

Driving ScoreCard System Research Report

Road Traffic Accident Causes 1869 - 2013

&

Prevention Using VBOX 2014

By

Frank Cullinane

The Highway Code Stopping Distance Formula is incorrect and a root cause of accidents

The aim of my research is to eliminate all road traffic accidents worldwide

www.drivingscorecard.com

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Research – The Driving ScoreCard System

The Driving ScoreCard System

The Driving ScoreCard System is designed to be taught to similar standard worldwide without the aid of dual controls based on [VBOX](#) time and distance measurements.

The author

Frank Cullinane witnessed a fatal accident at 10 years of age, investigated 11, researched over 200 fatal accidents and covered over 2,000,000 kilometres as a driver and passenger.

Brain bottlenecks

A brain bottleneck occurs when a driver at speed beyond their trained ability completes observation, acceleration or other task but fails to steer or brake. Driving instructors in 1899 first discovered brain bottlenecks but did not understand it so they used dual controls, Marois and Dux [named](#) and described it in 2007, Kate Shaw [wrote](#) about it while I first understood and wrote about it in [2008](#). Professor Sarah-Jayne [Blakemore](#) in 2014 described the slow development of the teenage brain.

Worldwide road accident fatalities and injuries

According to the world Health Organisation there are over a [million](#) road accident fatalities annually.

Road traffic accident investigation

Police investigated the world's first fatal accident in [1869](#) but declined in 2013 under Data Protection Legislation to release information on causes, statistics and stopping distances or speed enforcement.

Driver training and testing

The Road Safety Authority mantra having trained and tested drivers since 2006 is, "Safer roads, only you can get us there", is incorrect but they do not allow the use of VBOX in any circumstances.

The automatic movement of the hands in relation to the feet

The left hand automatically moves with the right foot and the right hand with the left foot which is suited to walking but requires change as this and opposite direction movement is required for driving.

VBOX a calibrated, satellite controlled time and distance measurement device

VBOX is internationally recognised as a quality standard non contact measurement of Speed in time and distance, accurate to within 3cm so should be used for rule making, driver training and testing.

The aim of my Road Traffic Accident Research

The aim of my research is to eliminate all road traffic accidents in the future by training driver's worldwide to similar standard using the Driving ScoreCard System Standard and [VBOX](#).

Driver Training to a Safe Standard

Driver training to a safe standard requires a 3 year apprenticeship without the aid of dual controls.

Introduction

In Move-off Drive, Stop and Secure a Car driving has 4 Steps with 2 of these Steps performed while stationary with Stopping normally performed 3 times faster than driving normally, but

The Highway Code Stopping Distance formula used in Ireland and worldwide since 1946 is incorrect and for one-way roads only but it has passed into history according to the Highway Code in 2012, and

Police having investigated fatal accidents since 1869 referred my query on Stopping Distances to the Road Safety Authority and withheld information on accidents under Data Protection Legislation, and

The Transport Research Laboratory, the source of the Road Safety Authority and police Stopping Distances were unable to locate the formula and referred my query to the Road Safety Authority, and

The Road Safety Authority reply in relation to the Rules of the Road Stopping Distances in 2013, "I do not know the formula and we are not making any claims that these are actual stopping distances", so

With the help of engineers, statisticians and VBOX, I discovered the Highway Code Stopping formula is incorrect and designed the Driving ScoreCard System to prove my discovery and train drivers.

[VBOX](#) establishes the standard and speed limitation of the rule maker, road, car, trainer, tester, speed and driver and that two-way road traffic requires two distances in the same time as follows:

When 50 km/h is correct one-way then 35 km/h is correct on a similar two-way road, as

Stop one-way from 50 km/h is in 5 seconds 35m and Stop two-way from 35 km/h is also in 35m.

When 80 km/h is correct one-way then 56 km/h is correct on a similar two-way road, as

Stop one-way from 80 km/h is in 8 seconds 89m and Stop two-way from 56 km/h is also in 89m.

When 100 km/h is correct one-way then 70 km/h is correct on a similar two-way road, as

Stop one-way from 100 km/h is in 10 seconds 139m and Stop two-way from 70 km/h is also in 139m.

When 120 km/h is correct on a motorway then 85 km/h is correct on a similar two-way road, as

Stop one-way from 120 km/h is in 12 seconds 200m and Stop two-way from 85 km/h is also in 200m.

I made this discovery during research for the Driving ScoreCard System using VBOX.

Note

The Department of Transport then declared VBOX illegal in driving tuition cars

The Driving ScoreCard System Standard Compared with the Highway Code

Drive (Acceleration) normally is at a rate of 10 km/h each 3 seconds.

Stop (Braking) normally is 3 times faster in 1 second.

- Double speed requires double Driving and Stopping time but 4 times the distance.
- Two-way road traffic requires two distances but in the same time.
- When the time is correct then the distance is also correct as follows:

The Driving ScoreCard System on a One-Way Road in Time and Distance						
Drive to Km/h	In		Stop 3 Times Faster In		Total Required One-Way	
	Seconds	or Metres	Seconds	or Metres	Seconds	or Metres
0 to 25	7.5	26	2.5	9	10	35
0 to 50	15	104	5	35	20	139
0 to 100	30	417	10	139	40	556
0 to 120	36	600	12	200	48	800
When speed doubles the Time required doubles but the Distance required increases 4 times						

The Highway Code Stopping Distance formula is incorrect [1946](#) - [2014](#) as follows:

The Highway Code Stopping Distance Formula used 1946 - 2014		
Mph	km/h	
20	32	6 m + 6 m = 12 metres
30	48	9 m + 14 m = 23 metres
40	64	12 m + 24 m = 36 metres
50	80	15 m + 38 m = 53 metres
60	95	18 m + 55 m = 73 metres
70	112	21 m + 75 m = 96 metres
Thinking Distance + Braking Distance = Total Stopping Distance		

Note: The Highway Code Stopping formula is incorrect as...

1. Covering a brake pedal before braking should be taught and done in anticipation.
2. The Braking distances outlined are too short and beyond emergency standard in 2014.
3. The Stopping Distances are outlined for one-way roads only, and these mistakes
4. Lead to incorrect speed limits, speed enforcement, dual control driver training and accidents

Although used worldwide since 1946 the Highway Code Stopping Distance formula is unknown

Query to the Highway Code: What is the formula used to calculate Stopping Distances?

Reply: "I received several questions about stopping distances during the major revision process of The Highway Code between 2004 and 2007. On enquiry with the Department for Transport, I was told that the method for calculating such stopping distances had been **lost to history**. Recently, I have managed to ascertain the USA [formula](#) which we felt was not too [dissimilar](#) from what **must have originally** been used, since the US calculations brought out **similar (but not the same)** results to those distances stated within the Code. However, I have no guarantee of this and cannot substantiate my theory. I do hope this assists you and thank you again for your email".

Note

Highway Code Stopping Distances 2014				
Mph	km/h	Reaction	Braking	Total Stopping Metres
20	32	6 m	+ 6 m	= 12 metres
30	48	9 m	+ 14 m	= 23 metres
40	64	12 m	+ 24 m	= 36 metres
50	80	15 m	+ 38 m	= 53 metres
60	95	18 m	+ 55 m	= 73 metres
70	112	21 m	+ 75 m	= 96 metres

The Highway Code Stopping Distance [formula](#) used almost worldwide is incorrect, for one-way roads and is the root cause of road traffic accidents.

The Highway Code Stopping Distance Formula

The Highway Code Stopping Formula 1946 - 2014
Stopping Distance = Reaction Distance + Braking Distance
Where Reaction Distance = $V * .7$
Braking Distance = $V \times V / 2 \square g$
V = Velocity m/s
\square = Friction 0.8
g = Gravity -9.8m/s
I failed to discover a driver who knew or had heard about this

This appears to be the incorrect and one-way road Highway Code Stopping Distance formula which has confused rule makers, driving instructors, driving testers from Ireland to Australia since 1946.

Invitation

I invite the Highway Code representatives to accept or disprove my findings by demonstration **using VBOX** and ask the European Transport Commissioner to observe the demonstration.

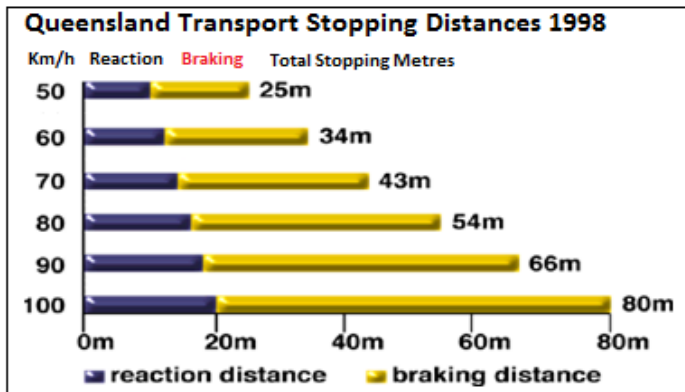
The aim of my research is to eliminate all road traffic accidents worldwide

The Transport Research Laboratory reply on Stopping Distances

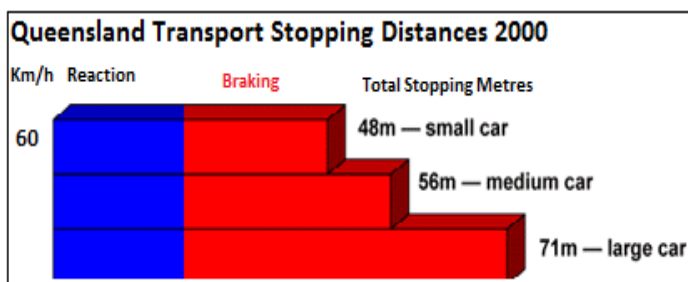
Query to the Transport Research Laboratory: What is the formula used to calculate Stopping Distances in the Rules of the Road in Ireland as you are the [source](#)?

