PART I

Summary
The ambition of the Road Safety Authority is to be recognised as the leading voice for road safety nationally and internationally, driving change in attitudes and behaviours in road users and collaborating with key stakeholders to save lives.

The aim of the Authority is to save lives and prevent injuries by reducing the number and severity of collisions on our roads.

The Road Safety Authority is tasked with overseeing and reporting on the implementation of the current Government Road Safety Strategy 2013 to 2020. The strategy contains 144 Actions and to a much greater degree than any previous strategy focuses upon serious injuries. It sets out clear and ambitious targets of reducing serious injury on our roads as well as new targets for reducing fatalities (a reduction of fatalities to 25 per million or less by 2020, 124 per annum, a reduction of serious injuries to 330 or 61 per million population).

The strategy aligns itself to the targets set out by the EU Commission to cut deaths and injuries by half in the next decade. The programme sets out a number of initiatives at European and National level focusing on and improving vehicle safety, safety of infrastructure and road users’ behaviour.

In order to achieve its stated aims, vision and targets as set out in the Government Road Safety Strategy the RSA requires the support of DTTAS. In particular the RSA requires:

• Continued government support and Ministerial Committee oversight of the Road Safety Strategy.
• Adequate Garda resources and enforcement with an Assistant Commissioner having specific responsibility for road safety
• Expansion of the FCCPS and penalty points system.
• Access to data in particular serious injury data from hospitals and the ability to have an unique identifier.
• The long term aim will be to link data from An Garda Síochána to the HIPE data to correct for any under reporting of serious injury.
• The development of a national trauma register and a health and safety register for deaths and injuries should be a priority.
• Enabling the RSA to have input into enhancements and technology changes that will impact on the National Vehicle and Driver File e.g. Master Licence Record (MLR),
• Assisting the Authority in evaluating potential measures to enhance our Graduated Driving Licence (GDL) system.
• Supporting the Authority to ensure it has a diverse, competent workforce with the desired skillset to meet its stated objectives and strategic propositions across all Departments in the RSA.
• Support and engagement from DTTAS in relation to the key Strategic Propositions outlined in the RSA Corporate Plan 2016 to 2020.
• Supporting the Authority in maintaining its Financial and Operating Model over the next five years primarily to be a self-financing entity.
• Empowering the Authority with the requisite powers and vires to fulfil its road safety mandate and the ability to make its own regulations.
• Maintenance of the governance and oversight structure currently in place with the Department through the monthly meeting structure and the continual engagement with key officials as well as continuance of the Annual Service Level Agreement that is currently in place.
• Proactively support role in the development of relationships and synergies between the Authority and other agencies of the Department including the DVCSD, the NTA, TII, and other agencies of the Department as well as State agencies involved in the Road Safety Strategy.
• Engage proactively on behalf of the Road Safety Authority with the Department of Finance and the Department of Public Expenditure & Reform in respect of compliance requirements and in respect of financial and human resource sanction to support the Authority’s requirements to adequately resource its functions to deliver its road safety mandate and its suite of public services.
• Ensuring appropriate membership of the Road Safety Authority Board so that there is proper oversight, governance and direction at board level for the Authority. A formalised engagement between the Minister of the Department and the Board of the Authority.
• Support the Road Safety Authority in maintaining its staff pension obligations and liabilities on the books of the Department of Finance and that all lump sum and annuity payments that fall due are funded centrally by the Department of Finance on a pay as you go basis. This is in respect of the three pension schemes that the Authority’s staff are members of at present.
PART II

The number of road fatalities and serious injuries has decreased substantially in Ireland over the last forty years. In 1972, Ireland reached its highest rate of fatalities when 640 people lost their lives. In 2015 Ireland recorded 166 deaths or 36 deaths per million population. This represents an improvement of 23% from the 47 deaths per million inhabitants in 2010 and is also the second lowest number of road fatalities since records began. Ireland has been performing well at an EU level ranking 5th in 2015 among the EU28 countries in terms of the number of fatalities per million. The number of serious injuries recorded has also seen a significant decline from 4072 in 1978 to 508 in 2013, representing an 88% improvement. However, there is still much work to be done to reach targets set for both fatalities and serious injuries in the Government Road Safety Strategy.

