

RSA



# ANNUAL REPORT 2007

An tÚdarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority





RSA

# ANNUAL REPORT

## 2007

RSA Driving Test Centre, Waterford City



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The aim of the RSA is to save lives.  
Easy to say - difficult to achieve.



# Chairman's Statement

It's hard to believe this report covers a period of just 16 months since the RSA was created on 13th September 2006. The time has passed in a blur of activity – lives have been saved but too many have been lost. This annual report elaborates on the range of initiatives which have been completed since vesting day.



The aim of the RSA is to save lives. Easy to say – difficult to achieve.

So, is it positive to report that 338 of our community died on our roads in 2007? Yes it is – positive but tragic. It's positive because we have now reversed the trend from almost 400 deaths in 2005. It's positive because it means we now know beyond doubt what we must do to reduce the number of collisions, deaths and injuries on our roads. It's positive because we now know we must be both relentless and fair in implementing these actions – being fair is important in maintaining the overwhelming support of the public for our efforts on their behalf.

It's tragic because so many of these deaths (and serious injuries) are preventable. And it is that fact that drives the ambition of my Board - that Ireland will be among the best countries in the world at implementing road safety practices.

The actions we must take to achieve this are set out in detail in the Road Safety Strategy published in October 2007. 126 actions and targets over six years, showing in detail who does what, by when, and how we will know it's done. These actions are based on objective data, national and international research. The RSA will report on the implementation of this strategy and on progress against the targets set out.

These actions are many and varied. Only some are the direct responsibility of the RSA. We are dependent on the actions of many partners and stakeholders. We are confident of this support because the outcome is so worthwhile.

I have many people to thank for their leadership, support and dedication during this phase of the RSA. I thank Minister Dempsey and his predecessor Minister Cullen and the staff of the Department of Transport, our partners and stakeholders,

the Department of Education and Science, the Department of Health and Children, the Department of Justice, Equality and Law Reform, the Department of Environment Heritage and Local Government, the Department of Environment in Northern Ireland, An Garda Síochána, the National Roads Authority, the Medical Bureau of Road Safety, the County and City Managers' Association and the Health and Safety Authority. You will understand if I single out my Board and the Policy Advisory Panel, the energy and leadership of the Executive Team, the commitment and dedication of all of our staff in Ballina, Loughrea and in the 52 Driving Test centres across the country.

Since taking up the position of Chairman, I have been astonished by the messages of support, the level of interest and the demands by ordinary folk for an end to this carnage. But mostly I have been deeply affected by the discussions with those who have lost family and friends, sons and daughters, parents and grandparents, school pals and close friends.

We talk numbers. We talk statistics. That is the necessary measure of our task.

They talk feelings, memories, pain and a profound sense of loss – preventable loss – 'if only' loss. Preventing this experience for others is my motivation.

Finally I thank you, the road user. The key to our success is your openness to change, your acceptance of personal responsibility, to yourself and to others, for your use of our roads.

You are the difference. You are saving lives. We have so much more we can do. So please keep making a difference.

**Gay Byrne** *Chairman RSA*

# Chief Executive's Statement



*RSA Head Office, Ballina, Co. Mayo.*



This, the first annual report of the Road Safety Authority, outlines the work of the RSA in its first full year of operation and details its stewardship of the funding and resources which have been provided by Government.



The challenges of establishing a new organisation, recruiting and training staff, preparing a comprehensive road safety strategy and ensuring that a broad range of services to the public are maintained has been a challenging and taxing task for everyone working within the RSA.

I take this opportunity of expressing to the Chairman and Board my thanks for their leadership and guidance through this first year of operation. I particularly pay credit to each individual member of staff for the part that they have played in delivering public service, providing best value for money and most of all for making Irish roads safer. The achievements in our first full year would not have been possible without the enthusiasm, cooperation and encouragement which has been forthcoming from the road-using public, the media and our partner agencies.

In my role as accounting officer, I take responsibility for the proper use of €45.1m of public funds and the resources provided to the Authority. The financial accounts of the RSA are a key component of this report.

It is my pleasure to introduce the RSA's first annual report and accounts.

**Noel Brett** *Chief Executive Officer RSA*

# A Year in Review...

## ESTABLISHMENT

The Road Safety Authority (RSA) is a statutory body created by the Road Safety Authority Act 2006. The RSA was established on 13th September 2006 by Statutory Instrument (S.I.) Number 477 of 2006. The functions it carries out were transferred from the Department of Transport (DoT), the National Roads Authority (NRA) and the National Safety Council (NSC).

The NSC was formally dissolved by the Minister for Transport on 10 October 2007, following the transfer of its remaining functions relating to fire safety awareness to the Department of Environment, Heritage and Local Government in late 2006.

The Road Safety Authority was allocated €28.324m (Current) and €2.8m (Capital) in 2007 from the Department of Transport.

## OUR MISSION

The aim of the RSA is to save lives and prevent injuries by reducing the number and severity of collisions on the road. Working to Save Lives is the stated goal adopted by the Board of the RSA.

## FUNCTIONS

The functions for which the RSA is responsible are set out in the Road Safety Authority Act 2006. They include driver testing and training, vehicle standards and certain enforcement functions, road safety promotion, driver education and road safety research.

These functions are assigned under the following directorates:

- Driver Testing and Licensing
- Road Safety, Research and Driver Education
- Standards and Enforcement
- Each is supported by Corporate Services.

## BOARD MEMBERS

The following are the members of the board appointed by the then Minister for Transport, Mr Martin Cullen TD, for a five year period to 1st September 2011.



Mr. Gay Byrne  
Chairperson



Ms. Áine Cornally



Ms. Myra Garrett



Mr. Paul Haran  
*Chairman of the  
Remuneration Committee*



Mr. Thomas Kelly



Mr. Aaron MacHale



Ms. Ann McGuinness



Mr. Tony McNamara  
*Chairman of the  
Internal Audit Committee*



Mr. John O'Gorman

## EXECUTIVE MANAGEMENT TEAM

The RSA has an approved staff complement of 309 whole time equivalent posts organised into four service delivery units:

- Standards and Enforcement
- Corporate Services
- Road Safety, Research and Driver Education
- Driver Testing and Licensing



Mr Noel Brett  
*Chief Executive Officer*



Ms. Denise Barry  
*Director of Standards  
and Enforcement*



Mr. Peter Dennehy  
*Director of  
Corporate Services*



Mr. Declan Naughton  
*Director of Driver Testing  
and Licensing*



Mr. Michael Rowland  
*Director of Road Safety,  
Research and Driver Education*



If the RSA Road Safety Strategy  
is implemented in full, over  
**400 lives could be saved**  
by the end of 2012.

**ROAD SAFETY REVIEW 2007**

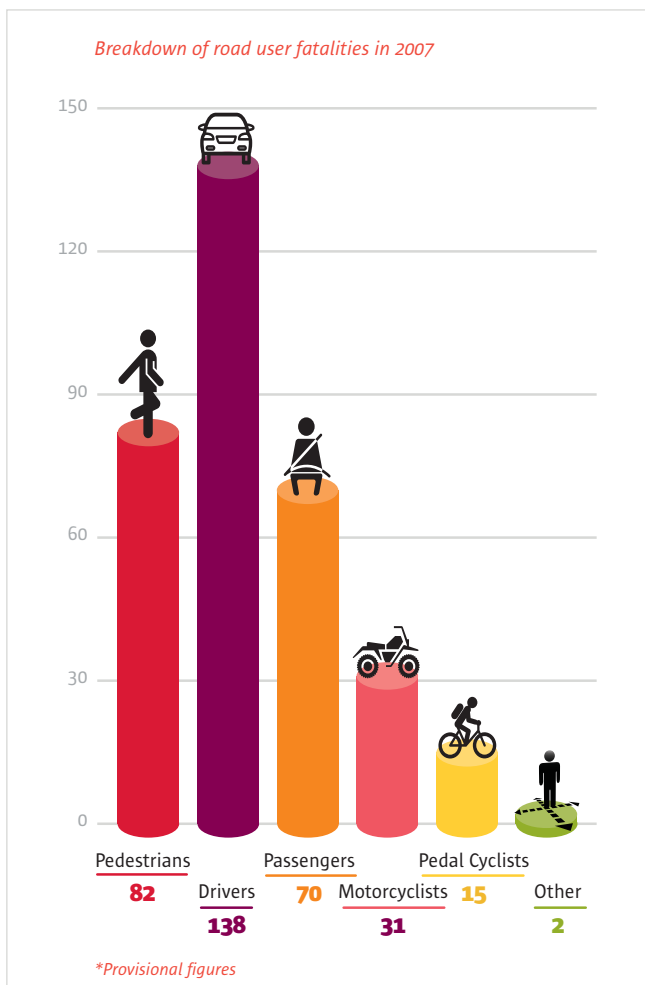
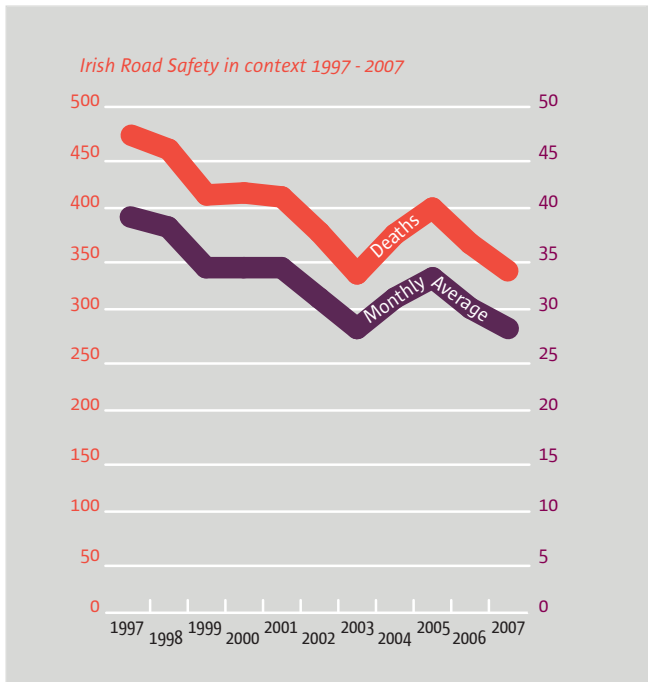
**338 people died in road collisions in 2007, a decrease of 27 or 7% on 2006 when a total of 365 people lost their lives.**

This represents a 30% drop in road deaths compared to 1997 when 472 people lost their lives on Irish roads.

2007 was one of the safest years on Irish roads in over 40 years. Only 1961 and 2003 were safer when a total of 335 road deaths were recorded in both years.

Expressed as a monthly average, the number of fatalities in 2007 was 27.33 per month; in 2005, it was 33 and in 2006, the monthly average was 30.42.

The core objective of the Government Road Safety Strategy 2007-2012 is to reduce road deaths to no greater than 60 fatalities per million population by the end of 2012. This equates to an average of 21 road deaths per month or 252 deaths per annum.



## IRELAND'S POSITION ON ROAD SAFETY RELATIVE TO OTHER COUNTRIES

According to provisional figures released by the EU, Ireland entered the top 10 best performing EU countries in terms of road safety in 2007. Ireland is now ranked in 9th place out of 25 EU countries.

Ireland was the most improved European country in terms of the reduction in road deaths between 2006 and 2007. This was against a disappointing performance overall at EU level when for the first time in a number of years, there was no reduction in the number of road deaths across the EU.

Despite Ireland performing well at an EU level in 2007, there is still a large gap between Ireland and best practice countries such as Sweden, United Kingdom and the Netherlands. Ireland recorded 7.9 road deaths per 100,000 of population in 2007 compared to 5.1 in the UK, 5.3 in Sweden and 4.3 in the Netherlands.

### ROAD DEATHS PER MILLION POPULATIONS

1	 Malta	34	 Spain	85
2	 The Netherlands	43	 EU	86
3	 United Kingdom	51	 Luxembourg	86
4	 Sweden	53	 Cyprus	89
5	 Germany	60	 Portugal	92
6	 Finland	69	 Italy	92
7	 France	73	 Belgium	101
8	 Denmark	75	 Slovakia	116
9	 Ireland	79	 Czech Republic	120
10	 Austria	83	 Hungary	120
			 Romania	125
			 Bulgaria	131
			 Greece	141
			 Estonia	145
			 Slovenia	145
			 Poland	146
			 Latvia	182
			 Lithuania	218

## ROAD SAFETY STRATEGY 2007-2012

**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.**

The Strategy was launched by An Taoiseach, the Minister for Transport and the Minister for Justice in October 2007.



The primary aim of the Road Safety Strategy 2007 - 2012, is to reduce collisions, deaths and injuries on Irish roads by 30%. It aims to bring Ireland in line with countries that are considered to have the safest roads in the world, countries such as the Netherlands, Sweden and the United Kingdom.

The four elements Education, Enforcement, Engineering and Evaluation are the policy framework of the Strategy.

The Strategy, provides for 126 specific actions over a six year period;

- To save lives and prevent serious injuries by reducing the number and severity of collisions on the road;
- Bring Ireland in line with best practice countries on road safety;
- Reduce the number of fatalities to not greater than 60 fatalities per million population by the end of 2012 with demonstrable downward reductions in each year of the strategy. This equates to an average of 21 road deaths per month or 252 deaths per annum. The average number of road deaths per month in 2007 was 28;
- Reduce injuries by at least 25%.

### Advisory Panel to the Road Safety Authority

An Advisory Panel made up of a number of experts on road safety has been established to support the work of the RSA in the development, implementation and evaluation of integrated policy measures relating to the strategy. This Advisory Group will:

- Facilitate communication and consultation between stakeholders;
- Provide access to information and research;
- Assist the RSA in the development, implementation and evaluation of its policies.

