

Research of the Preparatory Work for the EU

Introduction

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 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.

In 2021, the UK has left the European Union EU and the privatised TRL provides the 2 Police Forces, and 2 Training Organisations in Ireland and other countries worldwide with 5 incorrect [stopping formulas](#), outlining driver Thinking Time before braking from 0.70 seconds to 2.20 seconds 22m to 73m, at a speed of 120 km/h .

There are many retired [Police Officers](#) who have used the incorrect Highway Code and Rules of the Road stopping distances for 30 years and who then joined TRL and the RSA as Expert witnesses, including...

1. Mark [Hargreaves](#) a Police Officer for 30 years, joined TRL
2. Mark [Hill](#) a Police Officer for 30 years, joined TRL
3. Simon [Lane](#) a Police Officer for 30 years, joined TRL
4. Alex [Livadeas](#) a Police officer for ten years, joined TRL
5. Craig [Arnold](#) is a class one advanced police driver, joined TRL
6. Phil [Balderstone](#) a Police Officer for 13 years, joined TRL
7. Simon [Hall](#) a Police Officer for 30 years, joined TRL
8. Eddie [Rock](#) a Police Officer for 30 years, joined the [RSA](#)
9. Michael [Brosnan](#) a Police Officer for 30 years, joined the [RSA](#)

The UK and Irish Government continue to award [contracts](#) to [TRL](#) without correcting the stopping mistake. [TRL](#) referred me to the [RSA](#), the [UK Government](#), Highway Code and [DSA](#), DVSA confirmed that the formula has passed into history and referred me to the USA, while the [RSA](#) commissioned TRL who designed a new [formula](#).

On 31 08 2021, having brought my research discovery to the attention of the European Commission EC for 10 years that; TRL, the advisor to the EC has 5 incorrect stopping formulas, a response is awaited from Fotini Ioannidou EC, DG Mobility and Transport and Adina-Ioana Vălean European Transport Commissioner, while under Freedom of Information Legislation the RSA fail to release available Government Strategies to me [Mr Y](#).

My research, based on VBOX measurements, outlined at [drivingscorecard.com](#) is accurate to within 2cm and the Driving ScoreCard System stands alone without Reference Books or Disclaimers.

- The Highway Code and Rules of the Road both have DISCLAIMERS, and
- It appears that Police and others do not want to eliminate road crashes
- The reason for this may be a loss of Revenue or loss of Credibility after 152 years

Frank Cullinane is a road crash investigator and researcher and to prove my discovery,

- I Researched the Preparatory Work for EU by Jeanne Breen Consultants as follows:

Summary

Research of Preparatory Work for EU - Jeanne Breen 2015 and 2018 - SWOV

Jeanne Breen Consulting is one of the 1,000 Transport Research Laboratory TRL clients in 145 countries worldwide who is misled on Stopping Distances by TRL. The Highway Code stopping distances designed by TRL while owned by the UK Government and introduced by Parliament on 31 07 1946 are incorrect as they are designed 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.

The Preparatory Work for the Road Strategy 2021 to 2030 and to 2050

In **2015**, **Jeanne Breen Consulting** with the support of the [EUROPEAN](#) COMMISSION Directorate-General for Mobility and Transport in the DG MOVE C4 road safety unit conducted the interim evaluation Policy Orientations on Road Safety **2011- 2020**. The author thanked; the staff at [ETSC](#), AECM, [ENCAP](#), IRAP, ITF, OECD and special thanks to **Professors Pete Thomas and George Yannis and Dr Rune Elvik** for their advice on aspects of this study.

In **2018**, **Jeanne Breen Consulting** in partnership with SWOV and Loughborough University conducted the Preparatory work for the 5th European Commission 'Safe System' road safety strategy **2020-2030** and **towards zero deaths and Serious Injuries by 2050**. The authors included a Disclaimer and thanked [Fotini Ioannidou](#) and her staff including **Maria-Teresa Sanz-Villegas** EC for their valuable inputs.

Jeanne Breen Consulting Like Indecon Economic Consultants and the Consultants in 4 Previous Road Strategies were misled by Authors using TRLs incorrect stopping distance formulas including; Breen, Bliss, Elvik, Mysen, Wegman, Broughton, Cameron, Carsten, Wramburg, ETSC, WHO, [OECD](#), RoSPA, and **the International Transport Research Documentation ITRD** database of published information on transport and transport research administered by the **Transport [Research Laboratory TRL](#)**.

It is now incorrectly claimed by the RSA and Gardai in Ireland that the Strategies published in **1998** and **2004** are no longer available, as outlined by the Information Officer to my Freedom of Information Request and appeals at; '[Mr Y and the Road Safety Authority](#)'.

- TRL is now privatised since 1996 but continues to mislead their 1,000 clients and the UK has left the EU.
- Road crashes resulting in death, injury and damage will continue until the TRL mistake is corrected.

My research discovery is outlined at [drivingscorecard.com](#) and I invite Jeanne Breen Consultants, TRL and TRLs 1,000 clients in 145 countries worldwide to accept, or disprove my research findings, by demonstration while using the Driving ScoreCard System based on VBOX measurements.

Frank Cullinane is a Road crash investigator and researcher.