Education / Research / Evaluation/ Driver Education

The philosophy of the RSA towards road safety education is to empower local communities and involve the public in becoming advocates in promoting the road safety message and maintaining the cultural shift towards safe driving practice and road use. Road safety educational resources continue to be rolled out through a train the trainer approach which sustains these communities in embracing the road safety message and encourages trainers to enlist others thus delivering a cumulative and self-sustaining training programme. This approach protects the investment made in road safety and ensures active participation and collaboration between the Road Safety Authority and the public. This approach is further enhanced by the National Road Safety Education Service who are complemented by Local Authority Road Safety Officers countrywide. The RSA continues to strongly advocate that all RSA road safety educational resources (which have been developed in conjunction with the key agencies) for primary and secondary schools be a mandatory part of the school’s curriculum.

Awareness

Every road user is in danger due to high-risk behaviour on the roads from drunk-drivers, speeders, fatigue, distracted driving, careless inattention, drug-drivers and other illegal behaviour. Therefore continuous awareness interventions are needed to remind road users of their vulnerability. This is consistent with the policy of the European Commission,

“Studies and research on this subject have shown that, to achieve a significant improvement in compliance with the rules by road users, an overall approach is needed which combines police checks with education and awareness campaigns for users.”

This is also reflected in Action 1 of the Government’s Road Safety Strategy 2013 to 2020 which mandates the RSA to “Implement public education/awareness campaigns which target the main causal factors for collisions, deaths and serious injuries for all road users but in particular the high risk groups.” This activity is also in turn integrated with the policing plans of An Garda Síochána and other international enforcement agencies.

Consistently, 90% or more of adults say they are aware of and are influenced by road safety advertising (the industry TV norm is 46%). When asked about the most influential factors in saving lives on Ireland’s roads, road safety advertising is continuously regarded as the most influential ahead of Gardaí
enforcement, penalties imposed by courts, new road traffic laws, road engineering, news coverage, car design and features and education in schools.

**International Best Practice / Collision Database**

The Road Safety Authority is responsible under legislation for the maintenance of the national road traffic collision database: Road Incident Statistic Capture (RISC). This involves the collection, collation, analysis and dissemination of data pertaining to road collisions in the state. The publication of the Road Collision Fact Book is the main focus of the dissemination process although many other reports on the data base are produced. Currently, the TII and the LGMA receive spreadsheets and data tables containing the validated data to enable their service planning. It is necessary to investigate all sources of information on road traffic collisions. These include data contained in hospitals, both the HIPE (Hospital In-Patient Enquiry Scheme) and data contained in Emergency Departments. It is important that road collision data should also be included in macro-databases. The development of a national trauma register and a health and safety register for deaths and injuries should be a priority. Best international practice should be followed in line with standards set by the EU Commission, in the form of the CARE European Road Accident database, and the OECD as member of the IRTAD Group (Traffic Safety Data and Analysis Group).

The EU have proposed the adoption of a Maximum Abbreviated Injury Scale (MAIS) as a common medical definition and metric to be used to report on serious injuries in RTCs. The EU, through the CARE expert group, have provided countries with a system of translating the data. To comply with the EU requests for serious injury figures using a medical definition, Ireland and its fellow EU countries are using figures derived from hospital data. The long term aim will be to link data from An Garda Síochána to the HIPE data to correct for any under reporting of serious injury.