## BLOOD ALCOHOL LIMIT

The Strategy also identifies the need to legislate for and introduce a reduction in the legal Blood Alcohol Content (BAC) level for drivers. The level currently stands at 80mg. The precise level to which the BAC will be lowered will follow consideration of recommendations made by the RSA Advisory Panel to the RSA Board in the first quarter of 2008.

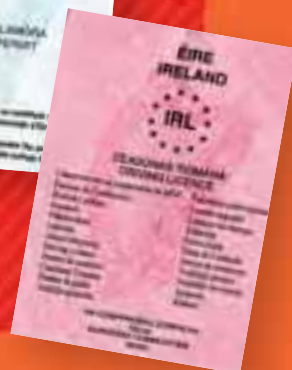


# Driver Testing & Licensing

The Driver Testing & 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.

290,677 applications for a driving test were received in 2007. This is the greatest number of applications ever received in a single year. The increased activity arose from the announcement of changes to the driver licensing regime which impacted on learner drivers.

In the period from 22 October 2007 to the end of the year, 109,752 of the total applications were received.

To manage the application volumes and to achieve a ten week waiting time by 30 June 2008, the RSA substantially increased its capacity to deliver driving tests. The measures taken included:

- engaging retired driver testers
- incentives to carry out weekend and evening tests
- filling internal vacancies and
- outsourcing driving tests to the external provider SGS.

It is projected that in the period from 25 October 2007 to end 2008, this will increase the capacity of the driver testing service and enable it to deliver in excess of 525,000 driving tests. The average waiting time for a test at the end of 2007 was 19 weeks and 179,500 persons were awaiting a test.

### WAITING TIMES FOR A DRIVING TEST AT 31 DECEMBER 2007

Region/Test Centre	Average Waiting Time in Weeks	Region/Test Centre	Average Waiting Time in Weeks
<b>WEST</b>		<b>SOUTH EAST</b>	
Athlone	11	Carlow	15
Birr	36	Clonmel	15
Castlebar	21	Dungarvan	14
Clifden	40	Kilkenny	16
Ennis	30	Nenagh	11
Galway	14	Portlaoise	15
Loughrea	29	Thurles	26
Roscommon	31	Tipperary	19
Tuam	27	Waterford	14
		Wexford	27
<b>NORTH WEST</b>		<b>NORTH LEINSTER</b>	
Ballina	13	Finglas	16
Buncrana	13	Dundalk	14
Carrick-on-Shannon	11	Mullingar	9
Cavan	10	Navan	13
Donegal	9	Raheny	35
Letterkenny	10		
Longford	11	<b>SOUTH LEINSTER</b>	
Monaghan	9	Churchtown/Rathgar	17
Sligo	10	Gorey	21
		Naas	19
<b>SOUTH WEST</b>		Tullamore	16
Cork	18	Wicklow	31
Killarney	21	Tallaght	20
Kilrush	21		
Limerick	11	<b>TOTALS</b>	<b>18.9</b>
Mallow	23		
Newcastlewest	26		
Shannon	22		
Skibbereen	29		
Tralee	20		

*At the end of 2007, 179,500 applicants were awaiting a driving test.*

## DRIVING TEST RESULTS, 2007

Pass Rate Description	Number of Tests	% Pass
First Time Applicants (Pass)	57,292	56.6%
First Time Applicants (Fail)	44,013	
Non-First Time Applicants (Pass)	51,086	52.9%
Non-First Time Applicants (Fail)	45,475	
<b>Total Applicants</b>	<b>197,866</b>	<b>54.8%</b>

### Pass Rate - Age Group

Age Category	Pass	Fail	Total	% Pass
16-21	25,437	17,815	43,252	58.8%
22 to 25	25,998	16,732	42,730	60.8%
26 or Over	57,931	53,953	111,884	51.8%
<b>Total</b>	<b>109,366</b>	<b>88,500</b>	<b>197,866</b>	<b>55.3%</b>

### Pass Rate - Male/Female

	Male			Female			Overall Total
	Pass	Fail	% Pass	Pass	Fail	% Pass	
Total	55,880	44,041	56%	53,486	44,459	55%	<b>197,866</b>



## 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 is on schedule to have a regulatory system in place for driving instructors by the end of 2008. This process will ensure that each instructor who works for reward meets certain standards in the areas of driving, knowledge and tuition and is registered as an Approved Driving Instructor (ADI).



Instructors working in the industry were encouraged to apply for a temporary permit in advance of taking the qualifying exams for ADI. An existing instructor, who holds work related qualifications, may demonstrate to the RSA that his/her qualifications equal or exceed that required for any or all of the stages and in such case will get an exemption from the relevant stage.

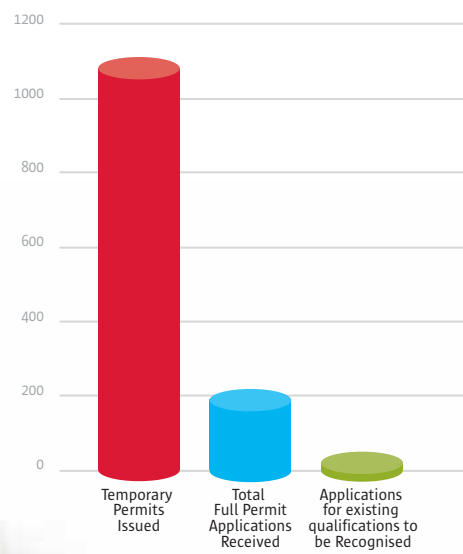
The RSA commenced this process in June 2006 by launching a Consultation Document – The Regulation of Driving Instruction in Ireland. This document set out proposals and invited feedback from stakeholders as to the manner in which regulation should be implemented. This was followed in the spring/summer of 2007 by countrywide meetings with driving instructors attended by RSA staff allowing for further exchanges of information and views. As and from 1 January 2009, a person giving tuition for reward must be registered with the RSA.

The RSA is delivering the new ADI theory test through its contractor Prometric, who also deliver the learner driver theory test on behalf of the RSA. RSA technical staff received special training to enable them to conduct the driving test and the ability to instruct examinations for the qualifying stages.

To become an ADI, a driving instructor must pass a three stage qualifying exam covering:

- a theory test
- an enhanced driving test, and
- a test of ability to instruct.

ADI Application Activity at 31st December 2007



## DRIVER LICENSING

The RSA is responsible for overseeing the operation of the driver licensing system including negotiations on driver licensing matters at EU level. Responsibility for the issuing of licences rests with local authorities through the network of Motor Taxation Offices (MTO). The role of the RSA is to prepare and issue guidelines to MTOs and offer advice to the Minister for Transport on licensing issues as requested (Table 3).



Table 3: Numbers of Licence Holders at the end of 2007

Licensing Authority	Provisional Licences	Annual Licences	Triennial Licences	10 Year Licences	Total Number of Driving Licences
<b>COUNTY COUNCILS</b>					
<b>Carlow</b>	6,680	123	2,109	26,046	34,958
<b>Cavan</b>	6,230	81	2,919	29,865	39,095
<b>Clare</b>	10,051	214	4,824	54,898	69,987
<b>*Cork</b>	46,047	693	20,881	234,313	301,934
<b>Donegal</b>	12,490	219	6,349	72,609	91,667
<b>*Galway</b>	21,898	318	9,326	110,251	141,793
<b>Kerry</b>	12,431	220	6,759	69,534	88,944
<b>Kildare</b>	18,912	203	5,334	88,485	112,934
<b>Kilkenny</b>	9,294	206	3,723	39,579	52,802
<b>Laois</b>	7,169	136	2,647	28,750	38,702
<b>Leitrim</b>	2,571	36	1,538	14,563	18,708
<b>Limerick</b>	12,429	196	5,656	65,135	83,416
<b>Longford</b>	3,489	42	1,649	16,009	21,189
<b>Louth</b>	11,672	169	4,079	47,598	63,518
<b>Mayo</b>	10,673	205	5,490	60,339	76,707
<b>Meath</b>	15,610	235	5,476	74,771	96,092
<b>Monaghan</b>	5,102	83	2,600	28,290	36,075
<b>Offaly</b>	7,461	101	2,782	31,540	41,884
<b>Roscommon</b>	5,323	102	3,168	28,935	37,528
<b>Sligo</b>	5,714	109	3,033	29,705	38,561
<b>Tipperary North</b>	6,999	134	3,481	32,307	42,921
<b>Tipperary South</b>	9,651	169	4,004	38,920	52,744
<b>Waterford</b>	5,707	117	2,802	28,152	36,778
<b>Westmeath</b>	7,745	123	3,228	36,334	47,430
<b>Wexford</b>	14,405	586	5,727	62,173	82,891
<b>Wicklow</b>	13,903	321	4,922	58,723	77,869
<b>CITY COUNCILS</b>					
<b>*Dublin</b>	126,570	1,818	44,983	482,870	656,241
<b>Limerick</b>	5,423	78	2,021	20,270	27,792
<b>Waterford</b>	6,075	61	1,753	20,041	27,930
<b>TOTAL</b>	<b>427,724</b>	<b>7,098</b>	<b>173,263</b>	<b>1,931,005</b>	<b>2,539,090</b>

\* City and County



## REFORMS OF THE DRIVER LICENSING SYSTEM

On 25 October 2007, changes to the driver licensing system were announced. These changes are important actions in the Government's Road Safety Strategy 2007-2012, which are designed to improve road safety. The principal changes are outlined in Table 4 below.

The objective of the RSA is to reduce long term reliance on learner permits and move to a graduated driving licensing (GDL) system. The RSA proposes to issue a consultation document on particular GDL measures in autumn of 2008.

The clearing of the driving test backlog is a prerequisite to the introduction of some of the GDL measures. The measures would apply to learner drivers and to those who pass the driving test; generally most GDL measures apply for a two year period after a person passes a driving test. This is based on available international evidence that suggests that a driver is most vulnerable during the learner phase and for a period after s/he passes a driving test

## 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. On foot of this, a programme to deliver Compulsory Basic Training (CBT) is being developed at present. The introduction of CBT for learner motorcyclists also depends on;

- Approved Driving Instructors (ADIs) being in place for motorcyclists
- suitable off road rider training facilities being available for training, and
- development of a syllabus covering basic motorcycling skills.

Progress is being made on each of these and the introduction of CBT for motorcyclists will contribute to reducing death and injury collisions involving this group of vulnerable road users.

*Table 4: Changes affecting Learner Drivers*

### MEASURE:

**The provisional licence was replaced by a learner permit to emphasise the fact that the holder is learning to drive.**

### COMMENCEMENT DATE:

From 30 October 2007.

### MEASURE:

**A holder of a second provisional licence/learner permit for a car must be accompanied at all times.**

### COMMENCEMENT DATE:

From 30 June 2008.

### MEASURE:

**The accompanying driver for a learner driver must hold a full licence for the licence category for at least two years.**

### COMMENCEMENT DATE:

From 30 October 2007 for first time learner permit holders and from 30 June 2008 for all provisional licence/learner permit holders. The rule that first, third and subsequent holders of provisional licences must be accompanied continues in force.

### MEASURE:

**A learner motorcyclist must wear the letter L on a yellow fluorescent tabard.**

### COMMENCEMENT DATE:

From 1 December 2007.

### MEASURE:

**First time learner permit holders for Cars, Motorcycles and Works vehicles cannot apply for a driving test for six months.**

### COMMENCEMENT DATE:

From 30 October 2007.

## PENALTY POINTS

There are 36 offences in the penalty point system. The range of Penalty Point offences was significantly extended on 3rd April 2006 with the addition of 31 additional offences. The most recent extension was in September 2006 when the offence of holding a mobile phone while driving was introduced. The RSA has a comprehensive public awareness programme, 'Get the Point not the Points' to educate the public about the penalty point system. See the following pages for data on Penalty Points to the end of 2007.

