

Research of the RSA Road Safety around Schools

Introduction

Police in Ireland have investigated fatal road crashes for 152 years since 1869, Gardai established in 1922 have investigated fatal road crashes for 99 years since 1922 and the Road Safety Authority established in 2006 to train and test drivers' ability to control cars at 120 km/h, incorrectly claim that, "It is important to understand that school road safety is everyone's responsibility".

The RSA's new '[Guidelines](#) for improving road safety around your school' were developed with input from:

The Department of [Education](#) and Skills, An Garda [Síochána](#), [Green-Schools](#) / An Taisce, The [City and County Managers Association](#), Local Authority [Road Safety](#) Officers, Transport Infrastructure [Ireland](#) and the National Transport [Authority](#), but based on my research

Road crashes resulting in death, injury and damage, investigated by Police since [1869](#) continue, because drivers are trained with the aid of dual controls, tested in 30 km/h areas with ramps installed dictating a speed of 10 km/h and the UK Government owned Transport Research Laboratory TRL, the source of the RSA Rules of the Road stopping distances designed the [Highway Code](#) Stopping Distances based on an incorrect formula introduced by Parliament on [31 07 1946](#), and now used worldwide

The TRL Highway Code stopping distances are the root cause of road crashes as they are based on;

- A driver Thinking Time of 0.70 seconds before braking, which should be done in Anticipation
- Braking Distances beyond emergency standard, rather than normal braking for normal driving
- Braking distances for one-way road traffic only, although 2 opposite drivers require 2 distances in 1 Time
- Longer distances for wet roads rather than lower speed limits, allowing the same distance as on dry roads.

Research of Road Safety around Schools

- Police are 152 years investigating fatal crashes and promise Vision Zero by 2050.
- Speed limits are set by Elected Local Councillors and not by Engineers
- The RSA direct that drivers MUST be trained by ADIs in 12 EDT or 16 IBT Lessons, however
- RSA seat belt experts take 30 minutes to demonstrate fitting a seat belt.
- The RSA claim that 4 out of every 5 [Child Car Seat belts](#) are incorrectly fitted
- The RSA Recommendations for ADIs and Sponsors cannot be complied with
- The RSA driving test of ability to control a car at 120 km/h may be conducted at speed of 20 km/h

Police in Ireland for 152 years since 1922 have investigated fatal, injury and damage road crashes. The RSA now publish the Garda crash statistics and have trained and tested drivers for 15 years since taking responsibilities from the National Safety Council NSC in 2006. Gardai for 99 years record and remove fatal road crash statistics from their Official Garda Statistics as follows:

Road Fatalities at;	1869	1922	1922 – 1961 Removed	2011 - 2018	31 12 2019	31 12 2020	24 08 2021	Vision Zero by 2050
Pedestrians					27	32	11	0
Drivers					79	64 - 2	52	0
Passengers	1				15	28 - 2	09	0
Motorcyclists					17	17	15	0
Pedal Cyclists					8	11	03	0
Pillion Passengers /Other					2	-	04	0
								0
Total Fatalities Year to Date	1	51 Removed	8,603 Removed	50 Removed	148 8 Removed	152 4 Removed	94	0
Total Fatal Crashes					137	149	83	0

The [2021, RSA Guidelines](#) for Improving Road Safety Around Your School consists of 50 pages, a 17 line Disclaimer and promise of 'Vision Zero' by 2050. This will be done by RSA training for Police Drivers, RSA training for teachers, getting teachers Parents, School Management and Community to accept responsibility and enforce the Road Traffic Act outside their schools and implement Road Safety Action Plans.

There are **72 Links to web pages** with the 2008 - 2020 Link to Safe Route to [School](#) having 12 Annual Reports and [Reference](#) Books using [Reference](#) Books using disclaimers dating back to TRL Reference Books from [1947](#). There is no evidence to support the RoSPA claim in the Rules of the Road that when hit by a car at 30 km/h, only one out of 10 pedestrians will be killed. RoSPA responded, we have not researched stopping Distances.

