FREE SPEED STUDY
Survey Report 2014

Research Department
June 2015

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Free-speed Survey - Overview

Study Objectives:
To determine the incidence of drivers of all vehicle types driving on Irish roads while speeding, and therefore presenting a road safety risk. Speed surveys are designed to monitor changes in the free speeds of vehicles in both urban and rural areas and to measure drivers' choice of speed. Free speeds is defined as the *speed at which drivers choose to travel when unconstrained by road geometry (e.g. sharp bends, intersections or hills), weather conditions (e.g. rain) or traffic conditions (e.g. congestion).*

Methodology:
In November 2014, Nationwide Data Collection conducted an observational study of over 16,500 vehicles on behalf of the Road Safety Authority. The surveys took place at the roadside at 91 sites: 39 urban (60km/h or less speed limit) and 52 rural (80km/h or more speed limit) and cars (12,241), rigid goods vehicles (2,430), semi-articulated vehicles (1,327) and single decker buses (404) were observed. A further 216 vehicles were surveyed at a site with long term road works and a temporary speed limit. Surveys were carried out at the designated locations during working hours (8.30am to 5.30pm), Monday to Friday. Only speeds of vehicles that were unconstrained - speeds derived from vehicles with a headway / gap of at least 200 metres on roads where it was possible to exceed the speed limit - were recorded.
The target sample size for surveys on urban national roads was: 140 cars, 90 rigid vehicles and 30 articulated vehicles; no quotas were allocated for buses surveyed. The target sample size for urban residential and urban arterial roads was 140 cars (no buses, rigid or articulated vehicles were surveyed for these roads).

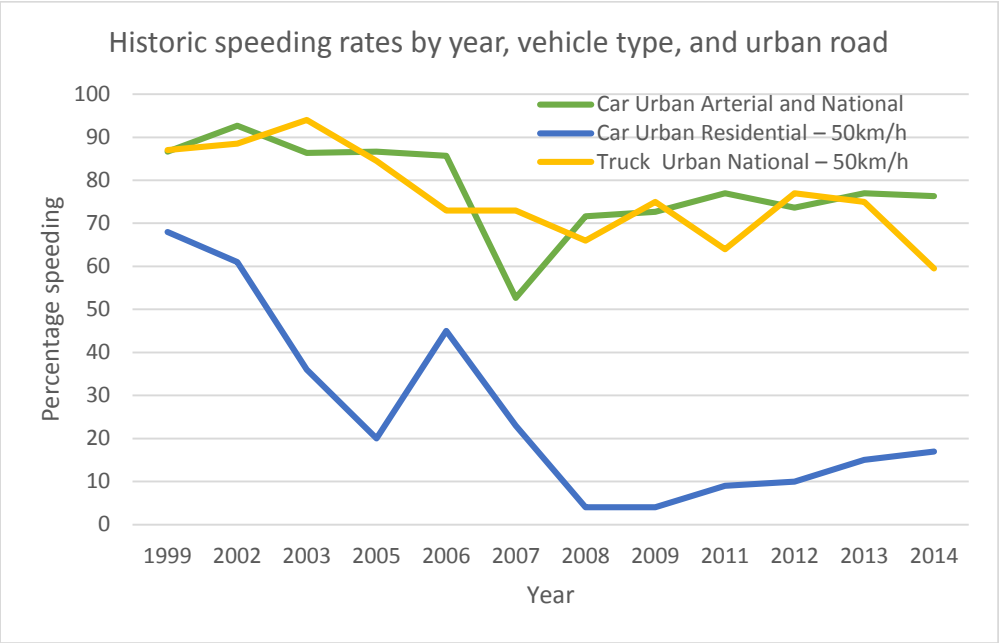
Key Findings:

- The percentage of car drivers breaking the speed limit on **urban roads** was 60%; when residential roads are excluded, this rises to 73% for all other urban national roads
- The percentage of car drivers breaking the speed limit on **rural roads** was 24%
- Trucks and buses were more likely to exceed the speed limit on rural roads than cars
- The percentage of cars speeding on **motorways** increased from 21% in 2013 to 28% in 2014
- The percentage of cars speeding on **dual carriageways** increased from 28% in 2013 to 36% in 2014
- The percentage of cars speeding on **regional 80km/h** roads increased from 36% in 2013 to 45% in 2014
- There was a 15% reduction in the percentage of car drivers speeding on **urban national 60km/**h roads but a 2% increase on **urban arterial 60km/h** roads
- Average car free speed:
  - 115km/h on **motorways** in 2014, 110km/h in 2013; posted limit 
  - 99km/h on **dual carriageways** in 2014, 95km/h in 2013; posted limit 
  - 66km/h on **urban arterial roads** in 2014, 66km/h in 2013; posted limit 
  - 58 km/h on **urban national roads** in 2014, 60km/h in 2013; posted limit 

Speeding on urban roads

Speeding here is defined as driving at *a speed greater than the ordinary speed limit for the particular vehicle on the particular road*, e.g. the speed limit for a truck is 90km/h on motorways with a posted speed limit of 120km/h (see appendix 5). Of those vehicles surveyed 45% (5,479) of cars, 16% (397) of rigid trucks, 19% (256) of articulated trucks, and 18% (72) of buses were on urban roads.