Reply: “I suggest you contact the Road Safety Authority and ask them for the full reference to the TRL publication. Unfortunately I have not been able to track the publication down”.

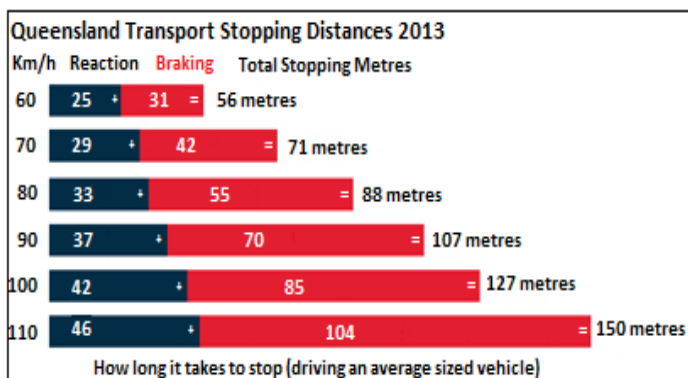
Stopping Distances Queensland Transport Australia 1998 – 2013



Ireland’s third Road Safety Strategy drew on the insight and experience of countries implementing best practice in road safety including **Queensland in Australia** and a number of states in the USA. The incorrect and one-way road Highway [Code](#) Stopping Distance [formula](#) was used by Queensland Transport and the USA in 1998.



Queensland Transport Stopping Distances outlined in [2000](#) were changed but also incorrect and still for one-way roads. The link appears to be removed and I did not get a reply to my query.



Queensland Transport Stopping Distances outlined in [2013](#) are also incorrect and for one-way roads. The medium car Stopping Distances from the incorrect Stopping Distances in 2000 appear to be used in all cases. Ireland now outlines [70m](#) Stopping Distance from 100 km/h as compared with [127m](#) outlined by Queensland Transport.

Note

Ireland’s and Queensland Transport Stopping Distances are incorrect and for one-way roads.

Invitation

I invite the Transport Research Laboratory and Queensland Transport representatives to explain these contradictions by demonstration **using VBOX** and ask the Transport Ministers to observe the demonstration.

Stopping Distances in the Rules of the Road 1959 – 2005 in Ireland

I began my research with the [1979](#) edition of the Rules of the Road and discovered it used the incorrect Highway Code Stopping Distance formula as outlined since 1946.

The 1979 edition of the Rules of the Road states... “Everyone should acquaint **himself** fully with the “Rules”, for the safety and protection of **himself** and all other road users. The law uses the words such as “must” or “must not”, while advice uses the words “should” or “should not”. An average alert driver will need a minimum of three quarters of a second to react and get **his** foot to the brake pedal.

Actual Braking Distance is the distance travelled between the time your foot hits the brake pedal and the time your vehicle stops”.

Note: Covering the brake pedal before braking should be done in Anticipation.

Braking to a Stop in time is Reaction.

In 1979 all second [provisional](#) licence holders were awarded full driving licences by the Minister for Transport in order to clear the 2 year driving test waiting list which was a mistake.

“**Himself**” appears to have been the main driver on roads in Ireland in 1979.

The Road Safety Authority on Stopping Distances

The Road Safety Authority was appointed by the Department of Transport in [2006](#) and used the 1979 Stopping Distance formula but the Transport Research Laboratory was now added as the source.

Query to the Road Safety Authority: What is the formula used to calculate Stopping Distances in the [Rules](#) of the Road? The first reply in 2008 took almost a year...

Reply: “As outlined in the Rules of the Road, braking distances depend on several factors, and can vary depending on the driving situation concerned.

The application of a factor can reduce or exacerbate the effect of another, e. g. late reaction plus incorrect tyre pressures can increase the braking distance in a given situation, while fast reaction with correctly inflated tyres can reduce the distance in the same situation.

As such, the distances given are indicative, in order to make **drivers aware of the possible distances which may be required to stop from a given speed.**

Distances may vary, depending on the drivers perception time, drivers reaction time, vehicle condition, (tyres, speed, brakes, number of axles, weight, suspension, steering), road surface, (anti-skid, dry, polished, loose, wet, slippery, uphill, downhill, bend), and also in the case of motorcyclists, correct application of the brakes”.

Note

The Road Safety Authority Stopping formula is unknown, incorrect and for one-way roads since 1979.

The Road Safety Authority claim the Rules of the Road Stopping Distances are written in Plain English.

The Second Road Safety Authority Reply on Stopping Distances in 2013

Reply: "I do not know the formula for calculating stopping distances, apart from the information which is available in the Rules of the Road".

The Third Road Safety Authority Reply on Stopping Distances in 2013

Reply: "I have received some contextual information from XXXXXXX XXXXX on stopping distances as below: The stopping distances are there to guide drivers as to a minimum safe distance to be maintained between them and a vehicle in front and can vary considerably according to road and traffic conditions as well as the condition of the vehicle, its tyres, brakes and the alertness attention and physical ability of the driver (there are many variables). The ROTR is to give a reasonable guide to assist drivers. Specifically the ROTR state

The RSA **recommend** that you allow a minimum stopping distance under dry conditions ([see table](#) on Page 116 of current edition (3rd June 2013)

The entire chapter on Stopping distances for Cars (page115) is there to guide drivers. **The RSA are not making any claims that these are actual stopping distances** but rather providing broad information to highlight the many considerations a driver must take into account even at that it is not **definitive** but reads 'This depends on many things, for example....., however"

The fourth Road Safety Authority Reply on Stopping Distances in 2013

Reply: "The stopping distance guidelines were reviewed in 2012 in conjunction with the Transport Research Laboratory. As outlined on pages 115-118 of the Rules of the Road, these are the minimum stopping distances recommended by the RSA. These are intended as guidelines for safety purposes, and are based on many variables. In relation to your comment regarding contradictions during research, my colleagues have clarified the processes which govern our system for recording collisions and the publication of our statistics. These processes are based on collaboration with the guards and reflect best practice".

Note

The Rules of the Road Stopping Distance formula is incorrect, unknown and for one-way roads.

In 2013, Stopping Distances from [100 and 120 km/h](#) were shortened in the Rules of the Road by 9.4m and 7.5m and the 2007 Edition of the Rules of the Road removed from the records.

In relation to statistics the Road Safety Authority were only [allowed review](#) 778 of 990 fatal accidents by Gardai.

Invitation

I invite the Highway Code, Rules of the Road and Transport Research Laboratory representatives to disprove my findings by demonstration using [VBOX](#) and ask the Transport Minister to observe.

The aim of my research is to eliminate all road traffic accidents worldwide

Garda (Police) Accident Investigators Reply on Stopping Distances

Police in Ireland investigated the world's first fatal road traffic accident in [1869](#) and An Garda Síochána since [1925](#) now outlines Driver Reaction Time as [1.5 seconds](#) and [2.2 seconds](#).

Query to the Garda National Traffic Unit: What is the formula used to calculate Stopping Distances and is the 2.2 second driver Reaction Time allowed a mistake? The reply took almost a year.

Reply: "The Transport Research Laboratory is the source of the [2.2 second](#) driver Reaction Time. The concerns raised by you regarding stopping distances and reaction times would be more appropriately addressed by the Road Safety Authority who have statutory responsibility in this area under the Road Safety Authority Act 2006".

Note

Covering the brake before braking should be done in anticipation and not in 2.2 seconds.

[VBOX](#) establishes in both time and distance the standard of the rule, rule maker, road, car and driver.

Invitation

I invite the Garda Commissioner to accept or disprove my findings by demonstration using [VBOX](#) and ask the European Transport Commissioner to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

Dublin City Council Reply on Stopping Distances

The reply was from the engineering department but local councillors set the speed limits.
This is a [Link](#) to what Dublin looked like when the Stopping Distance formula was written.

Query to Dublin City Council: What is the formula used to calculate Stopping Distances?

Reply: "Stopping Distances are on page 95 of the Road Safety Authority Rules of the Road".

Note

The Stopping Distances outlined in the Rules of the Road are incorrect and for one-way roads.
The 2007 Edition of the Rules of the Road is now removed from the Road Safety Authority records.

Invitation

I invite the Senior Engineer at Dublin City Council to accept or disprove my findings by demonstration using [VBOX](#) and ask the European Transport Commissioner to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

The Health and Safety Authority Reply on Stopping Distances

The Safe Driving for Work [handbook](#) and Driving for Work Driver [Health](#) Guidelines were jointly developed by An Garda Síochána, the Road Safety Authority and the Health and Safety Authority.

