level of 0.08% and a further reduction for novice drivers to 0.02%.

In 2008 the Medical Bureau of Road Safety continued to roll out and maintain the agreed necessary roadside alcohol screening devices for Mandatory Alcohol Testing (MAT). The enforcement was supported by media and educational campaigns.

Safety Belt Wearing

It is well recognised that safety belts have enormous life saving potential. Increasing safety belt wearing rates will not only reduce fatalities but also the severity of injuries. One of the best ways to increase safety belt usage is through public awareness campaigns and through intensive and high visibility actions. Apart from the Check It Fits campaigns the RSA conducted safety belt wearing campaigns in July and September 2008.

The 2008 Seatbelt Survey carried out by the RSA indicated that the use of safety belts by drivers and front-seat passengers in cars was 90% in 2008, an increase of 2 percentage points from 2007 and a 33 percentage points increase since 1999. Under the strategy a target of 95% for front safety belt wearing has been set.

Safety belt Use by Location

The 2008 un-weighted nationwide estimates for drivers safety belt compliance by road type were as follows:

- 91% for urban national primary,
- 88% for urban national secondary,
- 89% for rural national primary,
- 89% for rural national secondary,
- 90% for regional roads, and
- 84% for county roads.

Safety belt Use by Gender

In 2008 women were more likely than men to belt up in front seats, with wearing rates of 93% and 87% respectively. Females had higher safety belt use than males in every seating position.

Safety belt Use by Seating Position

A total of 16,413 adults occupying front seats were observed in 2008. 13,521 (82%) of the adults occupying front seat observed were driving, 2,892 (18%) were front seat passengers. Ninety per cent of drivers observed were wearing a seatbelt.

Current Status:

Figure 17: Driver & Front Passenger seatbelt wearing rates (%), 1991-2008

The front safety belt wearing rates have increased substantially since the early 1990's when just over 50% of people wore safety belts. This figure increased to 90% in 2008.

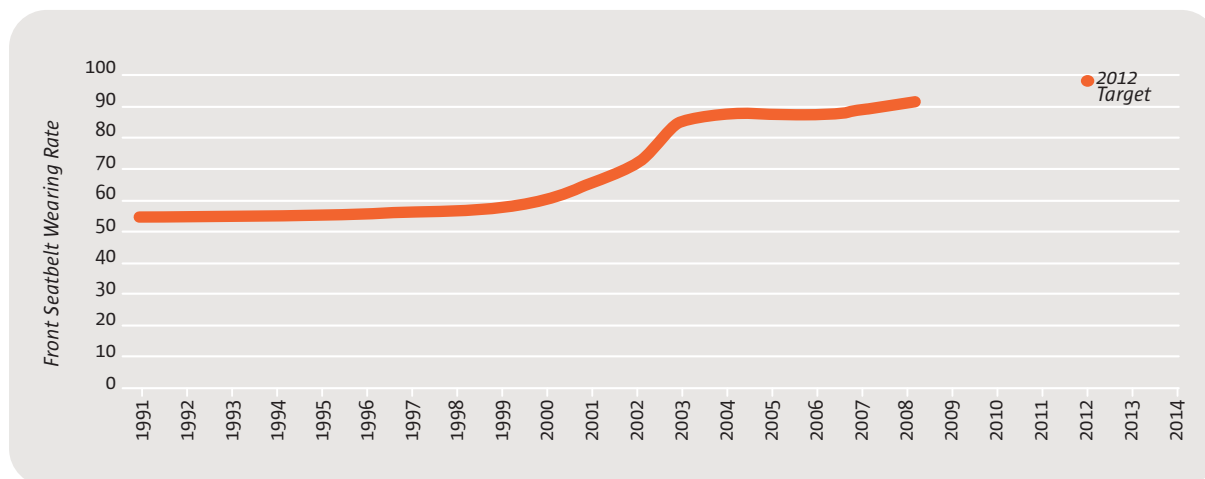


Table 10: Wearing rates (%) for adults in the rear seats

	WEARING RATE %
2012 Target	95
2008	78
2007	84
2006	63
2005	26

The wearing rate for rear safety belts for adults has also increased substantially, from just 26% in 2005 to 78% in 2008. However, a 6% decrease in rear safety belt wearing rates was recorded from 2007 to 2008.