**\*ANALYSIS OF PENALTY POINTS NOTICES ISSUED BY OFFENCE TYPE TO 31ST DECEMBER 2007**

OFFENCE TYPES	Carlow	Clare	Co. Wick	Donegal	Galway	Kerry	Kildare	Kilkenny	Laois	Leitrim	Limerick	Longford	Louth	Mayo	Meath	Monaghan	Offaly	Roscommon	Sligo	Tipperary North	Tipperary South	Waterford	Westmeath	Wexford	Wicklow	Dublin City Council	Limeick City Council	Waldorf City Council	No Driver Number	TOTAL		
Breach of duties on occurrence of an accident				4	3	2	1							1											8				254	273		
Breach of motorway outside lane driving rule	11	4	2	25	4	6	5	39	9	10		4	25	2	23	20	5	5	5	7	8	1	5	22	20	117	1		289	669		
Careless Driving	1	1	1	36	6	10	2	4	5	2	1	3	2	2	5	2	1	3	3	1			6	6	4	34			2,021	2,153		
Contravention of requirements at junctions														4										3	22		1	3	40			
Contravention of requirements for reversing	2	1	1	3		1	2				1	1	1				1	1	1	1	1					9			8	32		
Contravention of requirements for reversing	174	142	274	1,031	534	390	337	423	290	195	61	308	94	83	244	256	102	203	100	180	160	225	196	302	147	1,079	72	102	1,554	9,402		
Dangerous Driving Reduced to Careless Driving																																
Drive against flow of traffic on motorway	1													1																		
Drive on hard shoulder/non carriageway - motorway	7	9	2	18	9	10	6	103	5	14	2	7	2	7	94	7	11	7	1	5	2	2	14	17	59	823	2	3	256	1,529		
Driving a vehicle when unfit																																
Driving on/across footway	433	288	514	3,224	418	1,064	615	1,149	569	629	121	598	157	383	396	892	121	345	294	287	357	400	355	867	615	5,573	176	223	3,663	25,090		
Driving a vehicle while holding a mobile phone	7	10	19	61	12	29	8	13	13	5	2	16	4	12	6	17	3	9	9	3	8	6	4	10	15	13	87	7	3	74	485	
Driving along/across median strip	1													3																		
Driving on/across cycle track																																
Driving on/across footway	1	2	2	2	3	3	1	2		1			2	3	3			2	2	3					19							
Driving without reasonable consideration	51	37	38	278	66	304	39	139	55	92	21	44	53	70	70	179	21	107	62	21	64	46	22	60	78	79	1,207	11	14	1,005	4,333	
Entry to hatched marked area	75	23	29	365	202	158	72	165	78	30	14	53	11	50	58	72	33	28	30	38	27	92	53	31	179	150	886	21	43	628	3,694	
Exceed road works speed limit	11	31	18	20	17	23	11	49	7	9	7	5	8	19	11	191	8	9	16	7	7	10	2	18	29	31	1,332	4	6	244	2,160	
Fail to act in accordance with Garda signal																																
Fail to comply with Keep to Right/Left signs	1	1	7	1	1	1	2			1				2				2	1	1						1	5	2	2	14		
Fail to comply with mandatory traffic signs	3	6	4	80	5	11	4	25	3	3	1	14	1	12	1	43	1	4	4	3	4	2		4	10	17	518	6	2	76	867	
Fail to comply with No Entry traffic sign	4	3	14	46	7	7	5	34	15	3	1	80	9	4	39	1	6	3	10	7	13	6	7	17	13	371	43	12	75	855		
Fail to comply with prohibitory traffic signs	39	57	103	461	69	84	36	282	200	52	24	176	23	151	51	361	43	45	37	47	39	55	25	71	120	304	6,777	135	23	1,091	10,981	
Fail to comply with traffic lane markings	12	15	15	502	14	26	15	68	10	28	4	53	4	12	12	73	1	14	8	9	11	16	6	22	37	44	765	25	6	214	2,041	
Fail to drive on the left hand side	2	1	3	175	2	2	23	12	5	1	2	6	4	14	1	14	2	6	2	3	3	2	10	6	4	11	176	5	5	60	562	
Fail to obey rules at railway level crossing																																
Fail to obey traffic lights	95	83	140	1,501	137	465	117	534	126	106	32	150	55	221	111	439	52	97	57	112	71	108	120	117	206	271	5,684	117	157	1,833	13,314	
Fail to stop before stop sign/stop line	16	14	16	50	27	20	17	27	20	9	1	29	7	21	5	33	3	10	4	5	9	40	27	5	33	14	148	14	22	85	731	
Fail to stop for Garda	1	1	4	8	4	3	4	3	1	1	2	1	2	1	2	1		3	1	2	1											
Fail to stop for school warden sign																																
Fail to turn left onto a roundabout	5																															
Fail to yield right of way	6	2	7	40	21	8	15	16	6	1	1	6	3	8	4	10	2	2	1	3	3	7	6	11	8	9	95	3	3	64	371	
Fail to yield right of way at sign/line	3	1	3	21	3	6	5	5	1	5	1	2	4	9	2	8	2	4	2	2	1	3	2	1	7	10	49	3		48	213	
General speed obligation - stop visible distance																																
No child restraint front seat - child	4	5	13	30	10	18	23	10	7	18	2	16	9	6	8	20	5	22	2	5	9	3	6	42	13	87	6	6	102	516		
No child restraint rear seat - child	6	5	15	71	20	29	16	18	12	23	2	20	8	18	18	29	7	20	8	5	12	10	14	8	43	22	279	14	15	269	1,036	
No insurance - (user)	3	2	8	55	27	29	3	8	3					3	23	7	6	1	4	2	4	2	2	37	11	79	2	1	6,982	7,323		
No safety belt - driver	661	430	1,043	5,587	1,418	1,416	1,393	1,718	814	626	280	1,664	478	748	794	1,045	366	633	559	425	677	1,070	580	631	1,870	1,105	6,769	468	490	10,058	45,816	
No safety belt front seat - child	26	12	40	93	40	44	61	27	26	30	9	29	21	16	28	16	9	24	18	11	18	17	12	23	82	32	128	15	16	247	1,170	
No safety belt rear seat - child	26	18	48	159	50	77	86	67	44	37	8	60	36	38	28	41	17	28	20	13	22	21	44	25	140	50	398	43	23	625	2,292	
Offence relating to Overtaking	29	34	42	417	135	175	69	70	44	22	26	54	23	30	74	66	25	26	38	35	24	26	32	30	86	61	523	22	20	629	2,887	
Parking a vehicle in a dangerous position																																
Speeding	5,244	4,203	8,162	33,001	8,507	14,441	8,470	23,403	7,385	6,356	2,070	9,980	3,624	10,286	7,386	18,277	4,186	6,335	4,949	4,991	5,071	6,289	4,131	6,064	10,961	12,894	107,155	2,753	3,591	100,445	450,610	
<b>TOTAL</b>	<b>6,952</b>	<b>5,446</b>	<b>10,582</b>	<b>47,382</b>	<b>11,781</b>	<b>18,868</b>	<b>11,467</b>	<b>28,431</b>	<b>9,758</b>	<b>8,314</b>	<b>2,693</b>	<b>13,395</b>	<b>4,647</b>	<b>12,269</b>	<b>9,335</b>	<b>22,294</b>	<b>5,047</b>	<b>8,003</b>	<b>6,244</b>	<b>6,227</b>	<b>6,623</b>	<b>8,493</b>	<b>5,660</b>	<b>7,685</b>	<b>15,228</b>	<b>16,013</b>	<b>141,336</b>	<b>3,972</b>	<b>4,793</b>	<b>133,784</b>	<b>592,722</b>	

\*Cumulative Figure from date of Introduction of Penalty Point System

## ANALYSIS OF PENALTY POINT NOTICES ISSUED BROKEN DOWN BY OFFENCE TYPE AS AT 31ST DECEMBER 2007

Offence Description	No. of Notices Issued
Breach of duties on occurrence of an accident	273
Breach of motorway outside lane driving rule	669
Careless Driving	2,153
Contravention of requirements at junctions	40
Contravention of requirements for reversing	32
Cross continuous white line/broken white line	9,402
Dangerous Driving Reduced to Careless Driving	755
Drive against flow of traffic on motorway	27
Drive on hardshoulder/non carriageway - motorway	1,529
Driving a vehicle when unfit	2
Driving a vehicle while holding a mobile phone	25,090
Driving along/across median strip	485
Driving on/across cycle track	30
Driving on/across footway	94
Driving without reasonable consideration	4,333
Entry to hatched marked area	3,694
Exceed road works speed limit	2,160
Fail to act in accordance with Garda signal	14
Fail to comply with Keep to Right/Left signs	53
Fail to comply with mandatory traffic signs	867
Fail to comply with No Entry traffic sign	855
Fail to comply with prohibitory traffic signs	10,981
Fail to comply with traffic lane markings	2,041
Fail to drive on the left hand side	562
Fail to obey rules at railway level crossing	11
Fail to obey traffic lights	13,314
Fail to stop before stop sign/stop line	731
Fail to stop for Garda	155
Fail to stop for school warden sign	34
Fail to turn left onto a roundabout	36
Fail to yield right of way	371
Fail to yield right of way at sign/line	213
General speed obligation - stop visible distance	54
No child restraint front seat - child	516
No child restraint rear seat - child	1,036
No insurance - (user)	7,323
No safety belt - driver	45,816
No safety belt front seat - child	1,170
No safety belt rear seat - child	2,292
Offence relating to Overtaking	2,887
Parking a vehicle in a dangerous position	12
Speeding	450,610
<b>TOTAL</b>	<b>592,722</b>

**DRIVER THEORY TEST**

A person seeking a first time learner permit in a licence category must first pass a theory test. Among the topics examined are: knowledge of road safety, technical aspects of vehicles, environmental driving and legal aspects of driving. There are separate tests for buses, trucks, motorcycles and for motorcars and work vehicles.

A public procurement process was undertaken for the delivery of the Driver Theory Test service during 2007.

**DRIVER THEORY TEST ACTIVITY IN 2007****AM (Motorcycles)**

Licence Code	Total
Number of Tests Scheduled	9,195
Number of Tests Conducted	8,126
Number of Passed Tests	4,893
Number of Failed Tests	3,233
Number of No-Shows	1,068
Number of Tests Conducted Pending	11
<b>Percentage of Passed Tests</b>	<b>60.24%</b>

**BW (Cars and Works Vehicles)**

Licence Code	Total
Number of Tests Scheduled	160,901
Number of Tests Conducted	146,836
Number of Passed Tests	93,848
Number of Failed Tests	52,988
Number of No-Shows	13,524
Number of Tests Conducted Pending	60
<b>Percentage of Passed Tests</b>	<b>63.92%</b>

**C (Trucks)**

Licence Code	Total
Number of Tests Scheduled	11,212
Number of Tests Conducted	9,878
Number of Passed Tests	6,648
Number of Failed Tests	3,230
Number of No-Shows	1,335
Number of Tests Conducted Pending	6
<b>Percentage of Passed Tests</b>	<b>67.31%</b>

**D (Buses)**

Licence Code	Total
Number of Tests Conducted	4,760
Number of Passed Tests	3,177
Number of Failed Tests	1,583
Number of No-Shows	587
Number of Tests Conducted Pending	0
<b>Percentage of Passed Tests</b>	<b>66.74%</b>

# Road Safety, Research & Driver Education

The Road Safety, Research and Driver Education Directorate combines the key roles of raising awareness, education and research to inform and impart knowledge and appropriate skills to road users as they move through life.

The Directorate assists and works with all stakeholders signed up to the Road Safety Strategy to ensure that actions in the strategy can be achieved.





## ADVERTISING, PROMOTIONS & EVENTS

In 2007 the RSA launched three new major road safety awareness campaigns. Two anti-speeding campaigns and a third aimed at raising awareness of the devastating consequences crashes have on families.

### 'MESS'

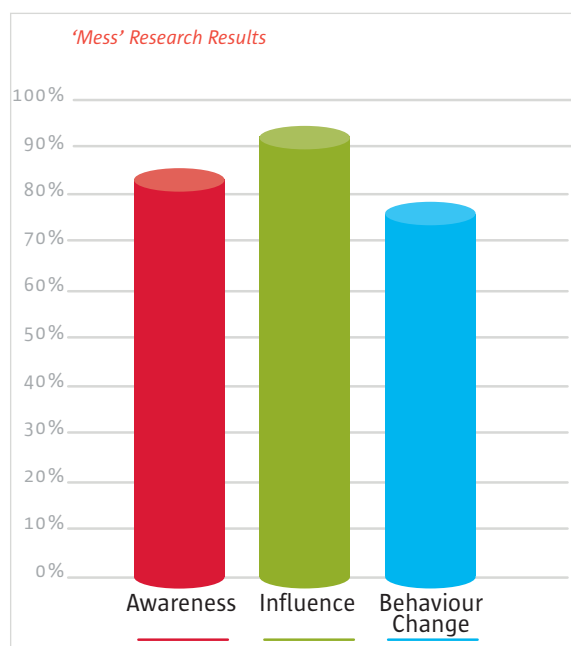
#### **THE FASTER THE SPEED THE BIGGER THE MESS**



In May 2007, the RSA and the Department of the Environment, Northern Ireland jointly developed a new anti-speeding campaign, supported by Hibernian Insurance. This is the twelfth cross-border road safety campaign to be commissioned by both bodies.

The campaign features a sixty second TV advert which 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 campaign is also supported by press and washroom advertising.

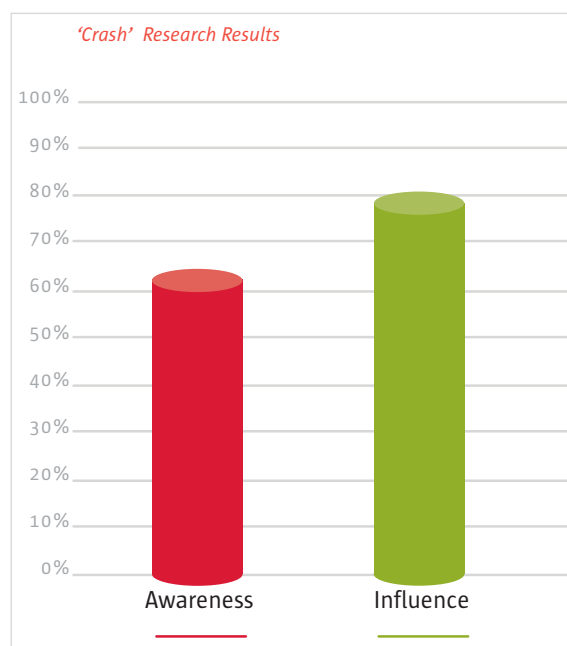


### 'CRASH'

#### **SLOW DOWN BOYS**

'Crash' is a thirty second cinema advertisement, jointly commissioned by the Road Safety Authority (RSA) and the Department of Environment, Northern Ireland (DOE NI) as part of a new cross-border anti-speeding campaign. It is sponsored by Hibernian and Norwich Union.

'Crash' dramatises the shameful of speeding in a vivid, memorable way which hits home. It uses an "edutainment" approach to complement the broadcast graphic approach used in the anti-speeding ad "Mess" – both are designed to impact, influence and improve attitudes and behaviour.