- 60% of all **cars** observed on all urban roads were speeding;
- 53% of all **rigid trucks** observed on all urban roads were speeding;
- 60% of all **articulated trucks** observed on all urban roads were speeding;
- 46% of all **single decker buses** observed on all urban roads were speeding

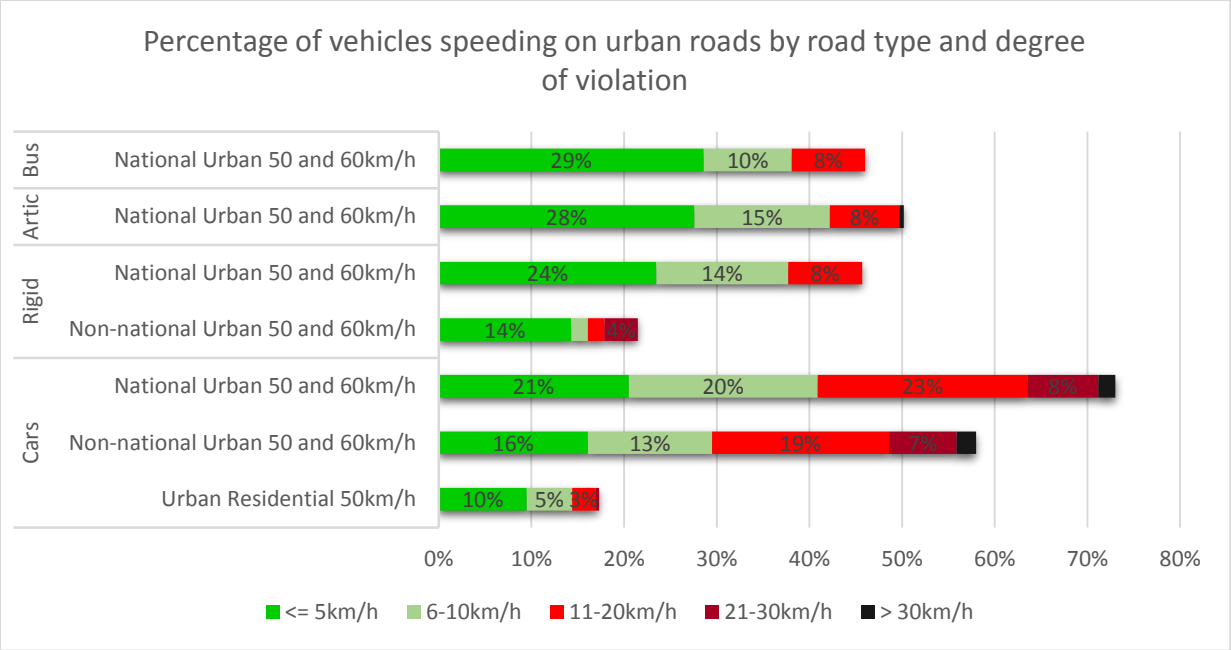


WORST OFFENDERS

231 CARS WERE SPEEDING IN RESIDENTIAL AREAS WITH A SPEED LIMIT OF 50KM/H. OF THESE, **SIX** WERE DRIVING OVER 70KM/H WITH **ONE** DRIVING AT 78KM/H

Car drivers on national urban 50 and 60km/h roads exceeded the speed limit by the greatest margin, with one third of motorists exceeding the posted limit by more than 10km/h