School pupil - safety belt wearing

The 2008 school safety belt survey showed a consistent increase in safety belt wearing rates for both primary and secondary schools. For primary schools pupils the safety belt wearing rate for rear seat passengers was 74% in 2008 which is 4 percentage points higher than the 70% recorded in 2007. For secondary schools pupils the safety belt wearing rate for rear seat passengers was 72% which is 9 percentage points higher than the 63% recorded in 2007.

In the case of front safety belts this rate increased from 80% to 86% for primary school pupils. The rate of safety belt wearing for secondary school pupils also increased from 2007 levels of 78% to 87% in 2008.

Table 11: Primary schools - front safety belt wearing rates, 2008.

	WEARING RATE %
2012 Target	95
2008	86
2007	80
2006	76
2005	70
2003	68

Table 12: Primary schools - rear safety belt wearing rates, 2008.

	WEARING RATE %
2012 Target	95
2008	74
2007	70
2006	64
2005	60
2003	48

Table 13: Secondary schools - front safety belt wearing rates, 2008

	WEARING RATE %
2012 Target	95
2008	87
2007	78
2006	88
2005	68
2003	62

Table 14: Secondary schools - rear safety belt wearing rates, 2008.

	WEARING RATE %
2012 Target	95
2008	72
2007	63
2006	76
2005	55
2003	44

Vehicle Standards and Enforcement

Road Haulage Enforcement

Targeting non-compliant road haulage and road passenger operators/drivers which includes unlicensed haulage is a key component of the strategy. This enforcement approach is intended to increase road safety through preventing collisions involving large goods/passenger vehicles. These vehicles have the potential to cause a disproportionate impact on death and injury compared with smaller vehicles. Driver's work and rest hours are regulated to avoid driver fatigue.

During 2008, the RSA continued its strong working relationship with an Garda Síochána in relation to road transport enforcement activities. The overall strategy put in place to target enforcement efforts is on non-compliant operators while minimising inconvenience to compliant operators. Work commenced during 2008 on the development of an operator risk rating register with assistance from a UK Vehicle Operator Standards Agency (VOSA) consultant. This work will be advanced further in 2009/10.

The various measures to meet the Road Safety Strategy goals:

- Road Safety Authority Transport Officers participated in 254 roadside checks in 2008 with an Garda Síochána. This compares with 112 roadside checks in the period September 2006 – end 2007,
- There were 667 premises checks conducted by Transport Officers during 2008 – a threefold increase over 2007,
- The RSA contacted over 500 small bus and truck operators via the postal system seeking their tachograph records. Over 6,000 information notices issued to quarries, trade and professional organisations and large employers advising them of the consequences of hiring unlicensed road haulage operators,
- The RSA participated in three joint checkpoints at Dublin Port involving liaison with the UK Authorities during 2008. Language interpreters were employed to facilitate communications between enforcement personnel and drivers. Excessive driving and insufficient daily breaks and rests account for a significant proportion of the offences detected.

Other significant developments were:

- the adoption of new national road transport related legislation:
- acquisition of a new Digital Tachograph download system with enhanced functionality,
- implementation of a new road haulage enforcement IT system and
- the continued up-skilling of enforcement and administration personnel.

The Enforcement Section published a range of guidance material in relation to tachographs and drivers hours. The various publications can be downloaded from the RSA website at www.rsa.ie.

Reports from other Member States

Reports were received from other Member States concerning infringements by drivers in relation to tachograph and driver's hours rules while operating in those States. This information is recorded and used as part of the targeting of operators. Reports were received in respect of 2,309 drivers. The bulk of these reports were received from the UK Vehicle Operator Standards Agency (VOSA).

Digital Tachograph Scheme

During 2008, 12,799 digital cards were issued to applicants compared with 11,390 in 2007. The average processing time for digital tachograph cards is now less than three weeks. The application forms for digital tachograph were up-dated to a more user-friendly format and this has led to a reduction in the number of erroneous applications received.