The [RSA](#) and Garda objective is zero fatalities and zero serious injuries by 2050 and how this can be achieved is by Education for our teachers, staff, students, and community as follows:

[Teachers](#) can contact the RSA Road Safety Promotion Officers to arrange education programmes. The principal can contact Cycle Right to arrange cycle training for students The caretaker will cut back branches from around signs or set up a bike rack. The principal will contact and follow-up with the local authority about road signage.

- **However, Gardai and the RSA differ on stopping from a speed of 120 km/h by over 50 metres and TRL is the source of both formulas. TRL and the Gardai referred me to the RSA who engaged TRL. The RSA and Gardai declined to release any information on the matter under Freedom of Information FOI as outlined at [Mr Y](#) and the Road Safety Authority.**

The RSA direct that Essential Driver Training [EDT](#) for car and small trucks drivers MUST be taught in 12 hours, and Initial Basic Training [IBT](#) for motorcycle drivers MUST be taught in 16 hours. There are recommendations that cannot be complied with and many speed limits are incorrect but claim, this is a matter for Local Councillors who refer queries on stopping distances to the RSA Rules of the Road.

The Driving ScoreCard System Research of Road Safety around Schools - by Frank Cullinane 2021

On 25 05 1997, I made my research discovery that the Rules of the Road stopping distances were incorrect when a Garda driver stopped having left a 27-metre tyre mark on the road with 7 metres before and 20 metres after impact with a 3 year and 11-month-old Christopher Moore in a 64 km/h area.

I designed the Driving ScoreCard System based on VBOX measurements and for 24 years Garda Crash Investigators and Driver Training Organisations including the RSA rejected my findings in writing but not by demonstration. The RSA is not a completely new organisation, but an amalgamation of other driver training and testing organisations including the National Safety Council in existence since 1964

On 31 08 1869, or 152 years ago, Police in Ireland investigated the world's first road fatality. Dual controls were invented in 1900 to prevent tuition car crashes and not as a training aid. In [1922](#) An Garda Siochana was established and in [1927](#) blamed pedestrians and cyclists for road fatalities. In 2021, Gardai and the RSA promise us 'Vision Zero' by 2050, when one third of the world's population may have died from natural causes.

In 1957 the first Rules of the Road was published by the Minister for Local Government who copied the incorrect stopping distances from the 1946 UK Government owned TRL designed Highway Code and now contains 272 pieces of Legislation, Acts, Rules and Penalty Points for 64 different motoring offences.

In 1963, or 58 years ago the driving test was introduced in Ireland. In 2021, ability to control a car at a speed of 120 km/h is conducted on 30 km/h roads with ramps dictating 20 km/h. On 04 04 2011 Essential Driver Training EDT and Initial Driver Training IBT was introduced in Ireland and must be taught in 12 or 16 hrs.

The RSA claim that 4 out of 5 [child car seats](#) are incorrectly fitted. A demonstration of 'Check that your Safety Belt Fits' with one of the RSA's child car seat experts takes 30 minutes in a designated car park. The RSA direct that each EDT and IBT Lesson MUST be delivered by RSA Approved Driving Instructors ADIs on shared public roads in 60 minutes.

- **The RSA declined to demonstrate delivery of EDT or IBT in 12 or 16 Lessons as outlined**
- **The Garda cycling course is 40 hours for Gardai who have been cycling for over 20 years.**

Conclusion

Road crashes resulting in death, injury and damage are because the UK Government owned Transport Research Laboratory TRL designed the Highway Code stopping distances based on an incorrect formula which was introduced by Parliament on 31 07 1946. TRL is now privatised and misleads their 1,000 Clients in 145 countries worldwide with 5 incorrect stopping formulas, all based on the incorrect Highway Code stopping formula.

TRL, Gardai and the RSA do not cooperate or else are involved in Collusion and Malpractice. Garda drivers are now trained by the RSA, crash their entire fleet every 5 years, and withhold my research from the commissioner.

Frank Cullinane is a road crash investigator and researcher.