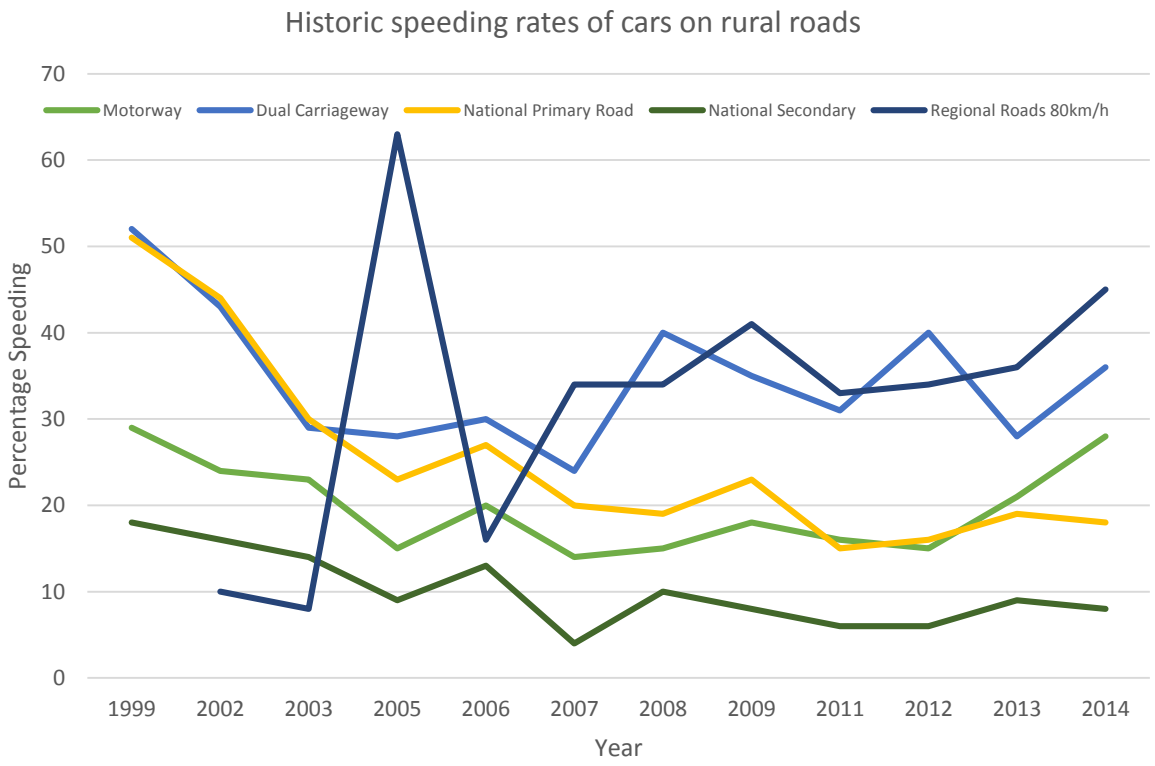
Only 27% of cars in national urban 50 and 60 km/h areas travelled at or below the speed limit



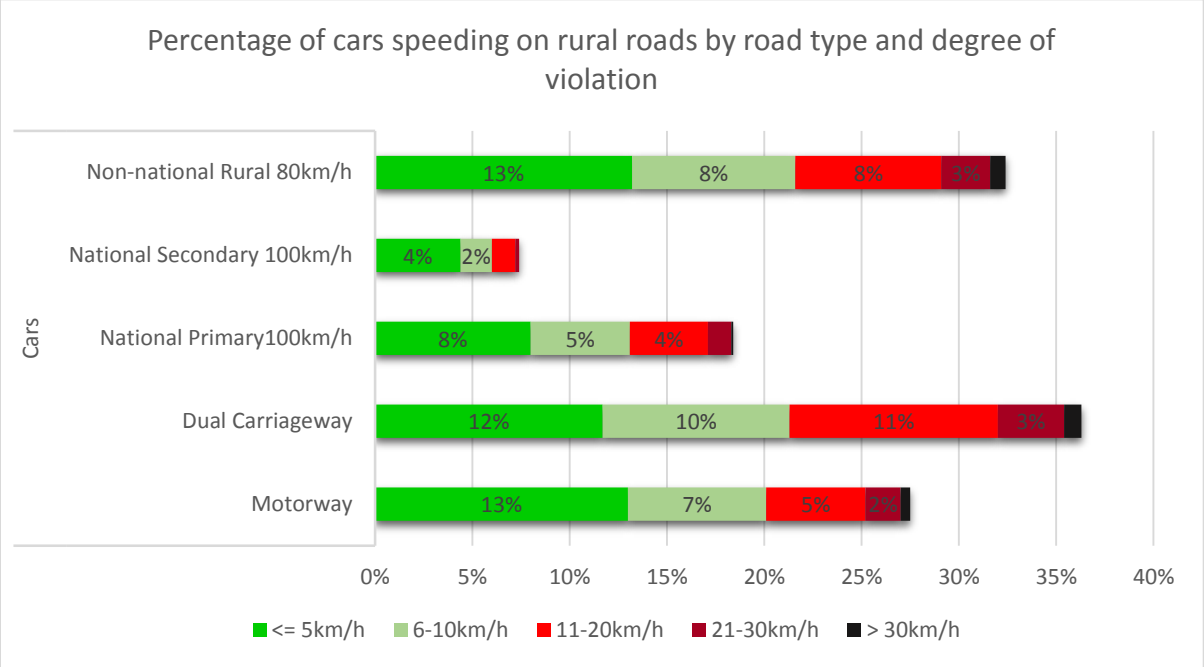
Speeding on rural roads

55% (6,762) of cars, 84% (2,033) of rigid trucks, 81% (1,071) of articulated trucks, and 82% (332) of buses surveyed were on rural roads.