Query to the Health and Safety Authority: What is the formula used to calculate Stopping Distances?

Reply: “The most up to date Road Safety Authority information was used in development of the [Driving for Work Handbook](#) and if you have a particular issue with the method of calculation of stopping distances, I recommend that you take this up directly with the Road Safety Authority who have statutory responsibility for this area of road safety.

In response to your question on stopping distances in the Driving for Work publication, “the Road Safety Authority has provided this information”.

Note

The Stopping Distance formula used by the Health and Safety Authority based on Road Safety Authority information is incorrect and for one-way roads.

Invitation

I invite the Senior Engineer and the Chief Executive Officer in the Health and Safety Authority to accept or disprove my findings by demonstration using [VBOX](#) and ask the Minister for Transport and European Transport Commissioner to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

The Rules of the Road Plain English Policy and Disclaimer in 2013 [states](#),

“The Road Safety Authority its servants, agents or employees are not responsible for any loss arising from or caused by the use of the Rules of the Road publication or for any error or omission in the content. The Rules of the Road are for reference only. You are responsible and accountable for your own conduct. Using the road is the most dangerous thing we do every day. Clear Concise Complete”.

(Some in hard copy only and not included in the on-line version)

“A 5 km/h difference in your speed could be the difference between life and death for a vulnerable road user such as a pedestrian”, “[Hit](#) by a car at 60 km/h, 9 out of 10 pedestrians will be killed”, “Hit by a car at 50 km/h, 5 out of 10 of pedestrians will be killed”, “Hit by a car at 30 km/h, 1 out of 10 pedestrians will be killed”.

Source RoSPA UK

Note

The Rules with a disclaimer are not Clear, Concise, Complete or written in plain English and drivers trained with the aid of dual controls rather than a 3 year apprenticeship hit pedestrians.

Invitation

I invite the Chief Driving Tester in the Road Safety Authority to accept or disprove my findings by demonstration using [VBOX](#) and ask the Ministers for Transport in Ireland and the UK as well as the European Transport Commissioner to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

Accidents, Rules and Statistics Ireland, UK, EU and USA

Ireland

In [1869](#) the world's first fatal road accident occurred in Ireland and between [1959](#) and 2011 there were 23,242 road fatalities recorded in the Republic of Ireland.

In [2006](#) there were 10 police vehicles crashed weekly and in [2011](#) there were 14 fatal accidents removed from official statistics and 17 in 2012 without explanation.

In [2011](#) car drivers must be trained in 12 EDT or 16 IBT [Lessons](#) and in [2013](#) driving tests of ability to control speed of 120 km/h may be conducted at an average speed of 20 km/h on roads with ramps.

In [2011](#) safety performance is measured by the number of road deaths for every million people.

In [2013](#) overturned car accidents involving police vehicles are treated as, "A routine collision".

In [2013](#), 54% of accidents involved a single vehicle on 80 and 100 km/h two-way roads with incorrect speed limits where two-way road traffic requires two distances but in the same time.

United Kingdom

In [1896](#) the first pedestrian fatality occurred in the UK. The car was driven by a driver with 3 weeks trial and error learning who observed, shouted, rang a bell but failed to steer or [brake](#).

In 1899 dual controls were invented and 4 lessons were considered sufficient driver training.

In [1935](#) driver testing was introduced, candidates were met by appointment at roadside locations.

In [1946](#) the one-way road Highway Code Stopping Distance [formula](#) used in 2014 was designed.

Between 1926 and 2012 there were [501,696](#) people killed, [40%](#) failed to look, 5% were drunk, [30%](#) were young and most trained with the aid of dual controls without knowing the Stopping Distances.

European Union

In [2011](#), 32% of all fatal accidents in the EU involved a single vehicle while it appears that 98% of accident drivers may be sober and statistics on [alcohol](#) related accidents were [estimated](#).

Note

The Highway Code Stopping Distance [formula](#) is incorrect and for one-way roads.

Alcohol statistics in 2014 are [estimated](#).

Invitation

I ask the Ministers for Transport in Ireland, UK, European Transport Commissioner and Transport Ministers worldwide to accept and use VBOX for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

The United States of America on Accidents and Stopping Distances

The first pedestrian fatality occurred in the USA in [1899](#) when he was struck by a passing taxicab. Between [1900](#) and 1999, a total of 4,067 U.S. law enforcement officers were killed in accidents. Between 1899 and 2011 there were [3,509,830](#) road users killed by drivers failing to Stop in time. In 2010 there was [5,419,000](#) traffic crashes with 32,885 people killed and 2,239,000 injured. 60% of fatal crashes involved a single vehicle on 55 mph roads or higher.

National Highway Traffic Safety Administration Stopping Distances

In 2009, the National [Highway](#) Traffic Safety Administration Vehicle Research and Test Centre published a complicated 47 page rule for drivers on stopping distances with a disclaimer as follows:

DISCLAIMER

“This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. **The United States Government assumes no liability for its contents or use thereof.** If trade names, manufacturers 'names, or specific products are mentioned, it is because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers”.

The New York State Department of Motor Vehicles Driver Manual Stopping Distances

The 2013 New York State Department of Motor Vehicles Driver Manual does not appear to outline the formula for calculating Stopping Distances from speed of travel, however

The 53 metres (175 feet) Stopping Distance outlined from 55 mph for a car appears to be incorrect as it is the same as the one-way road Highway Code Stopping Distance formula used 1946 to 2014.

Note

The UK Highway Code Stopping Distance [formula](#) used in the USA is incorrect and for one-way roads. [VBOX](#) establishes in both time and distance the standard of the rule, rule maker, road, car and driver.

Invitation

I invite representatives of the National Highway Traffic Safety Administration Vehicle Research and Test Centre, New York State Department of Motor Vehicles Driver Manual, Insurance Institute for Highway Safety and National Safety Council to accept or disprove my findings by demonstration using [VBOX](#) and ask all Transport Ministers worldwide to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

European Transport Safety Council ETSC Accident Causes

The European Transport Safety Council claims that [Speeding](#), drink driving and failure to wear a seat belt are the three main killers on EU roads, but

- **Speeding** is not listed as a cause of accidents in Road Accident Facts [2011](#).
- **Seat belts** prevent death and injury only after an accident occurs.
- [94%](#) of car occupants killed in 2010 were wearing seat belts.
- Failure to wear a seat belt is a [crime](#).
- **Alcohol** statistics were [estimated](#) based on 778 of 990 fatal accidents.
- [25%](#) of road fatalities in Europe are alcohol related but the opinions are those of the consultant and do not necessarily represent the position of the Commission while the site is subject to a disclaimer.

Note

The European Transport Safety Council claims are incorrect as they are based on flawed statistics.

Invitation

I invite an Engineer in the European Transport Safety Council to accept or disprove my findings by demonstration using [VBOX](#) and ask the EU Transport Commissioner to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

The Minister for Local Government on Speed limits and Stopping Distances

Reply: “This Department ceased to have any role with road matters back in 2002. Responsibility for road policy and legislation transferred to the newly formed Department of Transport, Tourism and Sport. To be of assistance, your email has been forwarded to the Minister for Transport, Tourism and Sport for his attention and direct reply to you”.

Query: Minister, the [Road Traffic Act](#) 2004 does not appear to agree with you.

Reply: “The Minister for the Environment, Community and Local Government’s role in relation to local authorities is primarily to provide the policy, financial and legislative framework within which local authorities perform their functions. The Minister does not direct Local Authorities or its Councillors in how they should carry out their day to day business or how they should exercise their powers under various Acts”.

Note

Ministers should direct Local Authorities who fail to comply with the rules, and
Ministers should be aware of their responsibilities as regards speed limits and Stopping Distances.

Invitation

I ask the European Transport Commissioner to accept the use of VBOX for driver training and testing as [VBOX](#) establishes the standard of the Minister, rule maker, road, car, trainer, tester and driver.

The aim of my research is to eliminate all road traffic accidents worldwide

Road Safety in Ireland - Who Does [What](#)

The Road Safety Authority (RSA) works with other organisations and was established in 2006 to take a lead role in the area of road safety. These organisations have many different rules and do not always cooperate. I outline some of these organisations with different roles as follows:

The Road Safety Authority has responsibility for...

Road [Safety](#) Awareness and road safety education, analysis of collisions, deaths and serious injuries, promoting road safety programmes, road safety research, driver testing, licensing and registration of Approved Driving Instructors ADIs and Speed Surveys, but

Note: RSA, Gardai and Health and Safety fail to agree on the Stopping Distance [formula](#).

The [Rules](#) of the Road, EDT Logbook and other publications contain disclaimers.

The RSA spend [€4,117,970.86](#) mainly on advertising road safety every 90 days, and

The [survey](#) roads used unchanged since 1999 do not comply with the criteria outlined.

The Road Safety Authority driver testing and licensing service has responsibility for...

The management of the driver testing and licensing systems, but

Note: Driving tests are conducted over ramps at an average speed of 20 km/h in 50 km/h areas.

The Road Safety Authority Approved Driving Instructor (ADI) Unit has responsibility for...

The regulation of driving instruction and the objective of the ADI Unit is to standardise instruction and give **the ADI a leading role in developing better drivers**, but

Note: ADIs are then directed by the RSA to teach EDT in 12 and IBT in 16 hours which is incorrect.