**Collision Causation Factors**

The Road Safety Authority continues to research the many causation factors of road traffic collisions. Annual surveys on free speed, seatbelt and mobile phone use, helmet and high viz wearing, use of fog lights and defective lights and cyclist compliance with the rules of the road continue each year. An annual survey is undertaken on driver attitudes and behaviours with the continuation of a core set of questions each year and inclusion of new questions based on current trends and policy to gain better insight on how our drivers behave on the road. Work on researching alcohol/drug related driving is ongoing. A series of reports have been released examining the pre-crash behaviour of drivers, pedestrians, motorcyclists and cyclists involved in a fatal collision over a five year period. This has given in-depth information on the use of alcohol and drugs, the level of speeding, the indication of distraction from mobile phone use, passengers and other in vehicle or outside vehicle distractions and dangerous road use behaviour such as road racing and performing of tricks. It is anticipated this study will continue with AGS to provide the most up to date information available. Data collection on the use of alcohol and drugs based on the Coroners Court findings has been completed for 2013 and is currently underway for deaths in 2014. This project will continue. Each year a more detailed investigation into specific road user groups and high risk behaviours is integrated into the service planning. A road user data base is being developed to understand the human factors that increase the exposure risk of collision involvement. The Road Safety Authority, as members of Forum of European Road Safety Research Institutes (FERSI) and the European Transport Safety Council (ETSC), continues to exchange information and best research practices internationally.
Driver Education

The introduction of Ireland’s graduated Driver Licensing system saw mandatory training being introduced for both learner car drivers and motorcyclists. Both programs were introduced following a study of the effectiveness of the measures internationally. What emerged were training programs aimed at targeting specific high risk areas of driving and which help to maximise the safety of our inexperienced drivers.

These interventions are now well established and have been running for more than 5 years. Whilst we have evidence of improvements of driving standards at the driving test stage the Road Safety Authority aims to review both programs within the lifetime of this strategy to evaluate their effectiveness, particularly with the programs ability to positively influence long term behaviour. In addition we will adapt each training program to reflect changes in technology and learning styles.

Driver Certificate of Professional Competence (CPC) which was introduced Europe wide requires all new professional bus a truck drivers to obtain an initial 5 year certificate of competence and then to maintain their entitlement by completing a minimum of 35 hours of periodic refresher training. The aims of the program is to ensure all professional drivers have good driving and safety standards, that those standards are maintained throughout their career. It aims to create a common standard for the training and testing of drivers throughout the EU reduce fatalities and serious injuries on Irish roads whilst also promoting the rational use of fuel. The training provided under the Driver CPC is managed by RSA and the individual modules are updated to reflect changing technologies, new or changed regulations and vehicle design. The Road Safety Authority seeks its parent Department support with the introduction of enhanced legislation requirements that would improve the governance of CPC.

Vulnerable Road Users

Of note the road transport environment has changed considerably since Ireland’s first road safety strategy in 1998. The drive towards sustainable transport requires a modal shift from the motor car to other forms of transport. This shift has extensive repercussions for all road users but particularly for those categorised as “vulnerable” – the cyclist, the pedestrian and the motorcyclist. The move to increase the use of public transport will also result in reduced exposure risk for road users. Ireland commitment to reduced emissions will also be another focus for change, as many of the interventions to reduce these emissions have the same outcome as many road safety interventions, reducing speeds, eco-driving, smarter vehicles (including electric), etc. It is important therefore that there is a provision for a safe and efficient environment network taking into account maintenance, management and the provision of new infrastructure measures for vulnerable road users. The Road Safety Authority also strongly supports the concept of mobility management particularly car sharing, car-pooling and flexible workplace and work planning as they should assist in reducing exposure rates of vehicles and have a positive effect upon road safety.

Vulnerable road users comprise pedestrians, cyclists and motorbikes. It is in fact clear that, whereas non-motorised users are, with almost no exception, always the weak party in a collision, motorised vehicles (including motorbikes) generally create a greater risk in traffic than the non-motorised ones.