- 24% of all **cars** observed on all rural roads were speeding;
- 35% of all **rigid trucks** observed on all rural roads were speeding;
- 46% of all **articulated trucks** observed on all rural roads were speeding;
- 43% of all **single decker buses** observed on all rural roads were speeding



Of all rural routes, car drivers are most likely to exceed the posted speed limit on dual carriageways and non-national 80km/h roads; drivers are also exceeding the speed limit by the greatest margin on these routes



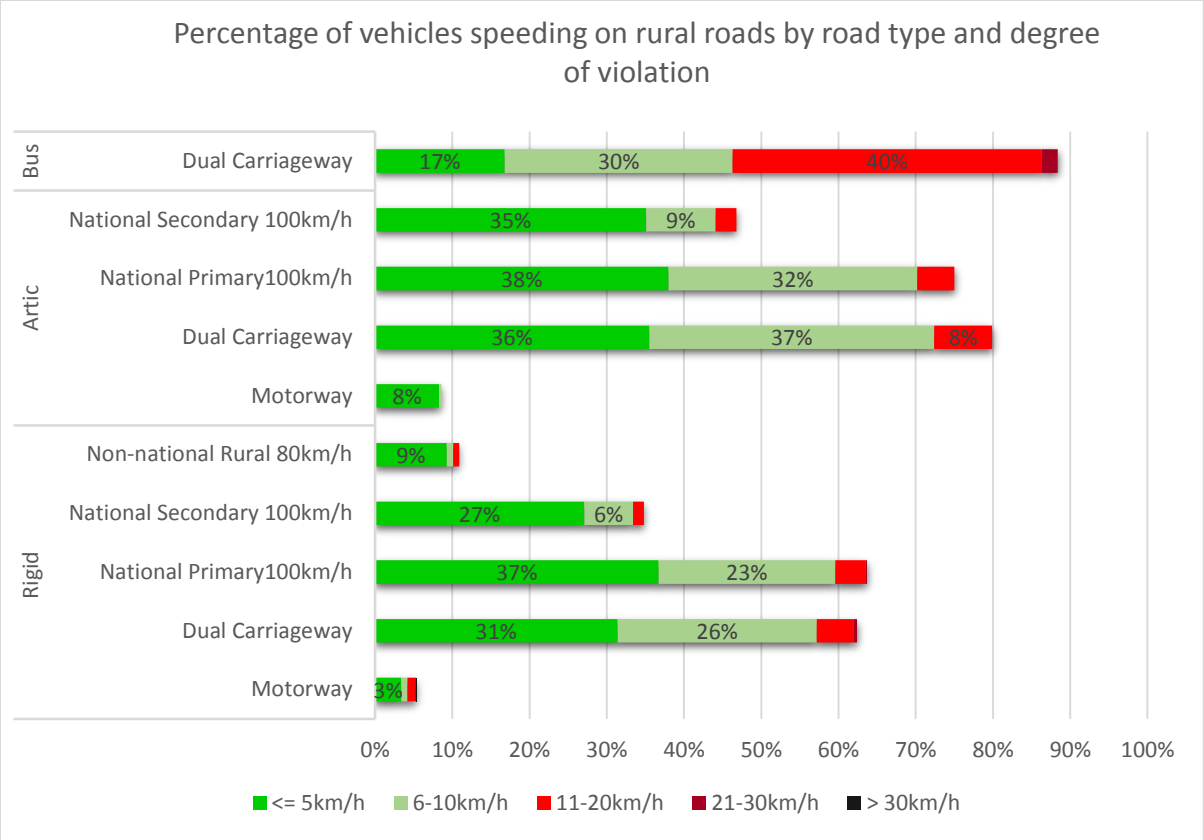
Only 20% of articulated trucks on Dual Carriageways travelled at or below the speed limit