The Health and Safety Authority (HSA) has responsibility for...

Promoting good standards of health and safety including work-related vehicle safety, inspecting all places of work, providing information and guidance on work related vehicle safety and investigating work-related traffic collisions involving serious management failings, but

Note: RSA, Gardai and Health and Safety fail to agree on the Stopping Distance formula.

The Health Service Executive (HSE) has responsibility for...

Providing advice and evaluation of the population health impacts of road safety initiatives, services and advice on and evaluation of the health impacts of road safety issues.

The Department of Transport (DoT) has responsibility for drafting and implementing legislation on road safety policy as well as the penalty points system.

An Garda Síochána (Police) has responsibility for enforcement of legislation, speed detection, forensic collision investigation, identification of collision prone zones, provision of road [safety](#) information to the community. but

Note: The [Commissioner](#) when reached declines under Data Protection Legislation to answer queries.

The National Car Testing Service (NCTs) has responsibility for the implementation and operation of the national car testing service in Ireland aimed at improving road safety.

Note: According to the RSA, between 2006 and 2012 only 1% of accidents were caused by cars, 50% of vehicles are failing the NCT test at the first attempt due to faulty front [suspensions](#). Faulty front suspensions are caused mainly by illegal ramps in 50 km/h areas dictating speed of 20 km/h.

Local Authorities has responsibility for speed limits, the amber light time and ramps in line with legislation and the promotion of road safety, but

Note: They do not always comply with the Guidelines.

The Department of Education and Science has responsibility for In conjunction with the RSA and Bus Éireann, ensuring that school buses are fitted with safety belts and promoting the road safety [programmes](#) for students, but

Note: Full responsibility is not accepted by anyone.

Department of Environment Northern Ireland (DoENI) has responsibility for Road safety in Northern Ireland and exploring opportunities to promote road safety [campaigns](#).

Road Safety Authority Free Speed Surveys

The 2005 National Roads Authority Survey of Free Speeds was based on surveys undertaken by ARUP Consulting Engineers and PMS Pavement Management Services.

The Road Safety Authority formed in 2006 uses in 2014 the incorrect survey roads used by the National Roads Authority since 2005.

Note: The survey roads do not comply with the criteria outlined in [2005](#) or [2011](#) as follows:

The Survey sites must have...

- long, straight sections of roadway;
- sites where speed is relatively unaffected by geometry, traffic, traffic lights, traffic calming measures, junctions, road works or parking, and
- sites where it is feasible to drive faster than the speed limit.

The Specific Target of the Free Speed Survey is to increase compliance with [speed limits](#).

Some survey roads used do not comply with the [Guidelines](#) and are as follows:

- Brian Road.
- Annamoe Road.
- Glasilawn Road.

Note

[VBOX](#) establishes the standard of the Minister, rule maker, road, car, trainer, tester and driver.

Invitation

I ask the European Transport Commissioner to accept the use of VBOX for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Comparing Accidents and Statistics 1931 – 2011 in the North and Republic of Ireland

The World's first fatal accident and statistics

In [1869](#) the world's first steam engine fatal accident occurred in Ireland and Ireland later split into two separate countries North and South but statistics are now very different and interesting as follows:

Fatal and Injury Accident Statistics Northern Ireland – [Code of Practice](#)

In [1931](#) Northern Ireland injuries reached 1,724 and fatalities 114 a ratio of 15 to 1.

In [2011](#) Northern Ireland injuries reached 8,778 and fatalities 52 a ratio of 169 to 1.

In [2012](#) Northern Ireland injuries reached 8,962 and fatalities 48 a ratio of 186 to 1.

In [2012](#), most speeding and red light running tickets were issued in 30 mph areas, while the Highway Code [Stopping](#) Distances are incorrect and the amber light incorrectly set at 3 seconds

The Chief Constable, Police Service of Northern Ireland [said](#),

“Cars rarely cause collisions. Roads rarely cause collisions. People cause collisions”

Fatal and Injury Accident Statistics Republic of Ireland – Code of Practice

In 1963 the Republic of Ireland injuries reached 8,176 and [fatalities](#) 332 a ratio of 25 to 1.

In 2011 the Republic of Ireland injuries reached 7,235 and [fatalities](#) 186 a ratio of 39 to 1.

Note

These statistics are either incorrect in the North or the Republic of Ireland.

[VBOX](#) establishes the standard and speed limitation of rule makers and drivers in any country.

[Collision Prone Zones](#) were replaced with [Speed Collision Zones](#) after my query.

Invitation

I ask the European Transport Commissioner to accept the use of VBOX for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

The Road Safety Authority EDT, IBT and Competence Assurance Systems

In 2009 Competence Assurance Systems CAS produced [Volume 1](#) and [Volume 2](#) in 129 pages for the Road Safety Authority which outlined, a promotion for a driving school, 275 book references, the disadvantages of using an ADI. Driver testers, Road Safety Authority Officers and Gardai claimed ADIs were only teaching learner drivers test routes, but they must teach roundabouts on the second EDT lesson.

Essential Driver Training [EDT](#) and Initial Basic Training [IBT](#) introduced in 2011

Based mainly on the two Volumes produced by CAS the RSA introduced a 12 hour EDT programme for learner car drivers and a 16 hour course for learner motorcyclists. EDT and IBT **must** be taught in the allotted time. Recommendation that extra tuition is taken has no standing in law and is not and cannot be complied with. ADIs objected on the grounds that it could not be done in the allotted time, on shared public roads, is illegal under the Road Traffic Acts [1933](#) and [1961/68](#) and in contravention of the case stated in 1940 when a driving instructor was convicted of aiding and abetting danger.

Competence Assurance Systems Independent Review

In 2012 the Road Safety Authority again commissioned CAS to conduct an [independent](#) Review of EDT and IBT but most ADIs declined to take part as EDT and IBT was considered to be illegal and the Review was not independent. The 90 page Review accuses ADIs, driving testers, sponsors and learner drivers of Misconceptions (Faulty thinking) which is incorrect. The Review has 87 book references (some with disclaimers and conflicting views), 208 pieces of Content Analysis, 20 Special Interest Groups (7 of the 20 represent cyclists), 20 driving testers, 10 RSA workers and 11 Gardai. **This is not independent.**

The Learner Driver Training Syllabus

The Learner Driver Training [Syllabus](#) outlines the Sponsor role as a coach and an accompanying driver as well as what an ADI and learner driver **should** and **must** be able to do. Those awarded full driving licences in [1979](#) in order to clear the backlog were now allowed become sponsors and coaches without assessment.

The [Rules](#) of the Road, Learner Driver Training [Handbook](#), [Syllabus](#) and [Logbook](#) Disclaimers

“Every effort has been made to ensure the accuracy and reliability of information contained in this book. The Road Safety Authority cannot accept responsibility for any inaccuracies or errors, and any reliance that readers place in this book or in the information contained in it is at their own risk. Information in this book is for guidance only. In no event will the Road Safety Authority be liable for any loss or damage, including without limitation, indirect or consequential loss or damage, or any loss or damage whatsoever arising out of, or in connection with the use of this book”.

Note

The Logbook disclaimer is in the hard copies of some of these books only and not in the on-line version.

In 2013 the RSA invited ADIs to a lecture on Hermes Coaching Supporting Learner Drivers.

The aim of my research is to eliminate all road traffic accidents worldwide

Hermes Coaching Road Safety Lecture Supporting Learner Drivers

In October 2013 the Road Safety Authority RSA fourth Annual Lecture [theme](#) 'Supporting Learner Drivers' presented [Hermes](#) with a recommendation that Approved Driving Instructors ADIs teach it.

The lecture based on the GDE Matrix was attended by representatives from [CAS](#), the [RSA](#) and [Gardai](#), but they disagree on the Stopping Distance formula and claim ADIs are [teaching](#) drivers [incorrectly](#).

Police in Ireland are investigating fatal accidents since [1869](#) and outline driver Reaction Time as [2.2 seconds](#) as compared with the Highway Code and Road Safety Authority [0.7 seconds](#).

Competence Assurance Systems was first commissioned by the Road Safety Authority in [2008](#).

In 2013 the Road Safety Authority, based on Garda statistics outline almost similar [statistics](#) weekly and state, "Safer Roads, Only you can get us there" which is an admission of accident elimination failure.

Note

When [police](#) accident investigators and the Road Safety Authority fail in 151 years between them to discover the cause and eliminate accidents it is time to query their [training](#), testing and [forensic](#) accident investigation.

[VBOX](#) establishes in both time and distance the standard and speed limitation of the lecturers, Police, EDT, IBT, Hermes and GDE MATRIX designers with an email of the standard achieved.

Invitation

I ask the European Transport Commissioner to accept the use of VBOX for driver training and testing and have all cars in future fitted with automatic transmissions, cruise control, digital speedometers and alcoholysers.

The aim of my research is to eliminate all road traffic accidents worldwide

The Road Safety Authority Review of Driver Testing 2013

On the 07 09 2013 the Road Safety Authority invited all Approved Driving Instructors to take part in an online [Review](#) of Driver Testing to be conducted by Competence Assurance Systems.