National Car Test (NCT)

Car testing is being carried out by NCTS on a 10-year contract (to December 2009). NCTS is required to meet a range of performance standards for the NCT. These cover; customer service, premises, test equipment, staff, test arrangements, facilities management and information technology. The performance standards are designed to ensure test integrity and a high level of customer service. The RSA is assisted by a Supervision Services Contractor (SSC) in supervising and monitoring the performance of National Car Testing Service Limited (NCTS) to ensure that it is providing the car testing service in accordance with the terms of the contract between the Company and the RSA.

In 2008, 835,802 full tests were conducted with a pass rate of 51.9% while 402,125 retests were conducted with a pass rate of 86.8%.

NCTs contract 2010 to 2019

During 2008 the RSA managed the tender process to award the single contract for the provision and operation of the national car testing service for the period from January 2010 to December 2019. An inter-organisational project board was established to ensure that the contract for the NCT service was awarded fairly, transparently and objectively. In December 2008 the contract was awarded to Applus+ Servicios Tecnológicos, S.L.U. (Applus+). Applus+ is a leading company in testing, inspection, certification and technological services. Applus+ will assume responsibility for the provision of national car testing on 4 January 2010.

Commercial Vehicle Testing

The annual testing of commercial vehicles in Ireland is carried out by over 147 privately operated test centres which are appointed and supervised by the Local Authorities. 108,419 heavy goods vehicle (i.e. HGVs, large trailers, buses and ambulances) and 313,959 light goods vehicle tests were completed in 2008.

RSA vehicle inspectors participated in 225 roadside checkpoints in 2008 which represents an increase of over 100% from 2007. Roadworthiness checks were completed on 3,252 vehicles and these checks revealed that 1,350 vehicles had defects. In 2008, RSA Vehicle Inspectors made 280 Vehicle Testing Network test centre visits to ensure compliance with commercial vehicle test centre standards and consistency of testing.

During 2008, the RSA received reports from the UK Vehicle Operator Standards Agency (VOSA) that 4,661 Irish commercial vehicles had been stopped in the UK with vehicle defects and that 38% of these defects were classed as serious. Over 59% of the defects reported by VOSA related to trailers and 33% of trailer defects were serious defects. In 2008, the Road Safety Authority recorded and reviewed all reports received. In the case of certain serious vehicle defects, operators are required to have their vehicles retested.

Review of Commercial Vehicle Roadworthiness Scheme

In 2008 the Minister for Transport accepted the RSA recommendations for reforming the commercial vehicle roadworthiness system. The objective of the reform programme is to ensure a change in the quality of commercial vehicles using Irish roads. This will improve road safety, reduce congestion, ensure fair competition, develop a much greater awareness of road safety issues and improve the culture of safety within the transport industry.

An inter-organisational implementation group chaired by the RSA and including representatives of all State stakeholders completed a detailed and timed implementation plan for the reform of the Commercial Vehicle Roadworthiness Scheme. Implementation mechanisms are currently under consideration by the RSA, Department of Transport and the Department of Finance.

Review of the Weight Limits for Motor Vehicles and Trailers in Ireland

During 2008 the RSA conducted a review of the current Regulations governing weight limits of vehicles and trailers with a view to assessing the appropriateness of current maximum weight limits and the adequacy and continuance of existing derogations. The Final report and draft of weights review was submitted to the Department of Transport. In the meantime, the 42 tonne temporary derogation for certain 5 axle articulated vehicles has been extended until the 1st of October 2010 pending the final outcome of the review.

Review of the Use of Agricultural and Works Vehicles on Irish Roads

A review of the use of agricultural vehicles on Irish roads was carried out during 2008. This review initially involved an extensive consultation process in the Summer/Autumn of 2008. The consultation document was widely distributed to both public and private sector stakeholders. Extensive rounds of follow up meetings were then held as a result of the many comments received during the consultation phase. The review will be submitted to the Department of Transport for consideration in early 2009.

