

## **Research of the Traffic Management Guidelines 2003 – 2021 for 32 Counties in Ireland**

**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.**

In [1997](#), I made these discoveries, designed the **Driving ScoreCard System** to prove my discovery and brought my discovery to the attention of [TRL](#) and many of TRLs 1,000 clients and 145 Governments, including the Highway Code, [Gardai](#), Councillors, Governments and the European Commission EC.

The [2003](#), **270-page Traffic Management Guidelines** manual jointly issued by six Government Departments and Organisations, with contributions from 9 Organisations, 8 city and County Councils and Gardai included 212 Reference Books with 63 by TRL, the designer of the incorrect Highway Code stopping distances.

- **Setting speed limits is a 'Reserved Function' of elected Councillors who use TRLs stopping distances.**

**TRL and the Organisations contacted about TRLs Stopping Distance Mistake responded as follows:**

- TRL established in [1933](#) and the Gardai established in [1922](#) referred me to the RSA established in [2006](#).
- Dublin City Council Engineers responded on behalf of Councillors and referred me to the RSA.
- The Highway Code claims the stopping formula has passed into history and referred me to the USA.
- The Driver Vehicle Standards Agency DVSA confirmed they will not comment further on the matter.
- The UK Government after 10 years of correspondence decided not to comment further.
- The European Transport Safety Council and European Commission will not correspond further.
- The RSA commissioned TRL who designed a new formula and now have 5 incorrect stopping formulas.
- The Gardai and RSA decline under Freedom of Information to respond as outlined at [Mr Y and the RSA](#).

**TRL provides the two Police Forces** and two driver training organisations in Ireland with 3 of their five incorrect stopping formulas which differ when stopping from 120 km/h by 1.52 seconds, 51 metres. This TRL mistake results in road crashes in every country in the world and every county in Ireland where Public Consultations are conducted on Speed, as follows:

[Carlow](#), [Cavan](#), [Clare](#), [Cork](#), [Donegal](#), [Dublin](#), [Dublin](#), [Galway](#), [Kerry](#), [Kildare](#), [Kilkenny](#), [Laois](#), [Leitrim](#), [Limerick](#), [Longford](#), [Louth](#), [Mayo](#), [Meath](#), [Monaghan](#), [Offaly](#), [Roscommon](#), [Sligo](#), [Tipperary](#), [Waterford](#), [Westmeath](#), [Wexford](#), [Wicklow](#), [Antrim](#), [Armagh](#), [Derry](#), [Down](#), [Fermanagh](#) and [Tyrone](#).

**Gardai** recorded 106 road fatalities between 01 01 2019 and 17 09 2021, 106 road fatalities between 01 01 2020 and 17 09 2020 and 105 road fatalities between 01 01 2021 and 17 09 2021. The statistics remain the same and will do so until the mistake made by TRL while owned by the UK Government is corrected

### **Summary**

**The International Transport Research Documentation [ITRD](#) database** is administered by TRL on behalf of the Joint Organisation for Economic Co-operation and Development OECD and the European Conference of Ministers of Transport ECMT.

### **Conclusion**

It appears there may be Collusion or Malpractice involving some members of the Transport Research Laboratory TRL, Road Safety Authority RSA and Gardai or it may be simply Embarrassment or a fear of the Legal and Financial Consequences of admitting that such a simple mistake was made and not rectified in 75 years.

The now privatised TRL is the advisor to 1,000 clients including 145 Governments and the EC but made the original [Highway Code](#) stopping formula mistake while owned by the UK Government on [31 07 1946](#).

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