Vulnerable road users (pedestrians and cyclists in particular) trips are concentrated in the urban environment, an environment in which there are a lot of interfaces between vulnerable road users and other users. In order to reduce their casualties it is important that road conditions in urban areas are made particularly safe for vulnerable road users. The segregation of vulnerable road users may be the solution in
some instances, traffic restraint and speed reduction in others. A combination of measures will usually deliver the most effective results.

Pedestrian and cycle facilities will be most successful where they form a coherent network, place an emphasis on safety, directly serve the main areas where people wish to travel, provide priority over vehicular traffic at junctions, when safe, are free from obstructions and have adequate public lighting and are maintained. Consideration should also be given to the provision of secure parking, changing and showering facilities for cyclists.

**Engineering / Enforcement**

**Maintenance of existing roads**

Road users must be provided with an environment that allows them to use the network safely and with an expectation that they will not be injured or killed. These roads need to be maintained and kept in such a condition, including; signage, lighting, hedges, lineage etc, where appropriate.

It is an imperative that a full review of all speed limits throughout the country is completed in order to ensure that no speed limit permits driving at a speed which is inappropriate for that road, specifically too fast a speed for vehicular traffic using that road.

**Autonomous vehicles**

Automated driving technologies are already preventing collisions and deaths on our roads. Electronic Stability Control (ESC) is now mandatory on all new cars sold in Europe. Other technologies such as Automated Emergency Braking (AEB), Intelligent Speed Assistance (ISA) and lane-keeping systems are becoming increasingly commonplace. All these systems use technology to compensate, to some extent, for human error, taking some control away from the driver under certain circumstances.

We face a medium to long-term scenario where autonomous vehicles will interact with large numbers of non-automated vehicles and vulnerable road users. The human interaction with a driver will be absent. This will pose significant challenges in how we regulate, educate and protect Irish road users as well as ensuring autonomous systems are tested and approved to common standards.

**End of Life vehicles**

In the current economic climate we face challenges in ensuring that the road worthiness and quality of the National fleet does not deteriorate. In agreement with the RSA’s proposals for regulating written-off vehicles (as set out in a consultation document issued in December 2010) the Department of Environment, Community & Local Government (DECLG) considers an effective system to regulate written-off vehicles should contain provisions to ensure a written-off vehicle, or its components, are disposed of correctly and recorded as such. From a road safety perspective this part of the regulatory system would ensure that dangerously defective vehicles are never again returned to road use. From an environmental perspective such a consideration would ensure that the waste vehicle disposed of and processed correctly and in an environmentally acceptable manner.
Commercial vehicles and drivers
The road safety risk caused by fatigued commercial vehicle drivers and unroadworthy commercial vehicles remains a cause of concern to the RSA. The RSA strategy is to enforce the law effectively and in a proportionate manner and to prosecute operators and drivers where infringements which present a road safety hazard are identified. An increasingly risk based approach to enforcement is being taken. Operators and drivers who are identified as being persistent offenders are checked more frequently and more closely during premises and roadside checks.

The RSA is also supporting compliance by Irish Commercial Vehicle operators and drivers through education and awareness measures, enforcement directly by the RSA and through supporting An Garda Síochána.

While a number of steps have been taken in recent years, it is widely recognised that the key to minimising the road safety risk and ensuring compliant behaviour is effective implementation and enforcement of the law. It is also essential to ensuring fair competition in the sector. The RSA believes that there are a number of principles which must underpin an effective approach to enforcement of Road Traffic and Road Transport Offences.

- Immediacy of remedy (where appropriate to the nature of the offence);
- Escalating range of remedies available to enforcement officers; and
- Equality of remedy.

Proportionate and dissuasive penalties
In general, the RSA would also urge an increase in the level of Garda enforcement of road traffic legislation and in particular focusing on key behaviours that feature in death and injury collisions: (excessive speed, drug & drink driving, non-safety belt use, fatigue, distracted driving, illegal behavior by and towards cyclists and pedestrians, defective vehicles, learner drivers, commercial vehicle compliance).