Vehicle Height

On 14 September 2008, the Minister for Transport signed the Maximum Height Regulations prepared by the RSA. S.I. No. 366 of 2008, Road Traffic, Construction and Use of Vehicles (Amendment) Regulations provide that the maximum height of a vehicle (including its load) is 4.65m.

Fitting of Safety Belts on Buses

The RSA policy objective is to ensure the highest practicable standard of buses on Irish roads and in particular in relation to safety belts. A review of the standard of fitment of safety belts on buses was completed during 2008 and was submitted to the Department of Transport.

Retrofit of Wide Angle and Close Proximity Mirrors to HGVs

During 2008, EC Directive 2007/38/EC, on the retrofitting of mirrors to heavy goods vehicles, was transposed into Irish Law with effect from 1 January 2009. This Directive applies to vehicles of categories N2 & N3 exceeding 3,500kg first registered since 1st January 2000 and requires that these vehicles must be fitted with both a wide angle (Class IV) and a close proximity (Class V) mirror on the passenger's side to improve the driver's visibility of the area within a blind spot. These are in addition to the main (Class II) mirror already mandatory on both the driver's and passenger's side. From May 2009, these mirrors will be checked for conformity as part of the annual roadworthiness test of the vehicles in question. Testing is to begin in May 2009.

Engineering

Infrastructural measures to make Irish roads safer are a key component of the current Road Safety Strategy. The NRA and the 36 local authorities around the country have continued with an extensive new road building campaign, as well as improving the safety of existing roads including treatment of high collision locations and traffic calming measures.

One of the more significant challenges over the last year was the continuing transformation of the M50 corridor. In August of 2008, the NRA replaced the West Link toll plaza with a barrier-free tolling system. The NRA have now begun to deliver the level of service expected by all users travelling along the M50 corridor. Also, Phase 1 and Phase 3 of the M50 upgrade works which include the N7 interchange, N4 interchange, Ballymount junction and mainline expansion were completed in 2008. Work will continue on the remaining sections of the M50 upgrade project which is scheduled for full completion by the end of 2010.

The NRA's Public Private Partnership programme is recognised internationally as being one of the best in the world. It is a tribute to the success of the programme to date that the Government has authorised the NRA to raise a further €1 billion in private sector funding for the construction of a new tranche of PPP projects. The tender process for the first of these PPP concessions will begin in 2009.

Progress in 2008:

- Introduced barrier-free tolling on the M50.
- Completed M50 Upgrade Phase 1 (between Ballymount and N4 junctions).
- Completed M50 Upgrade Phase 3 (between West-Link toll plaza and N3 junction).
- Completed 7 new road projects totalling 139km of motorway and standard dual carriageway within budget with the majority of these ahead of schedule.
- Commenced work on 5 projects totalling 150km of new national roads.
- Commenced construction on the three remaining sections on the MIUs – N7 Castletown to Nenagh, N9 Carlow to Knocktopher and the N9 Kilcullen to Carlow.
- Commenced construction on the Atlantic Road Corridor project, N18 Gort to Crusheen.
- Published preferred-route options for the Atlantic Road Corridor project, N20 Cork to Limerick.
- Successfully immersed 5 tube tunnel sections across the Shannon Estuary as part of the N7 Limerick Tunnel Project.
- Published eight Compulsory Purchase Orders for future road projects.
- Submitted applications to An Bord Pleanála for new service areas along the MIU routes (M1, M4, M6, M9, N6/N17 and N11).
- Incorporated a new service area as part of the N6/N17 (PPP) Galway Tuam Project.
- Submitted applications for sections of the N2, N3, N4, N6, N7, N8, N11, N18, N20/ N21 junction to the Minister for Transport seeking motorway status for the dual carriageways concerned.
- Commenced National Secondary Roads Needs Study.
- Completed 126 safety remedial schemes in 2008, including junction improvements, bend definition, pedestrian crossings and traffic calming and management schemes.
- Completed sign programme works on the M1, N2, N3, N7 (South Dublin), N11 (Wexford), N12, N17, N29, N30, N52 (North Tipperary & Offaly), N53 (Louth) and N63 (Roscommon).
- Constructed new overhead gantry structures at the grade-separated dual carriageway and motorway junctions at the M7/N8 Portlaoise, the M7/M9 near Kilcullen and the N20/N21 in Limerick.

