



**Public consultation on
the development of the
Government Road Safety
Strategy 2021-2030**

Response Document

Introduction

The Road Safety Authority¹ (after this called 'we'), is currently working with stakeholders and key agencies to develop the government's next Road Safety Strategy for the years 2021–2030. We wish to hear the views of the public and a wide range of interested groups.

We ask you to complete this consultation questionnaire and return it by email to info@rsa.ie by 18 November 2020. Please put 'Public consultation on government's Road Safety Strategy 2021-2030' in the subject field of your email.

When you are completing the questionnaire, please give specific proposals. Also, please provide the evidence for your views, including references if possible.

We are expecting a large amount of responses, so we ask you to be as concise as possible in your answers.

Please be aware that your responses may be subject to the provisions of the Freedom of Information Act 2014 (FOI).

Please also be aware that an independent third party, Indecon Economic Consultants, will analyse your responses for us.

For more information on this consultation, please refer to the background information document published on the relevant consultation page: <https://www.rsa.ie/en/RSA/Road-Safety/Our-Research/Road-Safety-Strategy-2021-2030/>

¹ Further information about the Road Safety Authority is available on the RSA webpage www.rsa.ie

Consultation questionnaire

About You

In order to understand the profile of those responding to the consultation, we would be grateful if you could answer a few short questions about you.

Please confirm that you are 18 or older:

	Please place an X where relevant
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Note that you must be aged 18 or over to respond to this consultation.

Please select your age category from the list below:

	Please place an X where relevant
18-24	<input type="checkbox"/>
25-34	<input type="checkbox"/>
35-44	<input type="checkbox"/>
45-54	<input type="checkbox"/>
55-64	<input type="checkbox"/>
65+	<input type="checkbox"/>
Prefer not to say	<input checked="" type="checkbox"/>

How would you describe your gender?

	Please place an X where relevant
Male	<input type="checkbox"/>
Female	<input type="checkbox"/>
Other	Please specify: _____
Prefer not to say	<input checked="" type="checkbox"/>

Please identify in what capacity you are completing this questionnaire:

	Please place an X where relevant
Private individual	<input type="checkbox"/>
On behalf of an organisation	<input checked="" type="checkbox"/>

If you are completing this survey on behalf of an organisation, please provide the name of your organisation:

Chartered Institute of Logistics and Transport (CILT) Ireland

Thinking about your travel patterns over the last 6 months, which ONE of these methods of transport have you used most often? **(Tick one box only)**

	Please place an X where relevant
Bus – as driver	<input type="checkbox"/>
Bus – as passenger	<input type="checkbox"/>
Car / Van – as driver	<input type="checkbox"/>
Car / Van – as passenger	<input type="checkbox"/>
Taxi / Hackney – as driver	<input type="checkbox"/>
Taxi / Hackney – as passenger	<input type="checkbox"/>
Luas	<input type="checkbox"/>
Train / DART	<input type="checkbox"/>
Motorbike / Scooter / Moped	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Walking	<input type="checkbox"/>
Other mode	<input type="checkbox"/>
None of these	<input checked="" type="checkbox"/>

And again, thinking about your travel patterns over the last 6 months, which of these methods of transport was your second most frequently used mode of transport? **(Tick one box only)**

	Please place an X where relevant
Bus – as driver	<input type="checkbox"/>
Bus – as passenger	<input type="checkbox"/>
Car / Van – as driver	<input type="checkbox"/>
Car / Van – as passenger	<input type="checkbox"/>
Taxi / Hackney – as driver	<input type="checkbox"/>
Taxi / Hackney – as passenger	<input type="checkbox"/>
Luas	<input type="checkbox"/>
Train / DART	<input type="checkbox"/>
Motorbike / Scooter / Moped	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Walking	<input type="checkbox"/>
Other mode	<input type="checkbox"/>
None of these	<input checked="" type="checkbox"/>

Q1**What, in your opinion should Ireland's road safety priorities be for the next 10 years?**

We complement the RSA on their achievements to date and suggest that the RSA continue with their good work and initiatives in reducing the number of both fatal and serious accidents. Naturally, much of the public focus has been on fatal accidents. Serious accidents can also have profound consequences for those involved along with consequential economic costs. The economic impact/damage to those involved in serious road accidents could be given a priority (More than drivers involved).