In order to take part I applied to the Road Safety Authority for facts, cost and figures relating to Competence Assurance Systems previous Surveys but so far have not got this information.

Therefore I will not take part in the Review and it is unlikely that many ADIs will take part based on previous experiences with the introduction of the EDT and IBT training systems.

Road Safety Authority Purchase Order Reports

Drivers are deemed the cause of [99%](#) of accidents and their cars deemed the cause of 1%, while Purchase Order Reports show there is more spent on advertising than driver training as follows:

- Mobile phone and other campaigns Q3 and Q4 [2012](#) cost €2,562,030
- Mobile phone and other campaigns Q1 [2013](#) cost €1,157,883
- National Car Test Supervision Fees only Q 2,3 & 4 [2012](#) cost €577,345
- Work done May – Sept Q4 [2012](#) cost €219,936
- Safety cameras April 2013 [cost](#) €199,187
- National Car Test Supervision Fees Q 1 [2013](#) cost €192,865
- Roll over simulator Q3 [2012](#) cost €90,420
- Transfer accidents from Gardai to the RSA [cost](#) €83,900
- Roll over simulator Q1 [2013](#) cost €57,540
- ADI [Radio](#) advertising cost €32,521

Note

[VBOX](#) is capable of establishing the driving standard of the RSA and CAS representatives in less than 5 minutes.

Invitation

I ask the European Transport Commissioner to accept the use of VBOX for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Driver Training in 3 weeks by trial and error in 1896 and 12 hours in 2013

The report by Andrew McFarlane on the first pedestrian fatality in [1896](#) shows the driver had 3 weeks of trial and error learning. He accelerated, shouted and rang a bell but failed steer or [brake](#).

Dual controls 1899 - 2014

In 1899 garage sales people who doubled as driving instructors included 4 driving lessons in the price of each car sold. The 4 dual controls were invented to prevent tuition car accidents on discovering that **some** untrained drivers who observed and accelerated failed to steer or [brake](#). The use of dual steering and dual acceleration was discontinued by 1960 as both caused tuition car accidents. There is no other skill, trade or profession taught with the aid of dual controls or killing over a million people annually with almost 200 injuries for each fatality while material damage accidents are now rarely recorded.

Statistics

Almost 50% of accidents worldwide involve a single vehicle as incorrectly trained drivers and drivers trained with the aid of dual controls in few lessons observe and accelerate but fail steer or brake.

Contradictions 1896 - 2014

Drivers learned by trial and error in 1896, with dual controls since 1899 and 12 EDT lessons in 2013. Cars are deemed the cause of 1% of accidents so 99% of [Purchase Orders](#) appear to be incorrect. Incorrect driver training/testing and Stopping Distances lead to [brain bottlenecks](#) and accidents. Driving is a skill taught in 12 hours with dual controls with more spent on advertising than training.

Note

The use of dual controls was possibly the greatest mistake made since the invention of the motor car. [VBOX](#) was possibly the greatest training invention since the invention of the motor car.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Amber traffic light time and accidents

The time of the amber traffic light or the formula used to calculate Stopping Distances are not outlined in advertising, the Rules of the Road or the Highway Code in Ireland, UK or USA.

Based on the Braking Time and Distance required from speed the [amber](#) light time is too [short](#) at 3 seconds in 50, 60 and 80 km/h speed limit areas and sometimes shortened further for [financial](#) gain.

This is a worldwide challenge in addition to positioning Stop lines 42 metres from some junctions which does not comply with the [Guidelines](#) in the Traffic Signs Manual.

According to BBC News Italian [police](#) uncovered a scam in which traffic lights in 30 towns were rigged to change from amber/yellow to red in three seconds instead of the regulation five or six seconds.

Road Safety Authority Statistics Republic of Ireland 2006 - 2012

According to Road Accident Facts published by the Road Safety Authority based on information provided by Gardai there were 1,973 road users killed in the Republic of Ireland between [2006](#) and [2013](#) under the Road Safety Authority driver training and testing period as follows:

The Road Safety Authority Statistics 2006 - 2013	Road Traffic Accident Causes
1% of accidents were caused by cars.	Cars not maintained or serviced properly
22% of accidents occurred at traffic lights.	The amber traffic light time set too short at 3 seconds
37% of accidents involved a single vehicle.	Brain bottlenecks due to incorrect driver training/testing
80% of accidents occurred on two-way roads	Stopping Distances incorrect and for one-way roads
99% of accidents were caused by driver error.	Driver training in 12 hours with the aid of dual controls

The National Motorists Association Foundation Research Education Litigation has some very [interesting articles](#) about drivers, red light and speed detection [cameras](#) and [also...](#)

Note

The amber/yellow light time should be set worldwide based on Stopping Time required in Distance.
VBOX establishes the Stopping Time required in Distance.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Road Safety Strategy 1998 – 2020

The first Road Safety Strategy in 1998 set a target of [killing](#) only 378 road users by 2002 as compared with [458](#) in 1998 and the reduction of 20% in injuries was already achieved by underreporting.

The National Safety Council [commissioned](#) a study of the benefits and costs of the Strategy.

Brain bottlenecks, Stopping Distances or amber light times were not mentioned in Strategy or Study.

The Second Road Safety Strategy 2002 – 2004 appears to be [missing](#) from the RSA web site.

The Third Road Safety Strategy in [2007](#) set a target of killing only 252 road users by 2012 compared with [338](#) in 2007 while injury accident statistics were considered to be [unreliable](#).

The Road Safety Authority Chairman said, “Road Safety is one area that makes nonsense of Mark Twain’s famous [observation](#) that there are “Lies, damned lies – and statistics”. and

The Minister for Transport said, “Road Safety is everyone’s responsibility”.

Accident investigators in Ireland and the Road Safety Authority do not agree on Speed, Statistics or Stopping Distances while they are in charge of driver training, testing, rules, enforcement and [Strategy](#).

Ireland’s third Road Safety Strategy drew on the insight and experience of countries implementing best practice in road safety including **Queensland in Australia** and a number of states in the USA.

The Fourth Road Safety Strategy 2013 – 2020

[Killing](#) only 124 and seriously injuring 330 or less is the target set in 2013 for 2020 by Road Safety [Strategy](#) which ends 151 years after the world’s first fatal accident occurred in Ireland in [1869](#).

In 2013 the Road Safety Authority Chairman [said](#), “The distance that we have come since the first Road Safety Strategy, in 1998, is something of which we should all be immensely proud”, but

Note

Most material damage accidents do not have to be reported or recorded.

Injury [accidents](#) are 3.5 times greater than reported by the Road Safety Authority using Garda data.

Almost [200](#) road users died in 2013 but the statistics could not be confirmed.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Traffic Accident Statistics queries

There were over 30 fatal accidents removed from official [statistics](#) without explanation during 2011 and 2012 and the Road Safety Authority statistics differed from those outlined by the Garda National Traffic Bureau.

The Road Safety Authority Reply on fatal accident statistics

Reply: "Every fatal accident is recorded by the Garda National Traffic Bureau. Those that are deemed to be suicide, Misadventure, Heart Attack and other medical conditions as confirmed by a Post Mortem report are generally removed from the final database. We also use the International definition of Fatal Collisions where a person dies within 30 days of the collision. Any deaths as a result of a collision outside the 30 day period are normally excluded. This practice is not unique to Ireland as it is the standard used by the OECD countries".

Query: How many of the removed accidents were deemed to be suicide, Misadventure, Heart Attack and other medical conditions as confirmed by a Post Mortem report?

The Road Safety Authority Reply on fatal accident statistics

Reply: "Those lists are recorded and kept by the Garda National Traffic Bureau (GNTB) they only update us as to what should be taken off from the data base. Detailed Post Mortem Reports are kept by the GNTB therefore any query regarding this should be addressed to the Superintendent at the GNTB".

The Garda National Traffic Bureau Reply on fatal accident statistics

Reply: "The Road Safety Authority compile the statistics on fatal collisions and you can contact them on info@rsa.ie in relation to your query".

The Road Safety Authority Reply on fatal accident statistics

Reply: "I will follow up on this and get back to you as soon as I have information on the data you are requesting".

The Road Safety Authority Reply on fatal accident statistics

Reply: "I have been in contact with the GNTB and unfortunately they do not have the resources available to provide this information for you as the information you request is in **hard copies of forensic files**. I apologise that I can't be of any more assistance regarding your request and the Road Safety Authority will publish final statistics for 2011 once all the data has been analysed with a breakdown of preliminary figures available on our website within the next few weeks".

The aim of my research is to eliminate all road traffic accidents worldwide

The Garda National Traffic Bureau Reply on fatal accident statistics

Query: I am informed by the Road Safety Authority that the information requested is recorded and kept by the Garda National Traffic Bureau (GNTB). If there is a fee required for this information or if it is available from another department please let me know. This information is crucial to my road traffic accident research.

The Garda National Traffic Bureau Reply on fatal accident statistics

Reply: “Requests to An Garda Síochána for data, personal assistance or resources by external researchers (students, academic institutions, state departments, practitioners or agencies must be submitted to the Head of the Garda Research Unit, Garda College at research@garda.ie who will process the application on behalf of, and in line with, the Commissioner’s priorities on policing”.