WORST OFFENDERS

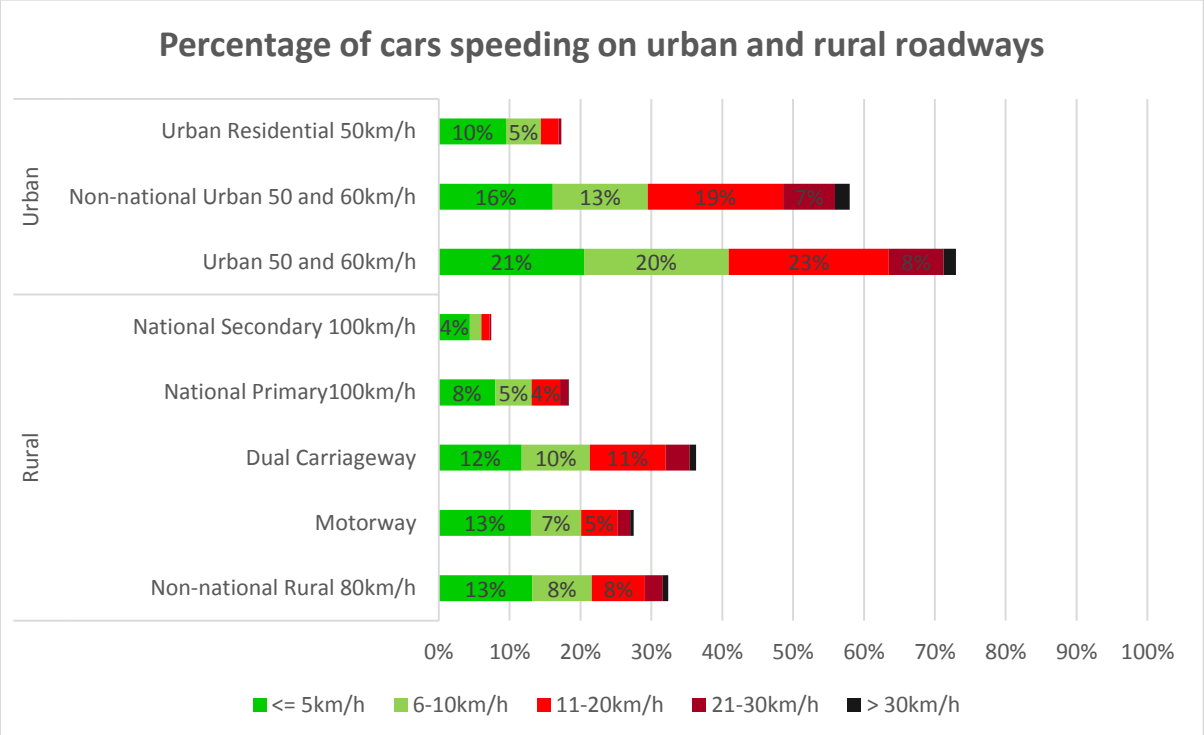
ONE DRIVER WAS TRAVELLING AT **142KM/H** ON AN 80KM/H RURAL ROAD, WHICH IS 1.8 TIMES OVER THE SPEED LIMIT

42 CARS WERE DRIVING OVER 120KM/H ON DUAL CARRIAGEWAYS WITH THE HIGHEST SPEED RECORDED AT **143KM/H**

9 CARS WERE DRIVING OVER 150KM/H ON MOTORWAYS WITH THE HIGHEST SPEED RECORDED AT **163KM/H**



Buses on dual carriageways exceeded the speed limit by the greatest margin, with 4 in 10 travelling at 11-20km/h over the limit. Of the 82 cars surveyed in an urban residential 30km/h area only half (51%) travelled at or below the speed limit



Who's up and who's down: Speeding by cars

Historic speeding rates for vehicles and road types can be found in the tables in appendix 2 and 3. In particular speeding by cars on urban roads has increased by 2% on each of urban arterial (50 and 60km/h) and urban residential (50 km/h) roads between 2013 and 2014. There was also a 7% increase on local 50km/h roads and an increase of 15% on local 60km/h roads. Over the same period speeding has decreased on national urban 50km/h roads by 6% and on national urban 60km/h roads by 15%, and regional 50 km/h roads by 7%.

Rural motorway, dual carriageway, and regional 80km/h roads had an increase in speeding of 7%, 8%, and 9% respectively, between 2013 and 2014. There was a decrease in rural primary and secondary road speeding by cars of 1% on each road type.

ROADWORKS

ONE SITE SURVEYED WAS IN AN AREA WITH LONG TERM ROAD WORKS AND A TEMPORARY SPEED LIMIT OF 60KM/H. OF THE 216 VEHICLES SURVEYED PASSING THIS SITE, 98% WERE TRAVELLING ABOVE THE TEMPORARY SPEED LIMIT. THIS SITE WAS NOT INCLUDED IN THE OVERALL ANALYSIS.

Summary & Recommendations

The Government Road Safety Strategy 2013 – 2020 sets ambitious targets for speed compliance: '*A target of 100% compliance has been set and whilst it is acknowledged it may be difficult to achieve, it is a necessary requirement to support the primary targets of fatality and serious injury reduction in this Strategy*'.

Based on the results from the 2014 Free-Speed survey, speeding is an issue on all road types, in all speed limit areas, and across all vehicle types.