Road Safety

The NRA's Road Safety Group, in conjunction with local authorities, completed 126 remedial schemes in 2008, including junction improvements; bend definition, pedestrian crossings, and traffic calming and management schemes.

The schemes completed in recent years have included minor realignment, signing and lining at the Ballinmeesda bends on the N11 in Wicklow, route treatment works on the N52 in Westmeath and improvement works at Ballysimon in Limerick.

These road safety remedial schemes have proven to be very successful. A five-year "before and after" analysis of 373 schemes completed between 1998 and 2003 showed that there was an overall reduction of 97 fatal collisions, 73 serious and 253 minor injury collisions.

Winter Maintenance

The NRA have continued their successful road weather information system (ICECAST) to cater for severe weather conditions on national roads. Based on data gathered at 57 roadside weather stations around the network, conditions across the entire network can be predicted. Planned road treatment operations can then be carried out by local authorities. Utilising forecasts provided by Met Éireann and taking into account the predetermined thermal area characteristics of the network, data generated by the road weather information system is relayed to each local authority and forms the basis of decision making as to whether or not treatment of the roads is required.

In the winter period, November 2007- April 2008, local authorities achieved a 92% success rate in the treatment of frost, ice or snow at weather stations on the national roads network. The data from the weather stations is available online at

www.nra.ie/RoadWeatherInformation

Signage and Delineation

The National Signage and Delineation Programme continued to be implemented in 2008. Upgrading of signs has taken place along the M1, N2, N3, N7 (South Dublin), N11 (Wexford), N12, N17, N29, N30, N52 (North Tipperary & Offaly), N53 (Louth) and N63 (Roscommon).

Significant improvements were put in place at the M1/M50 Junction. New overhead gantry structures were erected at the grade-separated dual carriageway and motorway junctions at the M7/N8 Portlaoise, the M7/M9 near Kilcullen and the N20/N21 in Limerick. Cleaning and maintenance of existing signage on national roads was carried out under the various Sign Refurbishment Contracts which now extend to cover the entire network. These contracts involve the replacement and repair of damaged or non-conforming signage.

Some 266km of high quality dual carriageway road was re-classified as motorway with effect from 24 September, 2008 and this entailed the alteration of signage on the affected schemes from green to blue to reflect the new motorway status.

Service Areas

The role of the NRA is expanding from road building to include road service operations such as the provision of service areas along motorways.

The first tranche of PPP motorway service area schemes was released for tender in 2008 in respect of sites at Lusk and Castlebellingham on the M1 and at the Enfield on the M4.

Proposals for the two service areas located on the M1 and one on the M4 were submitted to An Bord Pleanála in March, 2008 for approval. The Board approved the M4 proposal in November, 2008. Subject to the outcome of An Bord Pleanála's consideration of the M1 service area, it is planned to award the PPP contract in 2009.

The NRA also proposes to announce a tender competition for a further round of service areas in 2009.

Low cost safety improvement works scheme for regional and local roads

In 2008, €7,145,507 was provided to 36 local authorities under the Low Cost Safety Improvements Scheme for safety measures at accident blackspots. Works took place on 310 schemes - 291 of which were completed and 19 of which were partially completed.

Evaluation

The Strategy recognises the importance of evaluation and research in improving the availability of accurate and timely data / information to support and inform policy decisions and strategy action implementation.

Road Safety Research

In 2008 the RSA commenced a programme of work specified in the Road Safety Strategy 2007-2012. Key areas include;

- Maintenance of the road collision database and data system,
- In-depth analysis of collision data,
- Production of statistical reports on road collisions in Ireland,
- Survey of speed and safety belt wearing on Irish roads,
- Systematic identification of high accident locations on national road network,
- Conducting multidisciplinary research to understand how road collisions and resulting injuries are caused,
- Proposing and evaluating ways to prevent collisions and injuries,
- Participation in national and international research projects in the field of road safety,
- Participation in EU research programmes such as SARTRE, CARE, IRTAD and EURORAP,
- Provision of information to the public, national and international bodies.