**Emma Hastings** aged 17 lost her life in a car crash on 14th February 2002, Valentines Day, in Summerhill, County Meath. Emma's story is told by her mother Catherine Hastings. Catherine says

**“You have no idea how many lives are devastated by a car crash.”**

If her daughter could speak now Catherine says she'd say

**“be careful who you take a lift from – and don't go unbelted.”**

*from 'Crashed Lives'*





Pictured at the launch of 'Crashed Lives' road safety campaign  
L-R: Mr Gay Byrne, Mrs Betty Cawley, Mr Charlie Mitchell,  
Mr Micilín Feeney, Mrs Catherine Hastings and Mr Noel Dempsey  
T.D., Minister for Transport

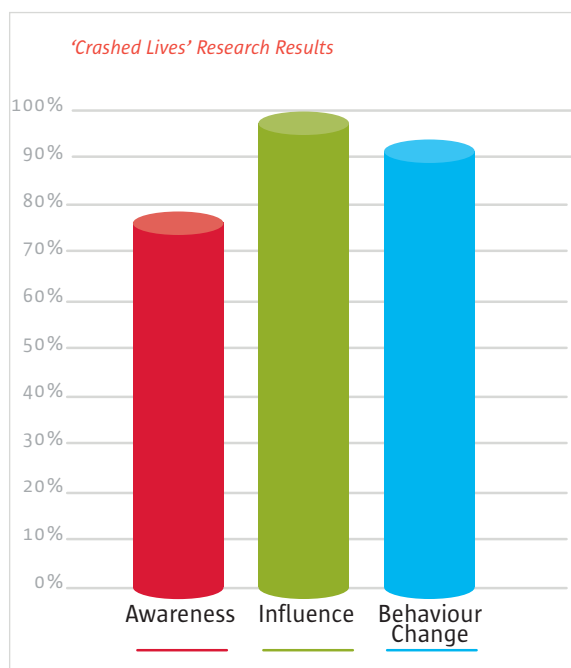
## 'CRASHED LIVES'

# CRASHED LIVES

The 'Crashed Lives' road safety campaign was launched on Thursday 13th December, 2007 by the Minister for Transport Mr. Noel Dempsey T.D.

Central to the campaign are four 50 second TV adverts and one 60 second Irish language advert: 'Errin', 'Micilín', 'Emma' and 'Fran'. Each is a true life case study in which a family member speaks about the loss of a loved one in a road collision and how it has changed their lives forever.

The lives featured in the Crashed Lives TV campaign are outlined throughout this section.



In 2007, the RSA's mass media campaigns also focused on raising awareness of the consequences of drink driving, non wearing of seatbelts and highlighting the risks to vulnerable road users.

This was led by the RSA's joint north south TV campaigns:

Anti Drink Driving	'Just One'
Seat Belt Wearing	'Get it On' & 'Selfish'
Careless Pedestrians	'Texting'
Careless Drivers	'Home'

The RSA is grateful to AXA Insurance for their continued support of these commercials.

The RSA's Penalty Points TV commercials continued to be shown on television screens throughout 2007. The RSA is grateful to the Irish Insurance Federation for their support of these adverts.



## BETTER SAFER DRIVER CAMPAIGN

### EXPECT THE UNEXPECTED

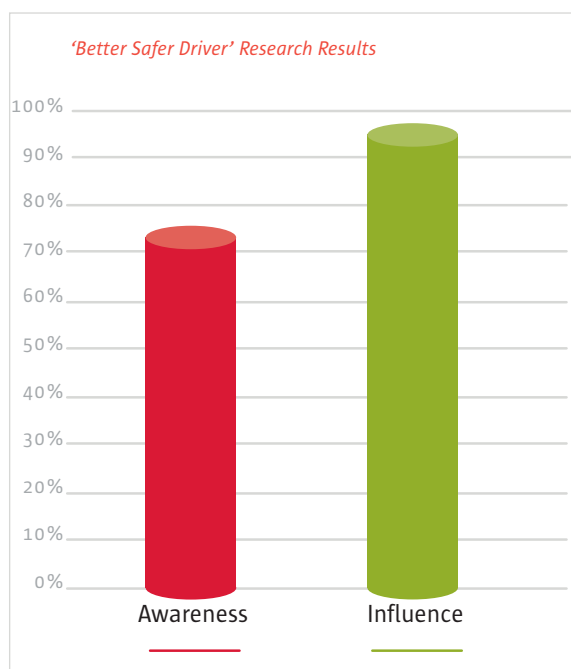


The 'Better Safer Driver' Campaign of TV adverts were screened throughout 2007. In addition, a new advert advising on how to drive on a motorway was produced and aired in 2007.

The campaign now includes five 30 second TV ads 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 and secondary roads. The ads include:

1. Safe Over Taking
2. Driving On Bends
3. Making a Right Turn
4. Keeping Your Distance
5. Motorway Driving

The 'Better Safer Driver' Campaign is supported by the Irish Insurance Federation.

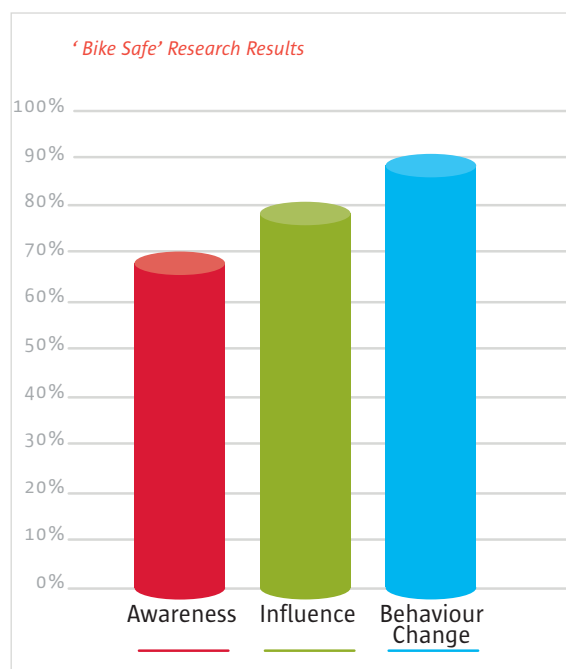


## 'BIKE SAFELY!'



**IT'S NOT JUST YOU WHO CRASHES**

The RSA aired its motorcycle safety TV advert 'Thinking Ahead!', which is supported by the Irish Insurance Federation during 2007. It is aimed at getting motorcyclists, who are vulnerable road users, to recognise the responsibilities they have to themselves and others. The ad portrays the consequences of riding a motorcycle at speed on the open road with tragic consequences for the rider and his family. The message behind the advert is simple: "It's not just you who crashes" - the way you bike affects not just you but the lives of those close to you.



**Errin Cawley** was in a car crash on 28th November 2004. The crash happened on the M50 in Dublin. She died in hospital on 4th December 2004 aged 22. Errin's story is told by her mother Betty Cawley. She says that Errin left her mark with this world. **“That day she insisted we all put on seatbelts. That's why three of us who were also in the car are still alive and not wiped out by dangerous driving”.**



**Micilín Feeney** was 23 years of age when he crashed on Halloween night 2004 in Lettermullen, County Galway. Micilín survived his crash but suffers from an acquired brain injury. In his own words he says **“I made a stupid mistake. I had been drinking and then I drove. If you think drinking and driving is cool, just think of me. Never risk it.”** Micilín tells his story in both English and Irish.

*from ‘Crashed Lives’*



## FOREIGN LANGUAGE CAMPAIGN

The Road Safety Authority provides members of our community who are from minority ethnic backgrounds and for whom English may not be their first language, with information on road safety and traffic laws in Ireland.

The RSA has been running an ongoing foreign language road safety campaign since March 2006. The campaign continued in 2007.

The campaign includes;

- A leaflet and poster entitled 'Road Safety & the Law'. Both have been translated into eight foreign languages reflecting the main minority ethnic groups in Ireland namely Russian, Polish, Latvian, Lithuanian, French (targeting the west African community), Portuguese (targeting the Brazilian community living in Ireland), Arabic and Chinese. An English and Irish language version of the leaflet is also available.
- The leaflets and posters are distributed through the minority ethnic press, ethnic shops, advice centres, ports and airports, An Garda Síochána and Local Authorities.
- The RSA also targets the minority ethnic press in Ireland and popular websites with road safety advertising throughout the year.
- In addition the RSA has produced the new 'Rules of the Road' book in three additional foreign languages namely Russian, Polish and Chinese Mandarin.
- The RSA has also had a presence at 'Working and Living in Ireland' industry sponsored exhibitions in Ireland and abroad at which road safety information was distributed.



## WEBSITES

The RSA's website [www.rsa.ie](http://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](http://www.penaltypoints.ie) providing general information on the Penalty Points scheme and providing answers to the most frequently asked questions.

## RULES OF THE ROAD

The Road Safety Authority (RSA) launched a new updated "Rules of the Road" in March 2007. The much expanded book takes into account the major changes in road use that have taken place in the last decade.

The Rules of the Road sets out clearly and concisely the duties, responsibilities and prohibitions which road traffic law imposes upon all road users. It also promotes safety and courtesy in the use of our roads.

Some of the changes in road use that have been included in the new 228 page Rules of the Road are:

- The Driver Theory Test
- Metric speed limits and stopping distances
- The National Car Test (NCT)
- Luas light rail
- Penalty points system
- Mandatory Alcohol Testing
- New child seatbelt laws
- Tunnels
- New road signage



The Rules of the Road book uses a ‘how to’ approach and covers many of the manoeuvres identified as factors in a road crash. It uses three methods to set down clearly and concisely how the law applies to all road users.

- It uses **must** and **must not** to draw attention to behaviour the law clearly demands or forbids.
- It uses terms such as **should** and **should not** to tell you how best to act in a situation where no legal rule is in place.
- It illustrates and describes traffic lights, road markings and signs provided to regulate traffic.

The Rules of the Road has been published in English and Irish and it is translated into Russian, Chinese Mandarin and Polish.

The RSA with the support of the Irish Insurance Federation circulated 1.75 million copies of the Rules of the Road to every household and business across the country in 2007.

## 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 2007 the RSA developed and distributed to schools the following education programmes;

## PRIMARY LEVEL

### Be Safe (5-12 year olds)

‘Be Safe’ is an activity based resource pack on road safety, fire safety and water safety. With materials aimed at children from infants to sixth class, it was developed specifically as part of the SPHE (Social, Personal and Health Education) curriculum and is relevant to the SPHE Strand, ‘Myself’ which addresses Safety and Protection, Personal Safety, Safety Issues and Making Decisions.

‘Be Safe’ was developed in association with practising teachers. The lesson plans are immediately accessible to both teachers and children. Each topic is first introduced with age-appropriate information which is then explored and developed through class discussion, activities and worksheets.



### ‘Safe to School’ (5-12 year olds)

The RSA have been working with MACE to develop a road safety education plan which has three defined phases. Each phase has a competition element and focuses on one of the three key “Safe to School” messages. In 2007 phase one was developed and centred on the theme ‘Walking to School Safely’.



*Pictured at the launch of the Elverys Sports and RSA report on child fatalities on Irish roads, L-R: Mr Noel Brett, Chloe Doyle Burke, Morgan Moore, Megan McNichols, Simon Roe and Mr Patrick Rowland, CEO, Elverys.*





**Fran Mitchell, 27 years old, was killed on 23rd July 2005 in a car crash just, five minutes from his home outside Greystones, County Wicklow. His brother Charlie tells his story.**

**“After working a late shift Fran went to a late movie with a friend. He drove home stone cold sober. At 1.30am he crashed into a wall and died instantly. Fran had dozed off at the wheel.”**

*from 'Crashed Lives'*





### Seatbelt Sheriff & Hi Glo Silver (7-9 year olds)

Seatbelt Sheriff is aimed at primary school children in 1st class and is a fun way to get children involved in saving lives. This initiative is run with Renault. Seatbelt Sheriff is now in its 4th year and has been very successful.

Children become Seatbelt Sheriffs by taking a pledge to always wear their seatbelt and also make sure that everyone else in the car is buckled up.

In 2007 the campaign was expanded to include 'Hi-Glo Silver'. He encourages children to remind their parents that they should wear high-visibility jackets or belts when out walking. Hi Glo Silver has been sent to children in 2nd class, who have already received the Seatbelt Sheriff's message. Through this element of the campaign the RSA has delivered 60,000 child arm bands free of charge to school children.

A website was developed for schools and teachers:  
[www.seatbeltsheriff.ie](http://www.seatbeltsheriff.ie)

### Oscar Road Safety Booklets (6-10 year olds)

This initiative from Texaco supported by the RSA is aimed at helping parents to teach road safety to their young children.

### SECONDARY LEVEL

#### Streetwise (12-15 year olds)

Streetwise has been developed to support teachers in delivering an active, student-centred resource in road safety. This education programme is designed in particular for Junior Certificate Students. The resource covers all the main road user groups with particular emphasis on encouraging students to develop a deeper understanding and awareness of road safety issues. Streetwise promotes fun through learning.



#### Road Safety Transition Year Programme (16-18 year olds)

The Minister for Transport and Marine with the Minister for Education and Science had requested that a road safety education resource be constructed for transition year students. The unit consists of a forty five hour and a twenty hour fast track programme. The programme has a multi-agency approach and feature inputs from the Ambulance Service, Fire Service and An Garda Síochána. It provides for visiting speakers, trips out of school, projects and case studies. It is supported by digital resources including access to international websites on road safety.

The programme provides important educational material and learning on road safety for pedestrians, cyclists, motorcyclists and motorists, and covers such issues as seatbelts and airbags, driver fatigue, drink/drug driving, road safety engineering and enforcement, basic first aid at road crashes, emergency services and rehabilitation, licensing and insurance issues, the NCT, purchasing a car and driving abroad. Relevant Driver Theory Test learning will be included at the end of each module. A number of subject areas within the Transition Year Programme are being taught with the aid of DVD.

A total of fifty schools throughout the country are piloting the Road Safety Transition year programme during 2007.



### THIRD LEVEL EDUCATION (17-24 year olds)



The RSA has begun work on formal road safety education programmes at third level in conjunction with the Garda National Traffic Bureau, Fire Service, Ambulance Service, Road Safety Officers, Union Students of Ireland and third level colleges. The programmes will engage

with the high risk 17-24 year old road user. Education of students will happen in partnership with student unions, education establishments, community groups, sporting activities and other social outlets. The approach will develop more informed road users with a heightened awareness of the risks and hazards associated with modern road use.