However, there are certain areas that are a particular cause for concern. That is

- Car drivers in urban 50km/h and 60km/h areas and
- Larger vehicles (trucks and buses) on rural 100km/h roads

In the event of a collision in these situations, it is other road users (pedestrians, cyclists, motorcyclists, and other drivers) who are at greatest risk of injury or death.

There is a need for continued education of drivers and future drivers about the dangers of speeding in general. While education is one aspect of the drive to reduce speeding to appropriate levels, enforcement continues to play a vital role through the use of the safety camera system.

Within the **Road Safety Strategy 2013 – 2020** there are a number of actions that pertain to the improvement of speed compliance in Ireland, and work is underway in these areas:

Actions 1&4: These relate to the implementation of public education/awareness campaigns which target the main causal factors for collisions, including speeding, and the improvement of road users' understanding of how and why speed limits are set (RSA).

Action 90/ Action 16 of the Speed Limit Review Report: This relates to researching Intelligent Speed Adaption systems, based on trials and pilot studies (DTTAS/RSA)

Action 72: This relates to the continuation of the outsourcing of the operation of safety cameras (An Garda Síochána)

Action 91: Relates to legislating for, subject to legal advice, and implement the use of average speed cameras at appropriate locations (DTTAS)

Action 114: Relates to the conduct of annual surveys of drivers free speed (RSA)

In relation to Actions 1&4, communications campaign development should take into account the following:

- Speeding in urban areas places vulnerable road users at greater risk of injury or death;
- Speeding in rural areas puts everyone involved in the collision at greater risk of injury or death because of the higher speeds experienced.

The European Transport Safety Council (ETSC) has also made a number of recommendations to Member States about speed management, many of which are integrated into the current Road Safety Strategy. These include:

- **Enforcement:** safety cameras should be introduced, and time-over-distance cameras should be considered
- **Penalty points** for speeding should be implemented, and there should be increases in points in line with the degree of speed violation
- **Intelligent Speed Adaption**: member states are encouraged to roll out ISA nationally, and develop digital maps of speed limits
- **30km/h limits in residential areas** should be introduced, also in areas with a high volume of vulnerable road users
- There should be a maximum **50km/h speed limit** in urban areas

Note that the Department of Transport, Tourism and Sport, in conjunction with Local Authorities, are pursuing piloting 30km/h speed limits in certain residential areas for 2014/2015.

Appendix 1

Detailed Tables - Free-speed by Road Type 2014

Cars / *Road Type – km/h*	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
					50th	85th
Urban National - 30	280	280	100.0	55	55	63
Urban National - 50	700	534	76.3	58	57	68
Urban National - 60	420	191	45.5	61	59	69
Urban Arterial - 50	980	817	83.4	59	58	68
Urban Arterial - 60	979	680	69.5	66	65	76
Residential - 30	82	40	48.8	30	30	34
Residential - 50	1338	231	17.3	42	41	51
Motorways - 120	1680	462	27.5	115	115	125
Dual Carriageways - 100	980	356	36.3	99	97	111
National Primary Road - 100	1398	257	18.4	92	92	102
National Secondary Road - 100	1400	105	7.5	85	84	95
Regional Roads - 50	280	146	52.1	52	51	62
Regional Roads - 80	616	275	44.6	79	79	92
Local Roads - 50	140	128	91.4	66	66	77
Local Roads - 60	140	51	36.4	59	58	67
Local Roads - 80	688	146	21.2	68	69	84
Motorway - 60 (road works)	140	137	97.9	90	89	105

Articulated Trucks / *Road Type – km/h*	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
					50th	85th
Urban National - 30	39	39	100.0	54	53	63
Urban National - 50	121	76	62.8	53	53	60
Urban National - 60	78	24	30.8	57	58	64
Motorways – 120	373	32	8.6	86	87	90
Dual Carriageways – 100	214	171	79.9	84	85	89
National Primary Road – 100	292	219	75.0	83	84	88
National Secondary Road – 100	111	52	46.8	78	79	85
Regional Roads – 50	10	0	0.0	39	39	43
Regional Roads – 80	51	15	29.4	74	77	84
Local Roads – 50	3	3	100.0	62	63	
Local Roads – 60	5	0	0.0	54	55	
Local Roads – 80	30	1	3.3	60	64	74
Motorway - 60 (road works)	30	30	100.0	83	85	89