RSA Transport Officers and An Garda Síochána currently have the power to prosecute road haulage and bus drivers and operators for a range of infringements under driver’s hours and social legislation and licencing relating to road transport activities. An Garda Síochána is solely responsible for enforcing commercial vehicle standards at the roadside. Currently penalties for non-compliance can only be enforced through the Courts system, this means that prosecutions are generally only taken against national operators as it is virtually impossible to pursue out of State operators through the Courts system.

In order to enhance the effectiveness of enforcement activities, the Road Traffic Act 2010 contains provisions for the introduction of a deposit system which will enable the introduction of a system of fixed penalties for non-compliances by commercial vehicles and their drivers at the roadside. The Act provides for a deposit in respect of certain offences where a driver cannot provide an address in the State. Thus it provides the basis for an effective, equitable and non-discriminatory enforcement approach which will support improved compliance and enable Ireland to comply with our EU obligations. A key consideration in the current economic climate must be the time-consuming and cost of taking prosecutions through the Courts involving a time-consuming and expensive process for the Exchequer, the Gardaí, RSA enforcement officers and indeed the drivers and operators of commercial vehicles. It is the view of the
RSA that the implementation of this system needs to be a priority in the coming years to improve compliance and the safety of our roads for all users.

**Safer Roads – the importance of deterrence and sanctions**

In the past number of years, huge progress has been made in the collective effort to make our roads safer. Yet we are again seeing road users prepared to take risks breaking the law, leading to more unnecessary tragic deaths and serious injuries. Enforcement has a key role to play and there has been a significant focus on this in recent months and the Minister and Department's role and support for An Síochána in this regard has been notable.

We recognise the importance of road users taking personal responsibility for their behaviour, however, unless there is effective deterrence and clear consequences for non-compliant behaviour, we are going to continue to find people who are willing to take risks. Effective and timely deterrence is critical. In some respects, Ireland’s penalties and sanctions regime lag behind those of other EU Member States. The Authority believes there is an opportunity to radically improve the current approach and make it more effective. A multifaceted approach encompassing alternative sanctions (which the Authority is looking at in general as well as in the commercial environment), graduated fines and penalties and some offences attracting higher monetary penalties should, in the Authority’s view, be explored. In addition, more effective use of interactions with the State to administer sanctions and penalties including offences such as motor tax, NCT, CRW being enforced without the need for intervention by the AGS e.g. through ANPR, community wardens would have the dual benefits of supporting compliance and freeing up Gardaí to focus their resources on other high risk behaviours such as driving with alcohol.

Reform in sanctions and deterrence would require the buy in of all State stakeholders (DTTAS, DJELR, DELG, AGS). It would also require a new legal basis. The Authority believes that DTTAS can have a key role in leading, supporting and promoting the development of a new approach to effective deterrence and sanctions involving all the key stakeholders and in delivering the necessary legislation. This would be a real catalyst for change in behaviour on our roads.

There is considerable duplication in effort and unnecessary time delays in the current system of drafting and presenting regulations for signature. There is scope for enabling the RSA to make certain regulations in its own right. Both primary and secondary legislation is required across a number of functional areas. In particular the power for RSA Transport Officers to issue fixed penalty notices across a range of offences, will not only improve compliance, but will also free up valuable resources currently bringing a number of routine offences to court.

The 1968 Road Traffic Act underpins legislation across a number of key operational areas. The Act requires amendments to be made which reflect the role of the authority in protecting young and vulnerable learner drivers.

**Disqualified Drivers**

The RSA is very concerned about the number of disqualified drivers who continue to driver on our roads. There are two circumstances in which a driver may be disqualified. Firstly, if they accumulate a specified number of penalty points. In the cases of most drivers, the penalty point limit is set at 12 or 7 for learner permit holders or novice drivers. Secondly, a driver may be disqualified following a conviction in the Courts.
In either case, disqualified drivers are required under legislation to surrender their licences to the National Driver Licence Service (NDLS).