### COMMUNITY EDUCATION (ADULT EDUCATION)

The activities in schools and colleges are complemented by community-based programmes. These target high risk groups in the workplace and in their local communities. They are implemented in partnership with sporting organisations and community groups.

A Memorandum of Understanding has been signed between Muintir na Tíre and the RSA. Among the issues agreed within the memorandum is the production of an age appropriate educational resource pack which will be delivered to Muintir na Tíre's working groups by Community Alert Development Officers.

### LOCAL AUTHORITY ROAD SAFETY OFFICERS

The RSA hosted regular seminars with Local Authority Road Safety Officers in 2007. The aim was to facilitate a more integrated approach to road safety delivery by sharing information on the Road Safety Authority's communications plan and media plan and to provide Road Safety Officers from Local Authorities with an overview of the educational resources from the Road Safety Authority.

### YOUTH CONSULTATION ON ROAD SAFETY

In 2007, Dáil na nÓg or the Young People's Parliament of Ireland chose 'Road Safety' as one of their key priorities. A Coiste na dTeachtaí was elected at Dáil na nÓg to work throughout the year to drive forward the ideas and recommendations that were agreed on at Dáil na nÓg. The Road Safety Authority has been working closely with the Coiste na dTeachtaí to ensure that young people are consulted on Road Safety issues which affect their lives. Coiste na dTeachtaí has been consulted on the new Road Safety Transition Year education programme and has had an input into topics which should be included on the course and the most appropriate way to deliver road safety messages to young people.

Third Level Education (17-24 year olds)



## PROMOTIONS/EVENTS/ADVERTISING

### The Ploughing Championships

The RSA had a major presence at the 2007 Ploughing Championships which was attended by over 150,000 people. As part of its drive to promote road safety at the event the RSA offered:

- 40,000 FREE High Visibility Vests in association with the Health and Safety Authority and the Irish Farmers Journal to promote safety on the roads and on the farm



- Free Vision Screening in association with Specsavers Opticians. Around 1,500 people had their vision screened at the event
- Free Child Car Seat Demos were given every hour from child car seat installation experts
- For enthusiasts, a replica of Sebastian Loeb's World Rally Championship car and RSA board member Aaron McHale's rally car was on display outside the front of the RSA marquee with the all important 'Keep the Race in its Place' message.

### Concerts / Festivals



The RSA targeted road safety advertising interventions at all the major summer music festivals. In particular, the RSA teamed up with Kildare County Fire Brigade to take a road safety message to the Oxegen Music Festival which is the biggest outdoor music festival of the year.

*Hi-visibility jackets proving very popular at the 2007 Ploughing Championships!*



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.

## Check it Fits Roadshow



The RSA took to the road with child car seat installation experts from Ireland and the UK to provide free practical hands on advice to parents and guardians.

At each 'Check it Fits' roadshow venue the public were invited to get their child car seats checked for free by these Car Child 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.

There was considerable interest and a high attendance at each of the 'Check it Fits' venues which included Dublin, Naas, Cork, Limerick, Sligo and Athlone.



## World Rally Championship



The Road Safety Authority teamed up with Rally Ireland, organisers of the World Rally Championship (WRC) event which was staged from the 15th to 18th November 2007. The objective was to deliver the important safety message to fans attending the sporting event to "Keep the Race in its Place".



The RSA / Rally Ireland "Keep the Race in its Place" campaign also consisted of:

- National & local radio advertising campaign featuring rally stars Kris Meeke and Aaron McHale
- "Keep the Race in its Place" bill board advertising on arterial routes to the event. i.e. Sligo, Leitrim, Cavan, Donegal, Roscommon, Fermanagh and Tyrone
- Mobile bill board advertising at special positions between stages
- The RSA also distributed 50,000 hi-visibility armbands, free of charge, to the spectators at the various stages of the Rally
- Advertisements in Car/ Rally/ Racing Magazines
- Banners placed in broadcast positions on each stage
- Overprinting of 2,500 safety bibs for rally marshals with the safety theme, front and back
- Advertising and safety messages on the official Rally Ireland event website.

In addition to the safety campaign, the RSA commissioned Trinity College to conduct research into the attitudes and behaviour of young men attending the WRC event. The research was led by Professor Ray Fuller of the Department of Psychology in Trinity College.

### Sunday Independent Promotion

To mark 'World Day of Remembrance for Road Traffic Victims' on Sunday 18th November 2007, the Road Safety Authority teamed up with the Sunday Independent to distribute almost 400,000 high visibility arm bands to the public. It was all part of a major road safety blitz by the RSA aimed at protecting vulnerable road users, i.e. pedestrians and cyclists during the winter months.



### UN Global Road Safety Week

The world's first UN Global Road Safety Week took place from the 23rd to the 29th of April 2007. The slogan for the Week, "Road Safety is No Accident".

The RSA ran a number of high profile initiatives in the build up to and during the week. Activity included;

1. Nationwide distribution of a poster to mark the First UN Global Road Safety Week in co-operation with the main stakeholder agencies involved in road safety, including the Department of Transport, An Garda Síochána and the Department of Health.
2. On Sunday 22nd April the RSA joined forces with the Union of Students of Ireland (USI) to promote road safety on third level campuses nationwide. Specifically the RSA and the USI launched a new road safety leaflet that was distributed among third level students.
3. On Tuesday 24th April the RSA officially launched a new road safety education programme aimed at the Junior Cycle in secondary schools. Entitled 'Streetwise' the new teacher training resource has an emphasis on developing hazard perception and recognition skills among young adults.
4. On Thursday 26th April the RSA in co-operation with the Department of the Environment in Northern Ireland launched a new joint North / South anti-speeding TV advertising campaign.
5. The Road Safety Authority and the Department of Health sent two young people to represent Ireland at the World Youth Assembly for Road Safety on 23-24 April 2007 which was held at the Palais des Nations in Geneva, Switzerland. The Assembly was modeled on the format of the UN General Assembly or World Health Assembly, involving delegations of young people from many countries. The Assembly was a youth-oriented event, organised, led and attended by young people.

### Tyre Safety



Orlaith Rafter (mechanic in Fair City) launches Tyre Safety Leaflet

The RSA joined up with the Irish Tyre Industry Association to produce a tyre safety leaflet which was distributed in all National Car Test Service (NCT) renewal notices in 2007.

The leaflet contains important information on tyre safety and includes a handy 'pop-out' tyre tread depth gauge. Users can use this credit card sized tyre tread depth gauge to check the safety or legality of their tyres.



### Publicity

Publicity support was provided for all the advertising and promotional campaigns launched in 2007 and considerable media coverage was achieved contributing to the public debate surrounding those issues.

In addition a steady stream of Media Releases were issued during 2007 covering many diverse topics which were extensively covered by the television, radio, press and electronic media and additionally resulted in interviews with RSA spokespeople.

The RSA would like to thank the media for reporting so prominently on road safety issues in 2007.

### Road Safety Weather Alert

In 2007 the RSA initiated a new alert service with Met Éireann. 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 2007.



## ROAD SAFETY RESEARCH

Responsibility for road safety research transferred from the National Roads Authority to the Road Safety Authority on 1st September 2006.

The Research Unit of the RSA carries out a programme of work specified in the Road Safety Strategy 2007-2012. The unit covers the following key areas:



- 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 seat 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 unit also liaises with the Garda National Traffic Bureau, the National Roads Authority, the Local Government Computer Science Board and other organisations on aspects of road safety research activities.

## RESEARCH ACTIVITY 2007

### Road Collision Database

Collision data generated by Members of An Garda Síochána is forwarded to the Research Unit in the Road Safety Authority for analysis and publication. The collision data is mapped and analysed by the RSA Research Unit. The results of the analysis are published by the RSA in its annual Road Collision Fact Book. The collision data contains general information, vehicle information and other information such as possible collision causes. 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 2007, the 2005 Road Collision Facts was published and reported that of the 27,807 Garda-reported motor vehicle traffic collisions, 396 people were killed, 9,318 people were injured, and 21,274 collisions involved property or material damage only.

### COST 357 Research Survey

The Research Unit in collaboration with the University College Dublin, Electronics and Mechanical Engineering Department is involved in pan-European collaborative activity (COST 357) which aims to investigate the ergonomic aspects of motorcycle helmet design which can directly affect the safety of motorcyclists.

### Free Speed Survey

A nationwide observational free speed survey on Irish roads was conducted in the summer of 2007 by the Road Safety Authority. Free speed is defined as the speed at which the drivers choose to travel when unconstrained by road geometry (e.g. sharp bends), weather conditions (e.g. rain) or traffic conditions (e.g. congestion). Survey results are used to monitor trends, determine the effectiveness of safety initiatives and to inform the on-going review of public policy in relation to road safety.



### Seat Belt Wearing Survey

A nationwide observational survey of seatbelt use on Irish roads was conducted in the summer of 2007 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 86 percent of drivers observed were wearing a seatbelt. This number is unchanged from the summer 2005 survey.



### Involvement in Collisions: Comparisons among provisional and full licences

This exploratory study aimed to investigate over and under representation of provisional and full licence drivers' involvement in fatal collisions. Of special interest were the differences in risk pattern among different licence holders of different age groups. Details of survey findings will be available in 2008.

### Assessing behaviour in young Irish male drivers - using sample of spectators of World Rally Championship in 2007

The Unit in collaboration with the School of Psychology, Trinity College Dublin carried out research into young Irish male drivers' knowledge and beliefs in relation to;

- Excessive speeding and other dangerous driving behaviour
- Relationship between speed and crash risk
- Potential consequences of a high speed collision
- Degree of influence of peer group
- Expectations of behaviour change in the next five years using a sample of spectators at World Rally Championship in 2007.

Details of research findings will be available in 2008.

### Children under 14 Road Casualties, 1998-2005

In 2007 the Research Unit published an analysis of Children under 14 Road Casualties, 1998-2005. The main findings were;

Since 1998 there has been a:

- 72% reduction in the number of children less than 14 years of age killed on our roads compared to 2005.
- 44% reduction in the number of children less than 14 years of age injured on our roads compared to 2005.

Broken down by road user category there has been;

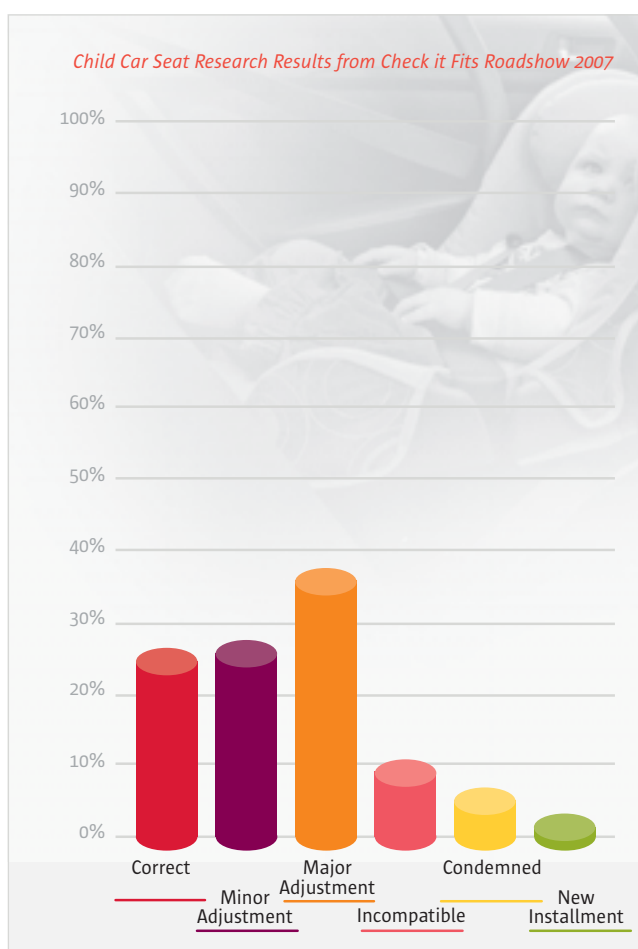
- 46.7% decrease in pedestrian fatalities
- 100% decrease in cyclist deaths
- 88.9% decrease in car passenger deaths

### Check it Fits – Child Restraint Systems (CRS)

The RSA's 'Check it Fits' Roadshow provides parents and guardians with an opportunity to have experts check their child car seats, for free, to see if they are compatible with the child / car and that are they being correctly installed.

After each CRS inspection, the car seat installation experts fill in an assessment sheet. These are then tabulated after the roadshow by the RSA.

The RSA's 'Check it Fits' Roadshow visited five locations in September 2007. The main findings were;



### 2007 Research Publications

1. 2005 Road Collision Facts
2. 2006 Seat Belt Survey Report
3. Children Under 14 Road Casualties, 1998-2005

# Vehicle Standards & Enforcement

The Standards and Enforcement Directorate is headquartered in Loughrea where the enforcement and commercial vehicle testing functions are based. The Vehicle Standards function is based in the RSA Offices in Ballina.

The Directorate is responsible for :

- type approval and regulation of the entry into service of new vehicles and the regulation of vehicles in use on our roads;
- enforcing EU and national road transport legislation on tachographs, driver's rules, Working Time Directive and licensing of road haulage and passenger operations;
- overseeing the Commercial Vehicle Roadworthiness scheme to ensure the quality and integrity of the scheme and assist the An Garda Síochána in roadside roadworthiness checks of commercial vehicles;
- administering the National Car Testing Service project agreement and monitoring the performance of the contractor on behalf of the State; and
- administering the Digital Tachograph Card issuing scheme on behalf of the State.

These functions were previously carried out by the Department of Transport.