Reply: Commissioner, head of the Garda Research Unit, Garda College

Sent: 05 March 2012 17:16

To: frankcullinane@eircom.net

Subject: Road Safety - 2011 Year End Fatal Accident Press Release

- **“I refer to your email of the 2 March 2012. I wish to inform you that 'The Data Controller', The Commissioner of An Garda Síochána wishes to inform you, due to compliance with the Code of Practice for An Garda Síochána under Data Protection Legislation, he is not in a position to release the data you requested”.**

Note: Based on the [Mission](#) Statement of An Garda Síochána I am unable to accept this reply.

The Freedom of Information Reply on fatal accident statistics

Query: To the Data Protection Legislation Office. Is An Garda Síochána entitled to withhold information on fatal accident statistics under Data Protection Legislation?

Reply: “An Garda Síochána are not a body subject to the Freedom of Information Act, 1997 as amended, and therefore no records held by An Garda Síochána can be sought under the FOI Acts. However, **Data Protection Legislation covers only the living and not the dead**”.

Note

Incorrect statistics should not be analysed.

The transfer of accident statistics from Gardai to the Road Safety Authority cost [€83,900.00](#) in Q4 2012.

Statistics should in future be recorded and maintained by 1 qualified and independent statistician.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Ireland above EU Average in Reducing Road Deaths in 2012

The Road Safety Authority representative, commenting on the release of the road [casualty](#) figures for the EU region in 2012 said, "I am delighted to see Ireland saving even more lives in 2012 and becoming one of the safest countries in the EU".

Collision Prone Zones or Speed Collision Zones

Collision Prone Zones are deemed to be road sections measuring about 5 to 8 kilometres which have been [identified](#) as being predisposed to [collisions](#). There are almost 1,000 in Ireland with many having a similar number of accidents. The speed limit of 50 km/h on the one-way R108 is incorrectly set but enforced daily although not listed in [Collision Prone Zones](#) which were changed to [Speed Collision Zones](#) showing only the map grid numbers after my query. This again changed to [lines](#) after a further query. The Garda Commissioner, Ministers for Transport and Justice were unable to intervene or rectify these mistakes.

In [1869](#), police investigated the world's first fatal road traffic accident in Ireland.

In [1925](#), or 56 years later Gardai began investigating accidents, but

In [1988](#), or 63 years later Garda drivers were inadequately trained, and

In [2005](#), or 17 years later Garda car accidents accounted for a third of compensation claims, and

In [2006](#), There were 10 Garda patrol cars crashed each week in Ireland, while

In [2007](#), the [RSA](#) and Garda accident [investigators](#) disagree on Driver Reaction/Stopping Times, and

In [2008](#), the Road Safety Authority engaged the assistance of Competence Assurance Systems Ltd, and

In [2009](#), Gardai set up a hi-tech unit to discover the cause of accidents, while

In [2010](#), Ireland won the European Transport Safety Council ETSC Road Safety Award, but

In [2011](#), the RSA instructed ADIs to teach driving in 12 EDT or 16 IBT lessons, while

In [2011](#) and [2013](#) the RSA and Gardaí issued Road Safety Appeals as road deaths Rise, while

In [2012](#), CAS the Road Safety Authority and Gardai blame ADIs teaching for road traffic accidents, and

In [2013](#), a special government task force was set up in response to rising road deaths, while

In [2013](#), There was an increase in the number fatalities recorded in relation to 2012, and

In [2013](#), Most Garda drivers were trained and tested by the Road Safety Authority, while

In [2013](#), the Road Safety Authority recommend that EU HERMES Project be [incorporated](#) in EDT and IBT lessons, and

In [2013](#), The Road Safety Authority incorrectly claim each week, "Safer Roads, only you can get us there", and the RSA Chairman stated in December 2013, "It is a very bad year on our roads this year".

Note

The Driving ScoreCard System based on [VBOX](#) measurements is capable of training all drivers worldwide to similar standard or establishing the driving standard of rule makers.

Invitation

I ask the European Transport Commissioner to accept the use of VBOX for driver training and testing.

Police Pursuit driving

Police outline driver Reaction Time to cover the brake before braking as [2.2 seconds](#) (116m at 190 km/h) but drove at 190 km/h during the making of Traffic Blues for RTE Television. Police [pursuits](#) involve [fatalities](#) and [near misses](#) at speed in the region of [180 km/h](#) on one and two-way roads which are mistakes.

Simulators, Coordination and the Walking Step

In [1896](#) a driver at 4 miles per hour shouted, rang a bell and accelerated but failed to steer or brake.

In 1899 garage sales people included 4 driving lessons in the price of each car sold and used 4 dual controls on discovering that some drivers who observe and accelerate failed to steer or brake.

In 1967, I witnessed a police driver who was overtaking in the face of oncoming traffic close his eyes and accelerate as he failed to steer or brake while I controlled the car from the passenger seat.

In [2007](#) Neuroscientists Paul E. Dux and René Marois found that a brain bottleneck occurs when a driver completes one task (observation or acceleration) before beginning a second task (braking or steering).

In [2012](#) scientists at the **University of Leeds** using a driving simulator found that if a motorist's reaction time was five seconds on average when driving with two hands on the wheel it would increase to just over seven seconds when eating at the wheel", but

This research appears to be removed from the University web site after I pointed out that a driver with a Reaction Time of 5 or 7 seconds should be declared medically unfit to drive as they will crash.

In [2014](#), The New England Journal of Medicine reports that researchers discovered, "Distracted driving attributable to the performance of secondary tasks is a major cause of motor vehicle crashes".

Note: This discovery was also made in 1896, 1899 and 1996 while in 2007 Paul E. Dux and René Marois named it and Professor Sarah-Jayne [Blakemore](#) described it in detail in 2014.

The automatic walking step movement of the hands in relation to the feet is suited to walking or running but change requires a 3 year apprenticeship for Driving and Stopping safely from speed.

The use of dual controls is a misunderstanding of the findings of Paul E. Dux and René Marois.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing, as [VBOX](#) establishes the standard of the Scientist, Minister, rule maker, road, car, trainer, tester and driver.

The aim of my research is to eliminate all road traffic accidents worldwide

Television, Radio Advertising, Training and Road Traffic Accidents

Although unable to agree on rules and driver Reaction Times the Road Safety Authority advertising campaigns are conducted in association with An Garda Síochána and the Health and Safety Authority.

An examination of advertising shows it is probably the most expensive part of road safety, does little to reduce accidents and advertisements fail to comply with the Rules of the Road as follows:

[Cyclists](#) we all share the road cost over [€544,534](#) for a set period in 2012/13. The car driver beckons the cyclist to proceed which is marked as a fault on a driving testers [marking sheet](#) and is a signal removed from the Highway Code in about 1946 while the two-way road speed limit is 100 km/h.

[Drunken Pedestrians](#) appears to have cost in the region of [€642,495](#) for a set period in 2012/13 but may be incorrect. There is contributory negligence on the part of the staff who served alcohol to a drunken man, the driving instructor who trained the driver with the aid of dual controls, the driving tester who tested the driver at an average speed of 20 km/h, the Local Councillor who set the speed limit at 100 km/h in two directions and the Road Safety Authority official who outlines Stopping Distances based on the incorrect formula first outlined in the [1946](#) Highway Code for one-way roads.

[Mobile telephone](#) advertising appears to have cost in the region of [€1,074,988](#) for a set period in 2012/13. The advertisement may be incorrect as statistics are only estimated and there are no statistics available in [Road Accident Facts](#) 2010 for fatalities caused by mobile telephone use. Adjusting a radio or other musical instrument, watching Satellite Navigation Systems, cleaning the windscreen, eating, drinking, reading, talking, listening, selecting gears and operating a clutch pedal all contribute to accidents and now appear to be recorded under mobile phone accidents. Mobile phones have contributed to accidents in the past. They may have also saved lives when used to contact emergency services regarding the injured while the mobile phone light was used to locate and release what had trapped an accident driver under water in one case. All cars should be fitted with automatic transmissions, built in mobile phone facilities, digital speedometers, cruise control and alcolysers for safety.

Safety cameras

[Safety cameras are proven life savers](#) appears to have cost approximately [€199,187](#) for April 2013. The advertisement appears to be incorrect as it was shot on roads with incorrect high speed limits while speed is enforced on roads where speed limits are clearly set too low. Driving at speed of 80 and 100 km/h is acceptable on some narrow two-way roads but speed is enforced on one-way 50 km/h dual carriageways.

Note

Advertising that does not comply with rules and regulations should not be allowed.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing.

The European Commission on Alcohol in Road Fatalities

[25%](#) of road fatalities in Europe are alcohol related, but the opinions are those of the consultant and do not necessarily represent the position of the Commission.

Road Safety Authority, Gardai and Local Councils Disagree on Road Safety

The Road Safety Authority and An Garda Síochána were unable to agree on Stopping Distances and road accident statistics but also disagreed publicly on various matters as follows:

Road Safety Authority and Garda contradictions...

On the [11 08 2011](#), The Road Safety Authority, "Ireland is being run by 'mad people in Brussels'".