Road safety in urban areas could be a strong focus for Ireland in the next 10 years. This also includes freight transport in urban areas, as urban logistics operations could have great impact on vulnerable road users. Safety standards should be developed for the logistics and construction sectors through the HGV safety standard permit into the city (London as an example, see details in Question 4).

Create clear safety regulations for electric scooters and e-bikes. As currently, electric scooters remain illegal in Ireland. (In 2019, the RSA investigates how personal electric vehicles would impact road users.)

Infrastructure improvements for PSV & HGV, development of segregated bus lanes and cycle paths similar to the Netherlands.

Q2

Thinking about the priorities you have mentioned, how do you think these should be addressed?

We list the priorities as follows:

- Continue to follow up on the recommendations from serious accident investigations;
- Enhance HGV safety standards in urban areas. One of the winners of CILT students awards related to the development of technology to reduce/eliminate the dangers of blind spots in trucks;
- Create clear safety regulations for electric scooters and e-bikes, such as minimum age, training, and insurance;
- Consider mandatory training of cyclists and a minimum standard for 16+ age group. Also this should be considered with the sale of any bicycle electric or pedal. Training of all school age children on safe cycling and responsible road use/safety from a young age. (this could include all aspects of Road Safety not just cycling).
- Enhance the education and training of drivers, transport managers, etc. (i.e. CPC, CPD training). Also courses for cyclists, secondary school students, etc.
- Continue with public awareness and communication campaigns, including those focus on specific segments for the transport industry and public regarding road safety.

Q3

Do you have any comments on any aspect of the current Government Road Safety Strategy 2013-2020 that we should consider in planning for the next Government Road Safety Strategy?

Many of the initiatives undertaken by RSA should be continued as they have proved effective.

RSA should address the remaining outstanding issues addressed in the mid-term report on the present Road Safety Strategy.

Q4

What can we learn from others? i.e. are there any examples of policies or approaches taken internationally which you feel should be considered for Ireland's next Government Road Safety Strategy?

We suggest the best practice from Netherlands approach and London's practice as follows:

First, for cyclist behavioural issues in the area of road sharing and their own safety, RSA could consider how the success in the Netherlands approach to road safety would fit in Ireland.

Second, for the freight transport safety in urban areas, a good example is London. London has safety standards that targeted the logistics and construction sectors through the HGV Safety Standard Permit Scheme. From 2020, a safety permit to enter or operate in the city is mandatory for heavy goods vehicles of more than 12 tonnes. The permit classifies the safety of an HGV based on how much the driver can see through their windows. Additional vehicle safety technologies will be required from 2024. London also adopted the Fleet Operator Recognition Scheme (FORS) accreditation for all heavy vehicles contracted in public procurements. FORS is a voluntary accreditation scheme that promotes best practices for commercial vehicles. By 2024, all operators must be certified by the higher FORS accreditation, which includes vehicle safety equipment. TfL is also investing in the training of drivers and in communication campaigns for the industry. (Source: OECD/ITF, 2020, <https://www.itf-oecd.org/sites/default/files/docs/best-practice-urban-road-safety.pdf>)

London also has huge investment in Transport related issues and infrastructure investments and enforcement.

Q5

Finally, please provide any other comments which you feel may be of relevance to the development of the Government Road Safety Strategy 2021-2030.

Chartered Institute of Logistics and Transport (CILT) as the professional body for logistics and transport and the examining body on behalf of the Department of Transport and the HSA for TMCP, ADR and DGSA exams is very supportive of the work being done by the RSA and will continue to assist the strengthening of safety practices through its education programmes and its communications to its members and industry.

The good work of the RSA regarding the reduction of road deaths should be recognised as the standards and interventions made so far have made a huge difference.

We would suggest without apportioning blame that Road Death figures should be categorised into subgroups as follows:

- Persons killed when driving over the limit should be included defining each vehicle category.
- Pedestrians killed when over the limit.
- Persons killed due to non-seatbelt wearing, this should also include the people another individual killed because of the non-wearing of a seatbelt.
- Vehicles found to be in a non-roadworthy condition that was a factor in the accident should be highlighted.

The suggestions above need to be considered for a public awareness campaign.

Thank you for taking the time
to complete this questionnaire.
Please return this document
to info@rsa.ie before the
18 November 2020.

Údaras Um Shábháilteacht Ar Bhóithre
Road Safety Authority

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