Decentralisation to Loughrea took place in June 2007 and the move to Ballina was completed in November of the same year. In the context of the decentralisation, the RSA successfully established new business systems to optimise the use of the resources available and to build service delivery capacity. Against the backdrop of the decentralisation process, there was a significant loss of corporate knowledge and expertise as only a small number of experienced personnel decided to relocate from the Department of Transport to the RSA. However the RSA was able to deliver core functions, for the most part and to raise the profile of the Directorate from an enforcement perspective during 2007.

Targeting non-compliant operators and drivers and illegal haulage comprises a major part of the RSA enforcement effort. In particular, the integration of the separate functions during 2007 and the bringing together of specialist knowledge and information has enabled a more intelligence led approach to targeting. The Directorate has established closer working relationships with An Garda Síochána in the enforcement area.

## STRATEGIC CONTEXT

The overall strategy being pursued by the Directorate is to improve compliance by operators with EU and national legislation concerned with road safety and thereby contribute to the RSA mission of saving lives on our roads.

There are particular obligations placed on the State arising from three Directives – namely:

1. **Roadworthiness Testing** - Directive 96/96/EC dealing with compulsory periodic roadworthiness testing of motor vehicles.

The annual testing of commercial vehicles in Ireland is carried out by 148 privately operated test centres which are currently appointed and supervised by local authorities. In 2007, the RSA's function in relation to commercial vehicle testing was to provide general oversight and support to local authorities, update vehicle testing manuals, detail standards of premises and equipment of test centres and stipulate training requirements of testers.



2. **Roadside Checks** - Directive 2000/30/EC obliges Member States to undertake roadside checks of commercial vehicles and it identifies critical safety items to be checked from a roadworthiness perspective.
3. **Drivers' Hours Regulations** - Directive 2006/22/EC dealing with tachographs and drivers' hour's rules, breaks and rest periods. This Directive sets minimum conditions for the implementation of drivers' hours rules and tachograph requirements and obliges Member States to carry out a minimum number of roadside and premises checks per annum. These checks must:
  - cover a cross-section of workers, drivers, undertakings and vehicles of all transport categories covered by the EU Regulations.
  - cover a sufficiently extensive part of the road network with an appropriate geographical balance.

There are also other national enforcement priorities concerning the licensing of road haulage and road passenger operations which are implemented by the Directorate.

During 2007, the RSA initiated detailed consultation with An Garda Síochána on the development of a national strategy for road transport enforcement activities. The agreed approach is designed to target enforcement efforts on non-compliant operators while minimising inconvenience to compliant operators. Key to the effective implementation of the agreed approach is the equipping and training of Transport Officers whose numbers were increased from 9 to 17 as well as increasing the number of Vehicle Inspectors from 1 to 5.



## VEHICLE INSPECTORATE

### Review of Commercial Vehicle Roadworthiness Scheme

PricewaterhouseCoopers Consultants were engaged by the RSA to assist with a review of the commercial vehicle roadworthiness scheme. The Consultants report will be published in February 2008. The review was conducted at the request of the Minister for Transport following Government and public disquiet relating to a number of high-profile road collisions involving commercial vehicles and also the high numbers of Irish-registered vehicles detected with serious defects by the UK authorities in the course of EU-required roadside inspections. The Minister for Transport accepted the RSA recommendations for the reform of the commercial vehicle testing system, to raise the operational standards for commercial vehicles and to strengthen the enforcement environment for these vehicles. Significantly it will see the RSA take over responsibility for the future management and operation of the Commercial Vehicle Testing scheme from local authorities.

### Checkpoints



The Gardaí organise 'multi-agency' enforcement checks, at which Vehicle Inspectors attend in an advisory capacity. Vehicle Inspectors participated in 111 checkpoints in 2007 and completed roadworthiness checks on 2,087 vehicles. These checks revealed 717 vehicles had defects. The programme of work undertaken in 2007 sets the baseline for significant increases in activity in 2008 and beyond.

Between June and December 2007, Vehicle Inspectors visited 121 Vehicle Testing Network test centres to ensure compliance with test centre standards and consistency of testing.

### Commercial Vehicle Testing database

The RSA has updated and revamped the Commercial Vehicle Testing database to enable the RSA to establish the roadworthiness status of commercial vehicles and drive compliance by both test centres and operators

### United Kingdom - VOSA Reports

Between January and October 2007, the Vehicle Inspectorate received reports from the UK Vehicle Operator Standards Agency (VOSA) that 2,785 Irish commercial vehicles had vehicle defects. 42% of these were serious defects which needed to be rectified on the spot. Over 62% of the defects reported by VOSA related to trailers and 23% of which were serious defects. In 2007, the Road Safety Authority reviewed and recorded all reports received and, where there were serious or frequent offences, followed up directly with the operators concerned. In the case of certain serious vehicle defects, operators are required to have their vehicles retested. In addition, a summary of the VOSA reports is supplied to An Garda Síochána.

### Technical Advisory Forum

The Road Safety Authority established a Technical Advisory Forum to advise it on the future technical standards and contents of the national car and commercial vehicle roadworthiness tests. The Forum is comprised of representatives of the DIT, NCT, SIMI, RSA Vehicle Inspectorate, Local Authority Authorised Officers, current NCT supervisors, Garda Síochána and the Taxi Regulators office.

## ENFORCEMENT

### Checkpoints and other enforcement activities

Transport Officers participated in a total of 112 roadside checkpoints during the period September 2006 to December 2007. In addition, there were 200 premises checks during 2007. RSA initiated legal proceedings against 125 operators for breaches of various provisions of national and EU legislation.

The RSA contacted 2,126 operators in 2007 seeking their tachograph records in the final quarter of 2007. At the end of the year, over 50% of the operators had responded to the request.

As part of a targeted campaign against unlicensed hauliers, the Directorate published public notices in national newspapers and issued mail-shots reminding hauliers and consignors of their responsibilities in relation to the law

relating to unlicensed haulage operators. This campaign will be continued in 2008. Quarry owners and builders providers were contacted and advised of the penalties provided for in the Road Transport Acts for hiring unlicensed hauliers.

The RSA and An Garda Síochána participated in a high-profile concerted checkpoint in Rosslare during late November/ early December 2007 which was part of a bi-lateral check involving liaison between the Irish and UK Authorities. There were also a number of other checkpoints conducted at other parts of the roads network. These checkpoints were highly successful from an enforcement perspective. Language interpreters were employed to facilitate improved communications between drivers and enforcement personnel. Building on the progress achieved in 2007, the frequency of roadside checkpoints is to be increased in 2008. A significant portion of these checkpoints will be undertaken outside normal office hours.

### Training

Comprehensive training of Transport Officers was initiated during 2007. In addition, there was an intensive programme implemented for Vehicle Inspectors which is on-going and this included attendance at roadside and test centre inspections in the UK.

The RSA liaised with the UK and Northern Ireland authorities concerning the updating of the current Ireland and UK agreement regarding mutual recognition of exemptions from tachograph rules within our respective jurisdictions.

### REPORTS FROM OTHER MEMBER STATES

During January – October, 289 HGV drivers were reported to have committed 1,015 drivers' hours and tachograph offences while operating abroad, 95% of these came from the UK and 5% from other Member States. The Directorate has followed up on all of the complaints received.

RSA put in place arrangements to inform relevant Member States of infringements of drivers' hours rules committed by drivers and operators registered in those States while operating in Ireland.

The Road Safety Authority actively participated in a range of work at an EU level associated with the development of harmonised practice and interpretation of legislation dealing with drivers' rules and the implementation of digital tachograph project.

### DIGITAL TACHOGRAPH SCHEME

#### Processing of application for digital tachograph cards

There have been over 13,000 digital cards issued since February 2006 of which 11,000 were issued in 2007. The processing time for digital tachograph cards has been reduced from an average of 6 weeks to not more than 3 weeks.



#### Review of Digital Tachograph scheme

PricewaterhouseCoopers Consultants were engaged to conduct a review of the Digital Tachograph system following a procurement process. This work will be completed in 2008. This review is necessary to provide assurance to the EU that the State is conforming to particular security obligations pertaining to the digital tachograph scheme.

#### Administrative changes to Digital Tachograph scheme

The Road Safety Authority introduced changes to the administrative system for Digital Tachograph cards to enable driver cards to be issued to drivers over the age of 70 years and also to the holders of provisional driving licences in the appropriate categories.

#### Customer Service

A key objective of the Standards and Enforcement Directorate is the provision of timely and relevant information to operators on developments which may impact on their operations and to simplify processes. A number of initiatives were implemented during 2007 including the updating of application forms, simplification of leaflets dealing with driver cards and publication of information concerning changes in the rules relating to driver's hours rules.

## ROLE OF VEHICLE STANDARDS

Vehicle Standards is responsible for type approval and regulation of the entry into service of new vehicles and the regulation of vehicles in use on our roads. Vehicle standards are continuously changing and improving with safety, environmental and technological developments. There is a robust legal obligation to regulate vehicle standards arising from both the Road Traffic Acts and EU Directives and it is the responsibility of the section to ensure these are transposed into Irish law.

The RSA works closely with a number of other State bodies in relation to vehicle standards, including the Revenue Commissioners, the National Standards Authority and the Department of the Environment, Heritage and Local Government.

## EC WHOLE VEHICLE TYPE APPROVAL

Directive 2007/46/EC paves the way for the introduction of EC Whole Vehicle Type Approval which, from as early as April 2009, will require almost all road vehicles to be approved before they can be registered for use on the road. The objective of this system is to remove barriers to the sale of road vehicles between Member States of the European Union whilst ensuring that vehicles meet common safety and environmental requirements. The RSA, being the lead organisation, has undertaken a great deal of work to date to ensure that Ireland is geared up to meet the requirements of the Directive.

As the EC approval system could be prohibitively expensive for small manufacturers who only intend to sell within Ireland, the intention is to introduce a number of national schemes as a less costly alternative.

In order to further understand the industry and to communicate with and prepare organisations for the changes that will result from Directive 2007/46/EC, the RSA has organised a number of seminars in conjunction with the National Standards Authority of Ireland (NSAI) and the Society of the Irish Motor Industry (SIMI). These seminars will take place in January 2008.

## NATIONAL CAR TESTING SERVICE

Implementation of a system of roadworthiness testing of passenger cars in Ireland commenced in January 2000, through the award of a single national 10-year contract to National Car Testing Service Limited (a wholly owned company of SGS Ireland Limited, which is part of an international company, Societe Generale de Surveillance Holdings SA). At present, cars in Ireland are subject to periodic testing on reaching the 4th anniversary of their first registration and every 2 years thereafter. 686,705 cars were tested in 2007. (See 'Pass & Fail Rates, Centre by Centre', data overleaf).

During 2007, the RSA undertook an options review of the future provision of National Car Testing. The purpose of the Review was to provide the RSA with recommendations as to the appropriate method of providing the National Car Testing Service once the current Project Agreement terminates at the end of 2009.

The Final Report, which was published in May, recommended that, following a public tender competition run in accordance with EU procurement rules, the RSA award a single contract for the provision and operation of the national car testing service for the period 2010 to 2019.

In October, the RSA issued a request inviting Management Consultants to tender, in line with public procurement procedures, to advise in relation to the procurement of a franchisee to operate the NCT Service from 2010 to 2019. PricewaterhouseCoopers was the successful tenderer. The first meeting with the consultants was held in December and a timetable for the procurement process has been agreed.





## PASS & FAIL RATES, CENTRE BY CENTRE 2007

Test Centre	Pass (Initial Test)	Fail (Initial Test)	Pass (Following Re-Test)	Fail or No Show (Following Re-Test)	Total Number of Passes	Total Number of Cars Tested
Abbeyfeale	4,948	3,610	3,261	349	8,209	8,558
Arklow	5,149	5,618	4,795	823	9,944	10,767
Athlone	5,531	5,213	4,419	794	9,950	10,744
Ballina	3,394	3,793	3,314	479	6,708	7,187
Blarney	10,120	8,452	7,237	1,215	17,357	18,572
Derrybeg	1,370	1,468	1,339	129	2,709	2,838
Deansgrange	32,315	26,296	23,334	2,962	55,649	58,611
Cahir	7,067	6,048	5,274	774	12,341	13,115
Cahirciveen	1,022	662	599	63	1,621	1,684
Carlow	6,775	6,869	5,784	1,085	12,559	13,644
Ck-on-Shannon	3,683	3,162	2,747	415	6,430	6,845
Castlerea	3,516	3,626	3,115	511	6,631	7,142
Cavan	3,262	3,662	3,207	455	6,469	6,924
Charleville	4,183	3,601	3,305	296	7,488	7,784
Clifden	904	1,187	961	226	1,865	2,091
Cork	20,625	17,636	15,558	2,078	36,183	38,261
Northpoint	34,623	38,783	32,566	6,217	67,189	73,406
Fonthill	30,784	28,851	24,861	3,990	55,645	59,635
Donegal	3,750	3,000	2,604	396	6,354	6,750
Drogheda	8,584	6,269	5,389	880	13,973	14,853
Dundalk	5,117	5,147	4,385	762	9,502	10,264
Ennis	7,739	7,678	6,615	1,063	14,354	15,417
Enniscorthy	8,990	8,727	7,397	1,330	16,387	17,717
Galway	16,690	17,489	14,732	2,757	31,422	34,179
Kilkenny	8,189	5,858	4,959	899	13,148	14,047
Killarney	4,975	4,025	3,569	456	8,544	9,000
Letterkenny	7,412	7,035	6,332	703	13,744	14,447
Limerick	15,556	13,719	11,808	1,911	27,364	29,275
Longford	4,015	3,788	3,282	506	7,297	7,803
Macroom	4,539	4,274	3,778	496	8,317	8,813
Monaghan	3,613	3,855	3,425	430	7,038	7,468
Mullingar	4,416	4,122	3,446	676	7,862	8,538
Kells	8,742	7,028	5,984	1,044	14,726	15,770
Nenagh	7,814	6,373	5,644	729	13,458	14,187
Naas	10,186	10,548	8,774	1,774	18,960	20,734
Portlaoise	5,036	4,985	4,135	850	9,171	10,021
Skibereen	5,000	4,172	3,659	513	8,659	9,172
Sligo	3,953	5,111	4,355	756	8,308	9,064
Tralee	6,638	5,518	4,975	543	11,613	12,156
Tullamore	4,533	4,356	3,760	596	8,293	8,889
Waterford	10,431	9,502	8,129	1,373	18,560	19,933
Westport	6,164	5,698	4,995	703	11,159	11,862
Youghal	4,355	4,183	3,749	434	8,104	8,538
<b>Total</b>	<b>355,708</b>	<b>330,997</b>	<b>285,556</b>	<b>45,441</b>	<b>641,264</b>	<b>686,705</b>
	<b>51.80%</b>	<b>48.20%</b>	<b>41.60%</b>	<b>6.60%</b>	<b>93.40%</b>	<b>100%</b>

### **NATIONAL CAR TESTING SERVICE SUPERVISION (NCTS)**

The supervision of NCTS is ongoing and meetings have been held on a monthly basis during 2007 on behalf of the RSA, by the Supervision Services Contractor (SSC) (A consortium drawn from PricewaterhouseCoopers and the Automobile Association).