When a driver is disqualified by virtue of accumulating penalty points, he or she is advised, by the National Vehicle and Driver File of the Department of Transport, Tourism and Sport of the disqualification and the requirement to surrender the licence to the NDLS. In the case of a disqualification in Court, the drivers’ details are forwarded by the Courts to the NDLS, who then advise the driver of the requirement to surrender the licence. We are aware that a number continue to drive during the period of disqualification and are extremely concerned about the potential consequences of this situation for safety on our roads. In light of (a) the reported high levels of drivers driving while disqualified and (b) the number of these drivers involved in fatal collisions, as recently demonstrated by the research carried out by the RSA over the period 2008 to 2012, the RSA feels compelled to make every effort to reduce, and ultimately eliminate, the incidence of illegal driving. The figures suggest that many lives will be saved if we are successful in this regard.

As with all matters associated with road traffic legislation, we have to depend on personal responsibility and societal responsibility to ensure safety on our roads. We, in the RSA, will try to make sure that the identity of drivers disqualified by the Court is as widely known as possible. We are pursuing the potential of publishing, on our website, the names of drivers who have been disqualified by the Courts. There is precedent for this sort of approach in that the NTA publish details of taxi driver disqualifications and the Director of Corporate Enforcement provides outcomes of Court cases in which it has been involved.

We seek the support from the Department of Transport, Tourism and Sport in this regard.

Operator licensing
The RSA is supportive of the DTTAS approach to strengthening the good repute requirements that a road haulage operator must meet to obtain and retain their operator license. It is the view of the RSA that all commercial vehicle operators must be accountable for the safe use of their vehicles and that there must be an escalating range of sanctions culminating in the withdrawal or suspension of operators licences where there is evidence of failure to comply with roadworthiness, driver’s hours and good repute requirements.

Enforcement areas
Compliant commercial vehicles will also have significant benefits for protecting the road infrastructure in which we have made significant investment in recent years. Ireland also has an EU obligation to ensure that sufficient provision is made for checkpoints on existing or planned roads and that service stations and other safe locations along motorways can function as checkpoints. As the motorway network extends across the country the opportunity for carrying out enforcement on HGVs and buses has become more limited. This needs to be addressed as service stations are being developed along the roads network.

Rest facilities for commercial vehicle drivers
It is also important that our national network provides adequate safe facilities for drivers of HGVs and buses to take their mandatory rest periods. There are concerns about the lack of suitable rest areas on the national primary routes and former national primary routes (now regional routes). Our concerns stem from the fact that circa one in five collisions have driver fatigue as a factor and that driver fatigue is at least as dangerous as drink driving. Furthermore, we are concerned that the current enforcement effort regarding
driver’s hours is being undermined because of lack of rest areas and the courts are taking this into account in determining fines for non-compliance. Commercial Vehicle Drivers must have safe places to park which do not cause difficulty for them or for other road users. Parking at the side of the road can result in collisions with parked vehicles particularly in poor weather conditions and during hours of darkness.

**Driver Testing and Licensing**
The high level objectives of the DTL Directorate require the Department to;
- Bring about the consolidation of driver licensing legislation and to enable the introduction of a number of a number of new provisions,
- Enable the RSA to have input into enhancements and technology changes that will impact on the National Vehicle and Driver File e.g. Master Licence Record (MLR), and
- Assist the Authority in evaluating potential measures to enhance our Graduated Driving Licence (GDL) system.

**Finance & Commercial Services**
The Road Safety Authority has completed its own Corporate Plan 2016 to 2020 which is complementary to the Road Safety Strategy 2013 to 2020. The Authority would like to see a formalized approach to the review of the plan’s implementation over the 5 year period with its parent Department. In particular, this would involve evaluation of the Authority’s Capital Investment Programme over the period and review of the projects detailed in the capital plan. This is line with the Authority’s strategy to have a sustainable level of financial reserves following a period of investment in the Authority’s public service infrastructure.