Rigid Trucks	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
Road Type – km/h					50th	85th
Urban National - 30	52	52	100.0	50	50	56
Urban National - 50	188	106	56.4	52	52	60
Urban National - 60	101	26	25.7	56	56	64
Motorways – 120	766	42	5.5	85	85	89
Dual Carriageways – 100	503	314	62.4	82	83	88
National Primary Road – 100	414	264	63.8	81	83	87
National Secondary Road – 100	221	77	34.8	76	77	84
Regional Roads – 50	22	3	13.6	46	47	51
Regional Roads – 80	69	12	17.4	71	72	81
Local Roads – 50	6	5	83.3	63	65	73
Local Roads – 60	28	4	14.3	54	54	61
Local Roads – 80	60	2	3.3	58	61	71
Motorway - 60 (road works)	34	33	97.1	81	82	89

Single Decker Buses	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
Road Type – km/h					50th	85th
Urban National - 50	28	17	60.7	52	52	58
Urban National - 60	35	12	34.3	58	58	64
Motorways – 120	118	4	3.4	93	95	98
Dual Carriageways – 100	95	84	88.4	89	89	96
National Primary Road – 100	52	36	69.2	85	85	93
National Secondary Road – 100	45	13	28.9	76	76	85
Regional Roads – 50km/h	6	0	0.0	40	40	42
Regional Roads – 80km/h	11	3	27.3	74	74	82
Local Roads – 60	2	0	0.0	45	45	
Local Roads – 80	11	3	27.3	70	72	82
Motorway - 60 (road works)	6	6	100.0	87	86	98

Appendix 2

Percentage speeding (Urban) 1999 to 2014

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Urban Arterial – 50 km/h												
Car	99	99	86	91	86	40	70	68	77	74	81	83
Articulated	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-
S.D. Buses	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Urban Arterial – 60 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	67	82	75	80	89	32	67	67	72	62	68	70
Articulated	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-
S.D. Buses	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Urban National – 50 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	94	97	98	89	82	86	78	83	82	85	82	76
Articulated	89	92	92	89	69	74	68	77	64	78	77	63
Rigid	85	85	96	80	77	72	64	73	64	76	73	56
S.D. Buses	-	-	-	79	74	80	-	-	-	89	77	61*
Motor Cycle	-	-	-	-	88	-	-	-	-	-	100	75*
Urban National – 60 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	-	-	-	-	-	-	-	-	-	-	61	46
Articulated	-	-	-	-	-	-	-	-	-	-	29	31*
Rigid	-	-	-	-	-	-	-	-	-	-	32	26
S.D. Buses	-	-	-	-	-	-	-	-	-	-	22	34*
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential – 30 km/h												

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	-	-	-	-	-	-	-	-	-	-	57	49*
Articulated	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-
S.D. Buses	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential – 50 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	68	61	36	20	45	23	4	4	9	10	15	17
Articulated	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-
S.D. Buses	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Regional Roads – 50 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	-	-	-	-	-	-	-	-	-	-	59	52
Articulated	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	19	14*
S.D. Buses	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Local Roads – 50 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	-	-	-	-	-	-	-	-	-	-	84	91
Articulated	-	-	-	-	-	-	-	-	-	-	-	100*
Rigid	-	-	-	-	-	-	-	-	-	-	95	83*
S.D. Buses	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Local Roads – 60 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	-	-	-	-	-	-	-	-	-	-	21	36
Articulated	-	-	-	-	-	-	-	-	-	-	-	-

Rigid	-	-	-	-	-	-	-	-	-	-	0	14*
S.D. Buses	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-

*Small sample size; S.D. Buses = Single Decker Buses

Appendix 3

Percentage Speeding (Rural) 1999 to 2014

Motorway – 120 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	29	24	23	15	20	14	15	18	16	15	21	28
Articulated	81	81	85	94	89	86	91	77	86	85	81	9^
Rigid	74	82	83	88	85	70	83	72	84	78	77	6^
S.D. Buses	-	-	-	100	0	70	87	85	95	94	96	3
Motor Cycle	-	-	-	-	-	-	-	-	-	-	9	7*
Dual Carriageway – 100 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	52	43	29	28	30	24	40	35	31	40	28	36
Articulated	78	70	60	87	69	54	63	69	75	74	76	80
Rigid	65	67	55	78	68	48	59	61	59	69	70	62
S.D. Buses	-	-	-	77	63	77	59	82	76	88	78	88*
Motor Cycle	-	-	-	-	-	-	-	-	-	-	18	20*
National Primary Road – 100 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	51	44	30	23	27	20	19	23	15	16	19	18
Articulated	75	74	73	83	87	64	70	67	65	70	71	75
Rigid	66	61	72	76	76	48	57	57	52	53	60	64
S.D. Buses	-	-	-	76	78	71	60	78	44	49	59	69*
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	50*
National Secondary Road – 100 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	18	16	14	9	13	4	10	8	6	6	9	8
Articulated	19	37	34	48	58	25	49	41	31	32	37	47
Rigid	27	29	46	30	41	13	28	33	25	21	27	35