NCTS is required to provide high standards of customer service, in line with acceptable performance standards set out in the Project Agreement.

### **REVIEW OF THE WEIGHT LIMITS FOR MOTOR VEHICLES AND TRAILERS IN IRELAND**

The RSA is seeking to review 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.

In August 2007 the RSA issued a request seeking tenders to complete a comprehensive review of the weight limits for motor vehicles and trailers.

The RSA needs to be satisfied on public policy grounds as to the overall sustainability of any changes to the current provisions in relation to weights. Some of the issues which need to be considered include the impact on our roads infrastructure, environment, vehicle configuration as well as benefits for the relevant sectoral interests and implications for the economy as a whole. Enforcement of the provisions is also an important factor.

Faber Maunsell, Consultants, was the successful tenderer. The Review will commence in early 2008.

### **REVIEW OF THE USE OF AGRICULTURAL AND WORK VEHICLES ON IRISH ROADS**

Agricultural and work vehicles, like all other vehicles, using public roads are required under vehicle-related regulations to comply with a range of standards in respect of their construction, equipment, use, weights and dimensions. These regulations apply in the interests of public safety and to protect road infrastructure. They are also governed by road traffic laws on driver licensing, insurance, vehicle lighting and motor taxation.

In August 2007, the RSA issued a request seeking tenders for a comprehensive review of the use of agricultural and work vehicles on Irish Roads to include a consultation with public and private sector stakeholders and make recommendations for the ongoing safe use of these vehicles on Irish Roads.

The RSA has retained the services of Michael Joyce Consulting Ltd to undertake a Review and the report will be published in mid 2008.

### **VEHICLE HEIGHT**

In January 2007, the Minister announced a proposal to make a regulation to provide for a national maximum vehicle height limit of 4.65 metres. The Road Safety Authority was asked to prepare a draft regulation providing for this maximum vehicle height limit.

In October, following the necessary consultation with the European Commission regarding its introduction, the RSA submitted the draft regulation to the Minister.

### **FITTING OF SAFETY BELTS ON BUSES**



The RSA policy objective in relation to buses continues to be to ensure the highest practicable standard of buses on Irish roads and in particular to ensure that safety belts on those buses are certified as being fitted to an acceptable standard. Work is underway on reviewing the use of safety belts on all buses carrying children and proposals will be submitted to the Minister in mid 2008.



# Corporate Services

The Corporate Services Directorate provides the support functions, systems and structures that enable RSA to effectively deliver the functions assigned by the Minister under the provisions of the Road Safety Authority Act 2006. The functions of Corporate Services, outlined in detail below, include Finance, Human Resources, Information Technology, Quality, Customer Care and Estate Management and Communications & Public Relations. Corporate Services is also responsible for business and organisational planning, corporate governance, including internal audit, and the Director of Corporate Services is the Secretary to the RSA Board.

## **CORPORATE GOVERNANCE**

The RSA is committed to maintaining the highest standards of corporate governance and embedding a culture of excellent corporate governance in all Directorates and Locations, as part of the ongoing implementation of the Code of Practice for the Governance of State Bodies. The Board of the RSA held 11 meetings and the Internal Audit Committee held 4 meetings in 2007. The Internal Audit Plan covering the period 2007 was agreed by the Internal Audit Committee and the RSA Board and implemented and reported on by the RSA's Internal Auditors (Mazars).



## HUMAN RESOURCES

2007 was a challenging year for the RSA as the organisation was effectively in start up mode.

The main HR focus and activities were:

- Managing and putting in place the RSA approved head count of 309 WTE
- Managing Recruitment, all levels
- Decentralisation of 42 staff to Ballina through CAF
- Providing a Draft Pensions Scheme to the Department of Finance
- Building Capability within HR and generally through training
- Liaising with DoT on Implementation plans for the RSA establishment
- Establishing and participating in the RSA Industrial Relations Council. The RSA IR forum held its inaugural meeting on the 5th of April with membership to include, IMPACT, CPSU, PSEU and AHCPs
- Establishing and managing Partnership in the RSA
- Procurement of a Human Resources Management System (HRMS) through CMOD
- Investigating the possibility of joining the CMOD Pension system 2008
- Ongoing validation of service and pension entitlement
- Developing HR Policies and Procedures
- Assisting with Decentralisation to Loughrea



Within the arrangements set out in Road Safety Act 206, the RSA has responsibility for the recruitment, management and performance of its staff. The RSA, through human resources management has assured that:

### Employment Equality

It is compliant with The Employment Equality Acts 1998-2004 and all other employment legislation applying. The RSA procedures are to ensure that there can be no unlawful discrimination either direct or indirect.

### Recruitment

Best practice in recruitment and promotions is ensured through the application of the Code of Practice of the Public Appointments Service.

The rules of the RSA for management, recruitment and promotion of staff are in line with the equality legislation. The RSA aims to create and maintain a culture of inclusiveness and in which diversity is appreciated. All staff and management are expected to promote equality.

During 2007 the RSA increased its staffing by 71 permanent people employed as Public Servants. The new intake consisted of people wishing to decentralise from the Civil Service to the RSA and the remainder were recruited by the Authority.

The HR Department has a duty to ensure that files and computer held information is treated with the utmost care. To help ensure this duty of care, during 2007 the RSA deployed the Human Resources Management System (HRMS) used broadly in the Civil Service. Regard is given to the DATA Protection Acts 1988 and 2003.

### Employee Relations

Good Industrial and Employee Relations in the workplace. To help bring this about, in 2007 the RSA agreed the establishment of its Industrial Relations Council (IRC) membership of which consists of RSA CEO, Directors and HR Manager and the staff representative groups; CPSU, PSEU, IMPACT and AHCPs. Compliance with T2016 was verified in June 2007 for joint responsibilities of both the RSA and the Trade Unions/Staff Association. Also in the period a Partnership Committee was established to deal with day to day issues and implementation of projects and schemes within the RSA. The IRC and Partnership committee ensure that proper consultation takes place between the RSA and its employees.



### Staffing Levels

There is compliance with approved staffing number and that the structures, levels and gradings are appropriate to the RSA requirements and the principles of efficiency, effectiveness and economy. All requests for change in staffing numbers requires approval of the Department of Finance and are sought through the RSA's sponsor, the Department of Transport.

### Professional Development

Staff within the RSA are encouraged to develop their knowledge and skill through Professional Development and linking to the Performance Management Development System (PMDS). All HR staff are affiliated to CIPD and throughout the RSA staff are encouraged to acquire appropriate professional status to enable the RSA to achieve its goals and responsibilities. Throughout the year training has been designed specifically, purchased and provided in-house to move towards a more knowledgeable staff. Performance of its staff at all levels considered and appraised annually through PMDS and all RSA staff have been offered re-training during 2007, with uptake being high.

### Finance

The main function of the Finance Division is to ensure that the Authority has strong financial administration in accordance with a strong internal control environment.

The principal functions that the RSA Finance division performs are as follows:

- Establishing the RSA Budget with the Department of Transport
- Managing all internal & external Audits
- Maintenance of the General Ledger
- Payroll Processing
- Travel & Subsistence Processing (including a travel desk)
- Accounts Payable processing
- Responsibility for Purchasing, Procurement & Tendering processes
- Cash & Treasury Management
- Internal Control development and maintenance
- Managing the Estimates Campaign
- Income Recognition & Reconciliation of all RSA own income sources

As 2007 was the first year of operation, the finance division concentrated on the migration of all financial administration activities from the Department of Transport. As such, the RSA Finance team performed the following activity in 2007;

1. Implementation of new Financial Accounting system called Agresso – implemented in May 2007.
2. Migration of General Ledger & Accounts Payable activity from the Department of Transport – May 2007.



3. Migration of all payroll activity for RSA staff from the Department of Transport – July 2007.
4. Establishment of new banking arrangements, the Authority's bank, Bank of Ireland – January 2007.
5. Establishment of own income sources for all the Authority's income sources – August 2007.
6. Establishment of a new electronic travel & subsistence system called Transfare – December 2007.

As at the end of 2007, the Road Safety Authority is completely independent from its sponsorship Department in respect of financial administration.

As 2007 was a year of migrations and implementations, 2008 will be a year where all financial processes will be consolidated and robust internal controls will be implemented in order to strengthen the internal control environment in the Authority.

#### ICT

The establishment and growth of the RSA has been at the forefront of activities for the RSA ICT team in 2007, with 2 Main Office locations and 52 Driving Test Centres to facilitate. The development of integrated technology and communication systems has been on going with pilot rollouts to strategic test centres throughout the year. This is laying the foundations for complete rollouts to all RSA office locations in 2008.

Migration of major systems from DoT including the Digital Tachograph card issuing system to Loughrea has been a major success during 2007, with minimal disruption and no unscheduled down time.

Review of all legacy systems has taken place and areas of improvement have been identified.

New functions within the Authority have been developed and with them suitable ICT projects have been implemented, an example of this is the Approved Driving Instructor Register which allows candidates for ADI to apply for and sit the required examinations.



**WEBSITES**

**www.rsa.ie**

This site has had in excess of 18 million hits in 2007. 7.4 million of these were in October / November.

**www.drivingtest.ie**

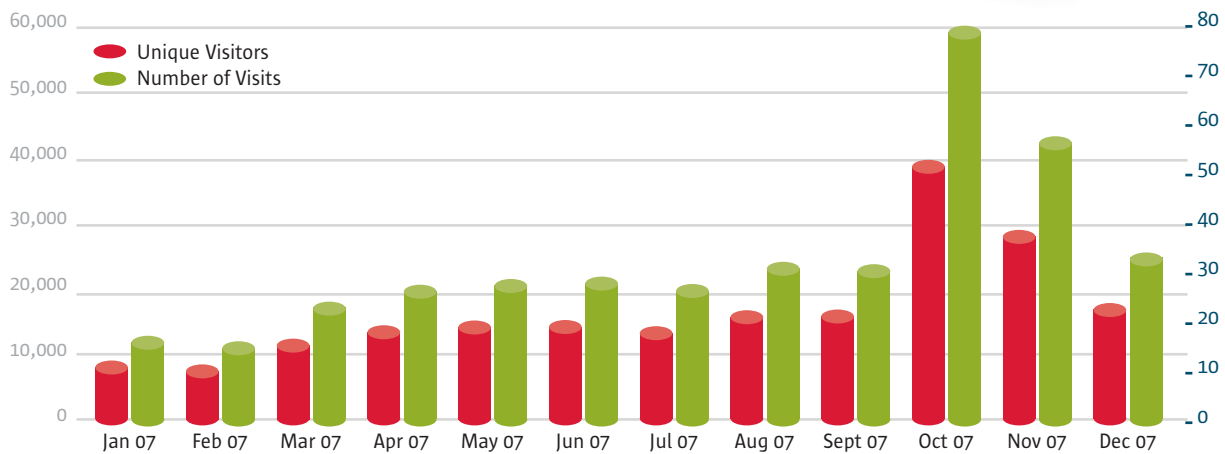
On line application volumes for the year were 165,632 representing 55% of overall applications.

**www.rulesoftheroad.ie**

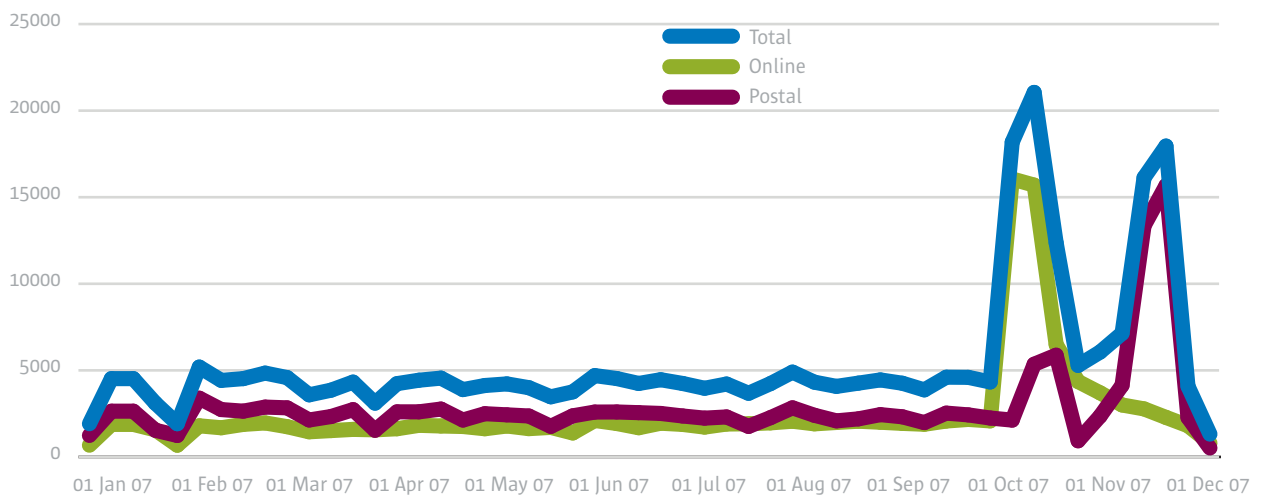
This site was developed in 2007 to make the Rules of the Road available in a user friendly accessible web format.