The Road Safety Authority would welcome support and engagement from its parent Department in relation to the key Strategic Propositions outlined in the Corporate Plan 2016 to 2020. The Authority also wants to maintain its Financial and Operating Model over the next five years primarily to be a self-financing entity. In order for the Authority to deliver its road safety mandate and its suite of public services, the Department will play a key role in empowering the Authority with the requisite powers and vires. This will be required through legislation and other means that the Authority will sponsor through to enactment.

The Authority wants to maintain the governance and oversight structure currently in place with the Department through the monthly meeting structure and the continual engagement with key officials. In addition, the Authority would welcome formalized engagement between the Minister of the Department and the Board of the Authority. The Authority would like to see the current governance strengthened through a broader annual pro-active review and forward planning session covering DTTAS and RSA priorities to support both of our entities effective and efficient delivery of our work programmes.

The Authority wants to ensure that its relationship with its parent Department continues to be formalized through the Annual Service Level Agreement that is currently in place. Account will have to be taken of new or amended governance requirements arising from the new 2016 Code of Practice for the Governance of State Bodies.

The Authority would like to see the parent Department take a proactive role in the development of relationships and synergies between the Authority and other agencies of the Department including the DVCSD, the NTA, TII, and other agencies of the Department. This would provide a consistent and
coordinated approach to issues as they arise and to road safety issues that require cross stakeholder support and engagement.

The Authority requires that its parent Department engage proactively with the Department of Finance and the Department of Public Expenditure & Reform in respect of compliance requirements and in respect of financial and human resource sanction over the period to support the Authority’s requirements to adequately resource its functions to deliver its road safety mandate and its suite of public services.

In respect of the Authority’s Board, the Authority requires the support of its parent Department with regard to maintenance of an appropriate membership to ensure there is proper oversight, governance and direction at board level for the Authority. This would be in accordance with the membership parameters as outlined in the Road Safety Authority Act, 2006.

In respect of pension obligations, the Authority requests the Department’s support in maintaining its staff pension obligations and liabilities on the books of the Department of Finance and that all lump sum and annuity payments that fall due are funded centrally by the Department of Finance on a pay as you go basis. This is in respect of the three pension schemes that the Authority’s staff are members of at present.

In respect of corporate governance, the Authority wishes to maintain the reporting structure currently in place to ensure that the Department can maintain its oversight function on the Authority and they are aware of the financial and operational performance of the Authority at all times via reporting and metric measurement.

Legislation
The Authority has previously provided a list of priority items requiring legislation to the DTT&S and the enactment of penalty points. Increase the deterrents felt by road users in relation to penalty points. A large number of vehicle offences categorized under the penalty points are yet to be enacted and as a consequence a large amount of Gardaí time is required under the prosecution of such offences.

The Road Safety Authority relies on the DTTAS to deliver the legislation so the Authority can effectively fulfil its functions and for the broader road safety compliance and enforcement effort. The Authority appreciates the efforts of the Department’s staff to deliver on both primary and secondary legislation and recognises the challenges in competing for time and resources in the Office of the Parliamentary Counsel and in the Oireachtas. These constraints and other competing priorities invariably lead to primary legislation being delayed, sometimes for several years, and being shortened. As a result, priorities for the Authority and road safety often find it challenging to get on the legislative programme and enacted. The Authority would like to see the current approach reviewed with a view to putting in place a more effective and timely process for bringing legislation to the Oireachtas and completion.

The Authority’s current legislative priorities have been separately advised to the Road Safety Division of the Department and include certain aspects of the Authority’s own powers and vires, amendments to help the Authority improve compliance, provisions for information exchange to streamline the cost and burden of gathering data and support compliance and more effective enforcement. Because of the changing nature of the work of the RSA the bill establishing the authority should be revisited with a view to providing an exemption at law similar to Section 36 of the Fire Services Act.