The RSA also liaises with the Garda National Traffic Bureau, the National Road Authority, the Local Government Computer Science Board and other organisations on aspects of road safety research activities.

Road Collision Database

The collision data provided by the Gardaí is mapped and analysed by the RSA Research Unit. The results of the analysis are published in its annual Road Collision Fact Book. The results are used to monitor trends, target safety initiatives and to inform the on-going review of public policy in relation to road safety. In 2008, the 2007 Road Collision Facts was published.

Free Speed Survey

A nationwide observational free speed survey on Irish roads was conducted in the summer of 2008 by Road Safety Authority. Survey results are used to monitor trends, determine the effectiveness of safety initiatives, the Road Safety Strategy and to inform the on-going review of public policy in relation to road safety.

Safety Belt Wearing Survey

A nationwide observational survey of seatbelt use on Irish roads was conducted in the summer of 2008 by the Road Safety Authority. Seatbelt use and gender were recorded from motorists travelling along a selected sample of roads. Data was recorded from all drivers, adult front and rear passengers of any age (excluding children), and separate surveys for primary school and secondary school children in the front or rear seat were conducted. Results revealed that 90 percent of drivers observed were wearing a seatbelt.

Children under 14 Road Casualties, 1997-2006

In 2008 the RSA published an analysis of Children under 14 Road Casualties, 1997-2006. The main findings were that the child fatality rate per million population has decreased by 40.6% from 1997 to 2006. Forty three per cent of child casualties killed in the period 1997 to 2006 were pedestrians. Of all child casualties who were seriously or slightly injured in the period 1997 to 2006, 54% were car passengers. Fifty nine per cent of children killed were male. Peak time for children to be killed on the road is during the hours of 3:00 p.m.-7:59 p.m. Children are more likely to be killed during the summer months, with June and July having the most fatalities. Since 1997 there has been;

- 40.7% reduction in the number of children 14 years of age or young killed on our roads compared to 2006,
- 51.5% reduction in the number of children 14 years of age or young injured on our roads compared to 2006.

Broken down by road user category there has been;

- 45.5% decrease in pedestrian fatalities,
- 100% decrease in cyclist fatalities,
- 18.2% decrease in car passenger fatalities.

Motorcyclist Collision Casualties, 1997-2006

In 2008 the Research Unit published an analysis of Motorcyclist Collision Casualties, 1997-2006.

The results were that since 1997 motorcycle registrations have increased by 43% whereas the motorcycle rider fatalities have decreased by 57%. In 2006, 29 motorcyclists were killed. This accounted for 8% of all fatalities. An additional 505 motorcyclists were injured. The number of motorcyclist fatalities has reduced by 48% between 2006 and 2005.

- 471 motorcyclists were killed in the period 1997-2006, 1499 were seriously injured in the same period.
- 70% of motorcyclists killed in the period 1997-2006 were male aged 17-34 (i.e. 37% were male aged 17-24 and 33% were male aged 25-34).
- 62% of motorcyclists seriously injured were male aged 17-34.
- 65% (306) of these fatalities happened on Sunday, Saturday and Friday.

Pattern of Road Collisions in Different Cities in Republic of Ireland

In 2008 the Research Unit published an analysis of Pattern of Road Collisions in Different Cities in Republic of Ireland, 1997-2006. Most of the cities and urban areas in Ireland are witnessing increasing growth of vehicle traffic due to increased in population coupled with economic growth levels in Ireland over the last ten years. Five major cities namely Dublin, Cork, Waterford, Limerick and Galway have been considered for detailed analysis of road collisions for the period of 10 years (i.e. 1997-2006).

Despite increase in population along with steady growth in the motor vehicles population and number of driver licence holders (both full and provisional), the number of fatalities in our fives cities is generally declining since 1997.

2008 Research Publications

- 1.** 2006 Road Collision Facts
- 2.** 2007 Road Collision Facts
- 3.** 2007 Safety Belt Survey Report
- 4.** Children Under 14 Road Casualties, 1997-2006
- 5.** Motorcyclist Casualties report, 1997-2006

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

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