*Monthly Usage Statistics, www.rsa.ie*



*Monthly Usage Statistics, www.drivingtest.ie*



## ESTATE MANAGEMENT

In March 2007 the RSA moved into new Corporate Headquarter premises in Ballina, Co Mayo.

In addition to corporate headquarters, the RSA arranged suitable accommodation in Clonfert House, Loughrea for the Digital Tachograph and Road Haulage Enforcement functions. This building was completed in June, 2007.

In February, 2007 a new driving test 'super centre' at Six Crossroads Business Park in Waterford became operational. This new driving test centre replaced two existing driving test centres in Waterford. As a new build test centre, Waterford represents state of the art in terms of driving test centres which the RSA hopes to aspire to throughout the country.

In summer 2007 the refurbished Finglas driving test centre came on line. The refurbished premises replaced outdated facilities at the busiest driving test centre location in the country. Both the Waterford and Finglas centre are capable of testing all categories of vehicles.

In addition to the above, the RSA made use of various temporary locations throughout the year in order to deal with variances in the driving test waiting times.

In October 2007 a new telephone system was installed in the Driver Testing Section of the RSA. The new 'Call Centre' allows for the monitoring of call queues and more efficient handling and reporting of incoming calls. The additional reporting and visibility allows the RSA to manage resources more effectively and improve customer service levels.

The RSA issued a tender document in 2007 seeking proposals for an Integrated Management System. The main priority of this is the implementation of a robust Safety Management System to OHSAS 18001 standard throughout the organisation but this will be complemented by refinements to support and achieve certification in respect of Quality Management (ISO 9001), Environment Management (ISO 14001) and Accreditation for the Certification of Persons (ISO/IEC 17024).

## FREEDOM OF INFORMATION (FOI)

The RSA is not covered by the provisions of the Freedom of Information Acts as enabling legislation is required to extend the provisions to the organisation. However, the RSA has decided to conduct its business in as open and transparent manner as possible and operates as if the FOI Acts do apply. Due to this anomalous situation no detailed records exist as to the number of FOI requests received during 2007.

## COMMUNICATIONS DEPARTMENT

The Communications Department provides the RSA Directorates with the following communications support.

- Advertising
- Sponsorship
- Promotions
- Event Management
- New Media / Digital Marketing
- Public Relations

## HEALTH AND SAFETY

Managing risk in the area of health and safety is recognised within the Road Safety Authority as key to ensuring the safety of all employees, contractors, customers and members of the public, who may be affected by the authority's activities.

Effective management of risk within the Road Safety Authority will help to maximise the well being and productivity of all employees and will act as an enabler in preventing people getting injured. Effective Management of risk also offers positive assurance to the Road Safety Authority's reputation in the eyes of its customers, suppliers, other stakeholders and the wider community; it will also assist in encouraging better relationships with contractors, and more effective contracted activities.

The Road Safety Authority developed and implements its' Health and Safety Policy Statement through a framework of partnership. The Road Safety Authority continually reviews and revises all its' risk assessments both activity and location based.

The Authority has set as a key goal the implementation of OHSAS: 18001:2007 by end of 2008, this will ensure that its Health & Safety Management System conforms to best international practice, and is externally certified.

The Executive Management Team has fully committed to a clear set of objectives for Health & Safety. The Management Team will ensure that all the support and enablers required are in place to ensure successful delivery on time for all agreed objectives.



# Appendix

## EXTRACT OF RSA FINANCIAL STATEMENTS

### Road Safety Authority Financial Statements For the Year Ended 31st December 2007

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# Road Safety Authority

## GENERAL INFORMATION

<b>Authority Address</b>	Moy Valley Business Park Primrose Hill, Dublin Road Ballina, Co. Mayo
<b>Senior Executive</b>	Mr Noel Brett – Chief Executive Mr Peter Dennehy – Director Corporate Services Ms Denise Barry – Director Standards and Enforcement Mr Declan Naughton – Director Driver Testing and Licensing Mr Michael Rowland – Director Road Safety, Research and Driver Education
<b>Members of the Board</b>	Mr Gay Byrne – Chairperson Ms Áine Cornally Ms Myra Garrett Mr Paul Haran Mr Thomas Kelly Mr Aaron MacHale Ms Ann McGuinness Mr Tony McNamara Mr John O’Gorman
<b>Bankers</b>	Bank of Ireland Pearse Street, Ballina Co. Mayo
<b>Auditors</b>	The Comptroller and Auditor General Dublin Castle, Dublin 2
<b>Web Site</b>	<a href="http://www.rsa.ie">www.rsa.ie</a>



# Road Safety Authority

## STATEMENT OF RESPONSIBILITIES OF THE AUTHORITY

Section 29 of the Road Safety Authority Act, 2006 requires the Chief Executive to prepare accounts and submit these to the Comptroller and Auditor General for audit.

In preparing those accounts, the Authority is required to:

- select suitable accounting policies and apply them consistently.
- make judgements and estimates that are reasonable and prudent.
- prepare the accounts on the going concern basis unless it is inappropriate to presume that the Authority will continue in operation.
- disclose and explain any material departures from applicable accounting standards.

The Authority is responsible for the keeping of proper books of account which disclose with reasonable accuracy at any time its financial position and which enable it to ensure that the accounts comply with Statutory Requirements. The Authority is also responsible for safeguarding its assets and for taking reasonable steps for the prevention and detection of fraud and other irregularities.

# Road Safety Authority

## STATEMENT ON INTERNAL FINANCIAL CONTROL

On behalf of the Road Safety Authority I acknowledge the Board's responsibility for ensuring that an effective system of internal financial control is maintained and operated.

The system can provide only reasonable and not absolute assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected in a timely manner. Maintaining the system of internal financial controls is a continuous process and the system and its effectiveness are kept under ongoing review.

### Financial Control Environment

During 2007, there was significant progress towards the establishment of Internal Financial Control in the Authority. The following elements of Internal Financial Control were completed in 2007;

- Establishment and Approval of Internal Audit Programme for 2007 by the Internal Audit Committee.
- Completion of the Internal Audit Programme by the Authority's appointed Internal Auditors, Mazars in 2007.
- Production of Internal Audit Reports for the six month period to June 2007, three month period to September 2007 and the three month period to December 2007.
- Review and approval of the three Internal Audit Reports by the Internal Audit Committee including follow up on all management points in all reports.
- Establishment of a standard template, to record and document all financial processes in the Authority.
- Adoption by the Authority of a Risk Management Process where all potential risks are identified and their likelihood to happen assessed. Also, in respect of each risk, that a mitigation plan is in place in the event of its occurrence.
- Documentation of key financial processes took place in 2007 in respect of Income Recognition, Public Procurement (Tendering) and Financial Close.

The following initiatives are planned in 2008 in order to establish a more robust Internal Financial Control Environment;

- Adoption and operation of Internal Audit Programme for 2008
- Completion of the documentation of all remaining financial processes
- Continual review and updating of the Authority's Risk Register and the Risk Management Process
- Annual review of all existing financial processes

I confirm that in the year ended 31 December 2007 the Authority conducted a review of the effectiveness of the systems of internal financial control.

# Road Safety Authority

## STATEMENT OF ACCOUNTING POLICIES

The significant accounting policies adopted in these financial statements are as follows:

### Basis of Preparation

The financial statements are prepared under the accrual method of accounting, except as indicated below, and in accordance with generally accepted accounting principles under the historical cost convention. Financial reporting standards recommended by the recognised accountancy bodies are adopted as they become applicable. The Authority will present the financial statements and the report of the Comptroller and Auditor General to the Minister of Transport in accordance with Section 29 of the Road Safety Authority Act, 2006.

### State Grant

Income shown in the financial statements under State Grant represents the receipts in the period from the Department of Transport and payments made in the period by the Department of Transport in respect of the Authority staff and other administrative expenses.

### Other Income

Income shown in the financial statements under Other Income represents income generated by the Authority through its own sources. The Authority is empowered to earn income from a number of sources through the Road Safety Authority Act 2006 and the Road Safety Authority Act 2006 (Conferral of Functions) Order 2006 – Statutory Instrument 477 of 2006.

Other Income recognised by the Authority relates to Driving Test Fees, National Car Test Levy, Digital Tacho-Graph receipts and other income that arises through the Authority's campaigns and programmes.

Income that is derived from the public in the form of Driving Test Fees, Digital Tacho-Graph receipts and Approved Driving Instructor Fees are recognised on a receipts basis. All other income recognised by the Authority is recognised under the accrual method of accounting.

### Tangible Assets

Tangible Assets are stated at their historical cost less accumulated depreciation. Depreciation is charged to the Income & Expenditure Account on a straight line basis, at the rates set out below, so as to write off the assets, adjusted for residual value, over their useful economic lives as follows;

Fixtures & Fittings	5 years
Motor Vehicles	5 years
Specialist & Telecom Equipment	3 years
Hardware	3 years
Application Software	3 years

# Road Safety Authority

## STATEMENT OF ACCOUNTING POLICIES

### Capital Account

The Capital Account balance represents the unamortised value of income applied for capital expenditure purposes.

### Foreign Currencies

Transactions denominated in foreign currencies are converted into euro during the period at the rate on the day of the transaction and are included in the Income and Expenditure Account for the period. Monetary assets and liabilities denominated in foreign currencies are converted into euro at exchange rates ruling at the balance sheet date and resulting gains and losses are included in the Income and Expenditure Account for the period.

### Pensions

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of a superannuation scheme by the Authority. The scheme is a defined benefit scheme for the purposes of the Pension Act 1990. The scheme is being operated by the Authority on an administrative basis pending its approval by the Minister for Transport, with the consent of the Minister for Finance.

Pension liabilities represent the present value of future pension payments earned by staff to date. Deferred pension funding represents the corresponding asset which is to be recovered in future period from the Department of Transport.

Pension costs reflect pension benefits earned by employees in the period and are shown net of staff pension contributions which are retained by the Authority. An amount corresponding to the pension charge is recognised as income to the extent that it is recoverable from the Department of Transport and offset by grants received in the year to discharge pension payments.

Actuarial gains or losses arising on scheme liabilities are reflected in the Statement of Recognised Gains and Losses and a corresponding adjustment is recognised in the amount recoverable from the Department of Transport.

### Comparative Figures

The period of account is the year to the 31st December 2007. The comparative figures relate to the period from the 1st September 2006 to the 31st December 2006. This period corresponds with the commencement period for the Authority.

### Borrowings

Section 13 of the Road Safety Authority Act 2006 allows the Authority to borrow money with the consent of the Minister of Transport with the agreement of the Minister of Finance for the purpose of the performance of its functions. In 2007 the Authority did not incur any borrowings.

# Road Safety Authority

## INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2007

	2007 €	4 Months 2006 €
State Grant	29,524,920	597,251
Transfer (to)/from Capital Account	(1,441,461)	-
Net Deferred Funding for Pensions	270,000	
	<b>28,353,459</b>	<b>597,251</b>
Other Income	15,577,700	3,257,247
	<b>43,931,159</b>	<b>3,854,498</b>
Staff Costs	(22,357,801)	(64,373)
Technical Advice	(2,121,947)	(301,175)
Administration Costs	(4,637,940)	(662,008)
Programme Costs	(13,880,666)	(2,747,944)
Pension Costs	(363,000)	-
Depreciation	(169,077)	-
	<b>(43,530,431)</b>	<b>(3,775,500)</b>
(Deficit)/Surplus for the year	<b>400,728</b>	<b>78,998</b>
<b>Balance at 1st January 2007</b>	<b>78,998</b>	<b>-</b>
<b>Balance at 31st December 2007</b>	<b>479,726</b>	<b>78,998</b>

# Road Safety Authority

## BALANCE SHEET AS AT 31 DECEMBER 2007

	2007 €	2006 €
<b>Fixed Assets</b>		
Tangible Assets	1,441,461	-
<b>Current Assets</b>		
Cash at bank and in hand	2,059,096	109,275
Debtors and Accrued Income	1,546,205	-
Prepayments	47,566	-
	<b>3,652,867</b>	<b>109,275</b>
<b>CREDITORS</b> <b>(Amounts falling due within one year)</b>		
Creditors and Accruals	(3,173,141)	(30,277)
	<b>(3,173,141)</b>	<b>(30,277)</b>
<b>Net Current Assets</b>	<b>479,726</b>	<b>78,998</b>
<b>CREDITORS</b> <b>(Amounts falling due after more than one year)</b>		
Deferred Pension Funding	14,915,000	4,598,000
Pension Liabilities	(14,915,000)	(4,598,000)
<b>Total Net Assets</b>	<b>1,921,187</b>	<b>78,998</b>
<b>TOTAL NET ASSETS</b>		
<b>Represented by</b>		
<b>Capital Account</b>	1,441,461	-
<b>Income &amp; Expenditure Account</b>	479,726	78,998
	<b>1,921,187</b>	<b>78,998</b>

Road Safety Authority  
Working to Save Lives



# Working To Save Lives

## Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo  
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