S.D. Buses	-	-	-	38	20	16	19	26	15	10	24	29*
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	67*
Regional Roads – 80 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	-	10	8	63	16	34	34	41	33	34	36	45
Articulated	-	39	17	45	9	30	21	26	8	2	0	29*
Rigid	-	42	22	45	22	22	14	21	6	10	6	17*
S.D. Buses	-	-	-	9	0	16	0	-	0	15	-	27*
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-
Local Roads – 80 km/h												
Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014
Car	-	7	10	37	22	30	21	15	15	13	17	
Articulated	-	-	-	-	-	10	5	2	0	0	0	
Rigid	-	-	-	-	-	17	10	3	3	1	3	
S.D. Buses	-	-	-	-	-	-	5	-	0	0	-	
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-

*Small sample size; S.D. Buses = Single Decker Buses; ^ please see page 14 for methodological note

Appendix 4

Breakdown of sites by road type and speed limit, 2014

Road Type	Speed Limit km/h	Number of Sites	Number of Observations*
Urban Sites			
Urban national	30	2	372
Urban national	50	5	1041
Urban national	60	3	645
Arterial	50	7	980
Arterial	60	7	979
Residential	30	1	82
Residential	50	10	1338
Regional	50	2	319
Local	50	1	149
Local	60	1	175
Rural Sites	Total	39	6080
Motorway	120	12	2972
Dual Carriageway	100	7	1802
National Primary	100	10	2169
National Secondary	100	10	1783
Regional	80	5	747
Local	80	7	790
	Total	51	10263

*All vehicles

Note:
One rural site had a temporary speed limit in place and this site was excluded from the overall analysis.
It should be noted that in 2014, speed limits were reclassified on some of the survey sites.

Appendix 5

Survey Details

The same sites were chosen as in previous surveys, where the sites were chosen according to the following criteria:

- Long, straight sections of roadway;
- Carriageway of at least seven metres (except for urban residential);
- Sites where speed is relatively unaffected by geometry, traffic, traffic lights, traffic calming measures, junctions, road works or parking;
- Sites where it is feasible to drive faster than the speed limit.

Methodology

Nationwide Data Collection (NDC) on behalf of the Road Safety Authority carried out national surveys in relation to traffic speeds in 2014. 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.

The methodology developed for and used by the Road Safety Authority in all previous surveys is applied to this survey. Speed surveys are conducted annually at randomly selected sites on the Irish road network to provide an estimate of the speed at which drivers choose to travel. The target population is the entire Irish road network. There were 52 rural road sites and 39 urban road sites surveyed.

On urban arterial roads, speeds were measured between 5.30am and 7.30am. However, in some locations in Dublin, few readings of vehicles were taken after 7.00am, as the traffic conditions could not be described as free-flowing. The speed measurements on residential roads were carried out in normal daylight hours (typically between 8.30am and 5.30pm). For national roads, the speeds of cars, rigid and articulated vehicles were recorded separately.

All surveys were carried out in dry conditions. Speed was measured with calibrated radar meters. Surveyors were instructed to choose vehicles in a random manner to avoid bias. Where a cluster of vehicles arrived together, the speed of the first vehicle only was taken. Every effort was made for surveyors to be as inconspicuous as possible. Surveyors had set targets for vehicle classes. They were instructed to continue surveying until either

a. these targets were reached or
b. for a maximum of 2.5 hours, whichever occurred earlier

Due to low sample sizes, no figures are provided for double decker buses and caution should be taken in the interpretation of results provided for single decker buses, as they are based on very limited sample sizes.

Legal speed limits by vehicle type

Type of Vehicle	Built up Areas	Regional or Local Roads	Ordinary Speed limit on National Roads (Primary or Secondary)	Ordinary Speed limit on a Dual Carriageway	Ordinary Speed limit on a Motorway
Car or Motorcycle	50 km/h	80 km/h	100Km/h	100 km/h	120 km/h
Bus	50 km/h	80 km/h	80 km/h	80 km/h	100 km/h
Bus (designed to carry standing passengers)	50 km/h	65 km/h	65 km/h	65 km/h	65 km/h
Truck	50 km/h	80 km/h	80 km/h	80 km/h	90 km/h

Some drivers must obey speed limits for the particular vehicles they drive. If vehicle and road speeds are different, the driver must obey the lower of the two.

Methodological note: There was change in speed limits for vehicles with a design gross weight of more than 3,500kg on motorways from 80km/h to 90km/h. This change has resulted in a large drop in the numbers of rigid and articulated vehicles recorded as speeding on motorways and should be taken into account when quoting the historic figures.

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
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo
locall: 1890 50 60 80 fax: (096) 25 252 email: info@rsa.ie website: www.rsa.ie