On the [16 11 2011](#), The Road Safety Authority, "launched an unprecedented attack on government cutbacks -- warning that lives will be lost unless Gardai are given the resources to enforce road traffic legislation", but the Garda Commissioner disagreed.

On the [27 11 2011](#), The Road Safety Authority, "That the speed limits throughout the country are incorrect", but claimed, "This is the responsibility of Local Councillors and not the Road Safety Authority". "Most of the complaints we get, and certainly most of the complaints that I -- personally -- get are about the speed limits in this country. And their daftness"

On the [29 12 2011](#), a senior Garda disagreed with the chairman of the Road Safety Authority and claimed, "The remarks made on road safety are crude".

On the [30 09 2009](#), Driver Testers, Road Safety Officers and Gardai fail to agree on stopping distances or speed limits but incorrectly claim, "Approved Driving Instructors are only teaching learner drivers the practical driving test routes", while the Road Safety Authority direct that driving should be taught in 12 EDT lessons.

In 2011 a [Garda](#) Chief admitted that, "some speed vans are operating in areas that are not accident black spots", so drivers receive penalty points on roads with incorrect speed limits.

In 2011 the local authorities [were ordered](#) to take down high speed-limit signs on dangerous stretches of road and get rid of default dangerous speed limits but this has not happened 3 years later in 2014.

Hard and Fast Facts

[Hit by a car](#) at 60 km/h – 9 in 10 pedestrians will die should not be listed in the Rules of the Road.

Note

There is little cooperation between rule makers in different departments with representatives of one department making incorrect claims and rules that cannot be demonstrated or complied with.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing.

Speed and Speedometers

Most speedometers worldwide are analogue rather than digital which is clearer. In Ireland many cars still register in miles per hour rather than km/h in line with speed limit signs.

The Association of Chief Police Officers [ACPOs](#) guidance is that speeding tickets are issued at 10% + 2 mph over the posted limit.

In the United Kingdom in 2009 a driver reached the legal maximum of 12 points on his licence when he was caught travelling at [36 mph](#) or 1 mph over the allowed [ACPOs](#) guidance speed. **This is a mistake.**

Disqualification for driving 1 mph (1.61 km/h) over the allowed speed in a car with a speedometer needle pointing to a mark is an incorrect rule by an unknown rule maker and not a road safety issue.

Driving in a country using km/h and the ACPOs guidance the UK driver would not have received penalty points as 50 km/h is allowed rather than 48.28 km/h 30 mph conversion.

In the United Kingdom in 2013 a driver was caught speeding at [45mph](#) in a 40mph limit by a safety camera which is 1.5 mph lower than the [ACPOs](#) guidance of 46.5 mph. **Police do not always follow guidelines.**

The South Australian Centre for Economic [Studies](#) questioned the motivation behind South Australia's speed camera policies. In 2001, there were 8,564 citations issued for driving 5 MPH or less over the speed limit as compared with 159,747 in 2008. This and other reasons have cemented in the minds of the general public that mobile speed cameras are employed as revenue raising devices rather than road safety [measures](#).

Sharing the Road with Emergency Service Vehicles

In 2012, research revealed at the [launch](#) of the Road Safety Authority's new booklet, 'Sharing the Road with Emergency Service Vehicles' that in the period 2007 to 2011, there were 54 collisions on Irish roads involving an ambulance or fire engine. The launch of the booklet took place on the 6th December 2012 without outlining that there are 10 [Garda patrol cars](#) crashed each week or approximately 2,000 Garda patrol car accidents in the 4 year period mentioned.

Note

Speed appears to be understood differently by drivers, rule makers and enforcers.

Invitation

I ask the European Transport Commissioner to accept the use of [VBOX](#) for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Essential Driver Training EDT compared with Other Training

[Essential](#) Driver Training and Initial Basic Training was introduced on the 04 04 2011 and must be taught in 12 EDT or 16 IBT lessons. There are 45 minutes allowed for a National Car Test, Driver Theory Test and a Driving test in specially designed premises and candidates must arrive 15 minutes before the appointed time. Delivering an EDT or IBT lesson in the 60 minutes outlined involves 40 minutes of record keeping before signing that the **ADI made sure** the pupil on lesson 5 can perform...

The driver and car checks, positioning on the straight, cornering, negotiating bends, junctions, changing lanes, entering and exiting from slip roads, entering and exiting junctions, and roundabouts, parking, turning, reversing and then stopping. The pupil must then be returned home, the car parked safely the Logbook fully completed with pupil and sponsor questions answered, collecting payment before booking a next lesson and returning the lesson to the RSA and filing the copy of the Lesson in a safe place for 3 years.

Essential Driver Training and the Road Traffic Acts, 1933 and 1961

EDT in 2013 involves speed and locations which are dangerous and in contravention of the Road Traffic Acts, 1933, 1961 as well as the Rules of the Road and Health and Safety. Although repealed by the First Schedule of the Road Traffic Act 1961 the definition of dangerous driving remains virtually unchanged since 1933 as follows:

Road Traffic Act 1933 on dangerous driving states...

51.—(1) [Every](#) person who drives a vehicle in a public place at a speed or in a manner which, having regard to all the circumstances of the case (including the nature, condition, and use of such place and the amount of traffic which then actually is or might reasonably be expected then to be in such place), is dangerous to the public.

54.—(1) [Where](#) the owner **instructs the driver** to observe a time-table and such time-table is so framed that such driver could not observe it such owner shall be deemed to aid, abet, counsel, or procure the commission of an offence.

Rubic V Faulkner - Case Stated on learner driver supervisors in 1940

Held: The driving instructor was rightly convicted of aiding and abetting the driver in the commission of the offence of driving without due care and attention. **The supervisor must be intended by the Regulation to have the duty, by supervision, of making up as far as possible the drivers incompetence.**

Note

Essential Driver Training and Initial Basic Training is dangerous and in contravention of the Rules.

Invitation

I invite the Chief Driving Tester in the Road Safety Authority to accept or disprove my findings by demonstration using [VBOX](#) and ask the European Transport Commissioner, Ministers for Transport, Health, Justice and Enterprise worldwide to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

Fitting a Child's car seat compared with Essential Driver Training

According to the Road Safety Authority Purchase Order Report there is an annual [Management Fee](#) of €36,000 for **Road Safety Authority Check It Fits Coming Soon**, but fitting child seats with [ISOFIX](#) takes only 2 seconds.

The RSA have a purpose built marquee, a team of experts who will [check](#) your child's car seat, free of charge, provide a practical [demonstration](#) on how to fit it, and answer any queries, but

The RSA have declined an invitation to demonstrate delivery of EDT and IBT.

Children under [150cms](#) in Ireland must use a booster seat as compared with [135cm](#) in the UK and [EU](#).

No Seatbelt No Excuse Statistics but which are correct?

According to [shocking](#) new figures produced by Gardai and released by the Road Safety Authority, Tuesday 24 07 2012, **23%** of drivers killed and **29%** of passengers killed were not wearing seatbelts, but

According to Road Collision Facts 2011 published by the Road Safety Authority also based on statistics supplied by Gardai **2%** of drivers killed and **4.1%** of passengers killed were not wearing seat belts.

According to the European Commission failure to wear a [seat belt](#) is the 2nd biggest cause of road death, after speeding but ahead of drink-driving. However, "The opinions expressed in the studies are those of the consultants and do not necessarily represent the position of the European Union Commission".

Road Safety Authority, Cooperation and learner driver challenges

Q. On the [29 08 2010](#). Why can driving testers not provide feedback to an instructor following a test?

A. It is not possible to discuss another person's performance and would breach confidentiality"

However, when a learner driver is unable to produce a [logbook](#) a driving test cannot be conducted.

When an ADI is unable or fails under Data Protection Legislation to produce a [copy](#) of a logbook a driving check test will not be conducted.

An ADI may then be sacked by the Road Safety Authority and the Minister for Transport cannot intervene in such cases.

Note

[Dublin](#) has the [safest](#) roads of all EU Capital cities but this appears to be based on flawed statistics and the installation of ramps dictating 20 km/h on all 50 km/h roads where driving tests are conducted.

I ask the RSA and Gardai to explain these statistics and contradictions in the interest of road safety.

Invitation

I ask the Ministers for Transport, Justice and European Transport Commissioner to listen to the explanations and then accept the use of [VBOX](#) for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Alcohol in Fatal Accidents

According to the European Commission [25%](#) of road fatalities in Europe are alcohol related but the opinions are those of the consultant and do not necessarily represent the position of the Commission.

Statistics are gathered by Police, collected, published and forwarded to the European Commission by the Road Safety Authority and under Data Protection Legislation no further information may be obtained.

Gardai took 990 fatal accident files, allowed the Road Safety Authority examine 778 and as a result the statistics on [alcohol](#) in fatal accidents were published by the RSA and sent to the EU as follows:

- Alcohol was a factor in [37%](#) of fatal road crashes.
- Alcohol was a factor in [45%](#) of killed drivers.
- Alcohol was a factor in [42%](#) of killed drivers and 34% were over the legal limit.
- Alcohol was a factor in [62%](#) of fatal accidents and 57% were over the legal limit.
- Alcohol was a factor in [27%](#) of passenger fatal accidents.
- 50% of crashes that occurred on Monday were before 8am and [55%](#) were alcohol related.
- In accidents involving 87 drivers with alcohol consumed [83%](#) were above the legal limit, but

Note on 2014 Statistics

When 1,545 vehicles were stopped at a checkpoint [5 drivers](#) were suspected of alcohol related driving in 2014. I ask the Road Safety Authority and Gardai to explain these statistics in the interest of road safety.

Invitation

I ask the Ministers for Transport, Justice and European Transport Commissioner to listen to the explanations and Road Safety Authority [radio ads](#) and then accept the use of [VBOX](#) for driver training and testing.

The aim of my research is to eliminate all road traffic accidents worldwide

Training and Testing

In 1973, [Peter Russell](#) wrote, "Examiners were required to sign the Official Secrets Act, and those who ever spoke about their job, or talked to instructors about 'testing' matters, could be sacked". The chief driving examiner charged Peter with breaking the Official Secrets Act as a result of an article he wrote. "A group of driving school owners including Colonel Atherton the proprietor of the company that made dual controls formed the Motor Schools Association and part of the aim of the association was to push for the fitting of all driving school cars with dual controlled pedals". "Whilst I was waiting to take my own driving test, some fourteen years later, my mother, quite often cheerfully accompanied me, although I know that she had never touched a pedal or steering wheel in her life but had a licence".

Note This is a system which still operates in Ireland as the Minister for Transport in 1979 issued licences to all holders of second provisional licences and the Minister for Transport now allows them be sponsors in 2014.

Trial and error driver training with the aid of dual controls was first conducted by car sales people while driving tests were [introduced](#) in France 1893, Chicago 1899, Rhode Island 1908, New Jersey 1913, United Kingdom 1935 and Ireland 1964 but over a hundred years later over a [million](#) road fatalities occur annually.

In 2012 the Road Safety Authority in Ireland took a 'consultative case stated to the [High Court](#) which clarified the confidentiality, role and professional standing of driving testers.

In 2008 before the introduction of Approved Driver Instructor training the driving test pass rate at Irelands biggest driving test centre was [54.7%](#) and afterwards in 2009 this dropped to [39.9%](#) but is not explained.

The Road Safety Authority Seminar in [2010](#)

Question	Why can testers not provide feedback to an instructor following a driving test?
Reply	It is not possible to discuss another person's performance and would breach confidentiality; it is a sensitive area, however

In 2013 a driving tester disconnected the VBOX speedometer before the driving test began and stopped the test to reconnect it around the corner from the test centre before returning to the test centre car park, and

In 2014 ADIs must buy Logbooks from the RSA, give them to the learner driver, produce copies to the RSA driver tester on a Check Test and this is not deemed to be a breach of confidentiality or a sensitive area.

Note

In 2014 the driving test remains a mystery to pupils, the public and instructors alike, driving testers are covered by a [High Court ruling](#), Police have the protection of Data Legislation while Councillors who set speed limits and install ramps must consult but do not require [consent](#) from anyone.

The aim of my research is to eliminate all road traffic accidents worldwide

The Rules of the Road on Pedestrians and Motorways

In [2013](#), 21% of all EU accidents involved a pedestrian. The [Rule](#) of the Road is incorrect as it states, “If there is no footpath, you must walk as near as possible to the right-hand side of the road (facing oncoming traffic)”, which places pedestrians in danger approaching right hand bends.

The Motorway and Highway Code Rule 275

The speed limits and Highway Code Rule [275](#) are incorrect as Stopping 20 km/h is in 2 seconds (6m) while Stopping the 20 km/h between 100 and 120 km/h is in 2 seconds but (61m) one-way.

The Driving ScoreCard System Standard Compared with the [Highway Code](#)

Drive (Acceleration) normally is at a rate of 10 km/h each 3 seconds.

Stop (Braking) normally is 3 times faster in 1 second.

- Double speed requires double Driving and Stopping time but 4 times the distance.
- Two-way road traffic requires two distances but in the same time.
- When the time is correct then the distance is also correct as follows:

The Driving ScoreCard System on a One-Way Road in Time and Distance

Drive to Km/h	In		Stop 3 Times Faster In		Total Required One-Way	
	Seconds	or Metres	Seconds	or Metres	Seconds	or Metres
0 to 20	6	17	2	6	8	23
0 to 40	12	67	4	22	16	89
0 to 30	9	38	3	12	12	50
0 to 60	18	150	6	50	24	200
0 to 40	12	67	4	22	16	89
0 to 80	24	267	8	89	32	356
0 to 50	15	104	5	35	20	139
0 to 100	30	417	10	139	40	556
0 to 60	18	150	6	50	24	200
0 to 120	36	600	12	200	48	800

Note

The Highway Code Stopping Distance formula is incorrect, for one-way roads and has confused rule makers almost worldwide for 68 years since 1946 which is the root cause of accidents.

Invitation

I invite the Highway Code representatives to accept or disprove my findings by demonstration **using VBOX** and ask the Transport Ministers worldwide and European Transport Commissioner to observe the demonstration.

The aim of my research is to eliminate all road traffic accidents worldwide

Conclusion to my research

In Prepare to Move-off in 3 seconds, Drive to each 10 km/h in 3 seconds, Stop each 10 km/h 3 times faster in 1 second and Secure a car in 3 seconds efficient driving has but 4 Steps with all accidents involving Step 3, Stop.

In Environment, Health, Transport and Justice there are 4 Government Departments in charge of driving (under other names since 1869) and they delegate responsibility for driving to 4 other organisations.

These 4 organisations do not agree on rules, decline to release information under Data Protection Legislation, take High Court cases to ensure their decisions are not challenged and set and enforce incorrect speed limits.

With the help of computer and road engineers, teachers, trainers, statisticians and accountants I designed the Driving ScoreCard System based on VBOX time and distance measurements which are accurate to within 3cm.

VBOX assesses to maximum speed in less than 5 minutes the standard and speed limitation of drivers including driving instructors, driving testers, inexperienced young and experienced older drivers.

I brought my discovery to the attention of the 4 Government Departments and their representatives who responded by removing statistics, changing information and declaring VBOX illegal in driving tuition cars.

The Road Safety Authority appointed by the Department of Transport introduced Essential Driver Training EDT in 2011 but this appears to be illegal and in contravention of the Road Traffic Act and Health and Safety.

Essential Driver Training Learner Driver Information states, "**Your ADI should make sure**" you can perform the actions outlined in each of the 12 lesson which is **impossible** and then outlines disclaimers in as follows:

1. The Rules of the Road 2007 and 2014.
2. The Driving Instructors Handbook,
3. The Learner Driver Training Syllabus.
4. Recommended reading material in the Learner Driver Training Syllabus, and
5. The learner Driver Logbook.

The incorrect and one-way road Highway Code Stopping Distance formula leads to incorrect speed limits, driver training with dual controls and driver testing in 50 km/h areas with ramps dictating a speed of 20 km/h.

Although police have investigated fatal accidents for 144 years since 1869 and now with the benefit of forensic science it took the use of VBOX to discover the causes of accidents which can now be eliminated in the future.

The Driving ScoreCard System is designed to eliminate accidents

Frank Cullinane

Contents	Page
Research - The Driving ScoreCard System	2
Introduction	3
The Driving ScoreCard System Standard	4
Stopping Distances 1946 - 2013	5- 11
The Rules of the Road Plain English Policy and Disclaimer	12
The Rules of the Road disclaimer in 2013	12
Accidents, Rules and Statistics Ireland, UK, EU and USA	13 – 14
European Transport Safety Council ETSC Accident Causes	15
The Minister on Speed limits and Stopping Distances	16
Road Safety in Ireland - Who Does What	17
Road Safety Authority Free Speed Surveys	18
Comparing Accident and Statistics 1931 – 2011	19
The Road Safety Authority EDT, IBT and Competence Assurance Systems	20
Hermes Coaching Road Safety Lecture Supporting Learner Drivers	21
The Road Safety Authority Review of Driver Testing 2013	22
Road Safety Authority Purchase Order Reports	22
Driver Training in 3 weeks by trial and error in 1896	23
Dual controls and Contradictions 1899 – 2013	23
Amber traffic light time, accidents and Statistics	24
Road Safety Strategy 1998 – 2020	25
Traffic Accident Statistic queries	26 - 27
Ireland above EU Average in Reducing Road Deaths in 2012	28
Collision Prone Zones or Speed Collision Zones	28
The European Transport Road Safety Award 2010	28
Police Pursuit driving	29
Simulators, Coordination and the Walking Step	29
Television, Radio Advertising, Training and Road Traffic Accidents	30
The European Commission on Alcohol in Road Fatalities	31
RSA, Gardai and Local Councils Disagree on Road Safety	31
Road Safety Authority and Garda contradictions	31
Hard and Fast Facts	31
Speed and Speedometers	32
Sharing the Road with Emergency Service Vehicles	32
Essential Driver Training EDT compared with Other Training	33
Fitting a Childs car seat compared with Essential Driver Training	34
No Seatbelt No Excuse Statistics are they correct?	34
Road Safety Authority, Cooperation and learner driver challenges	34
Alcohol in Fatal Accidents	35
Training and Testing	36
The Rules of the Road on Pedestrians and Motorways	37
Conclusion	38