



**An Roinn Iompair**  
Department of Transport

**Call for Submissions:  
Review of Road Safety Authority**

**Consultation Response Document**

**March 2024**

## Introduction

The Department of Transport ('the Department') is currently undertaking a review of Ireland's Road Safety Authority (RSA). An independent third party, Indecon International Consultants, have been appointed to conduct this review on behalf of the Department.

## Background to Review

### *Mission and functions of the RSA*

The background to this review is that the RSA is a statutory organisation created by the Road Safety Authority Act 2006. The mission of the RSA is to save lives and prevent injuries by reducing the number and severity of collisions on the road. The RSA, in conjunction with other Road Safety Partners and the Department of Transport, is responsible for the preparation and implementation of the Government's Road Safety Strategy 2021-2030.<sup>1</sup>

The RSA's functions are set out in Section 4 of the Road Safety Authority Act 2006, the Road Safety Authority (Conferral of Functions) Order 2006 (S.I. No. 477 of 2006), the Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2012, and certain provisions of the Road Traffic Acts. Its key functions include:

- Road safety promotion, education, and awareness
- Road safety and collision research
- Primary responsibility as the lead agency for the governance and implementation of the government's Road Safety Strategy
- Driver testing and driver licensing
- Governance and supervision of the National Car Testing Service and Commercial Vehicle Roadworthiness Testing
- Enforcement of a range of road haulage industry and driver regulations
- Regulation of the driving instruction industry
- Development and monitoring of vehicle standards
- Advising the Department of Transport and the Minister for Transport on all aspects of road safety public policy.

## Purpose of this Document

We wish to hear the views of the interested groups and the wider public. To facilitate this, the Department is inviting you to complete this consultation questionnaire and return it by email to [RSAreview@transport.gov.ie](mailto:RSAreview@transport.gov.ie) by 11:59pm, Friday 5 April 2024. Please insert 'Public consultation on review of RSA' in the subject field of your email.

Please be aware that Indecon will analyse responses to this consultation on behalf of the Department, and that your response may be subject to the provisions of the Freedom of Information Act 2014 (FOI).

## Consultation Questions

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<sup>1</sup> [Ireland's Government Road Safety Strategy 2021 - 2030 \(rsa.ie\)](https://www.rsa.ie/road-safety-strategy-2021-2030)

### **Views on Services Provided by the RSA**

Q 1. The RSA currently provide a range of services and functions, including Driver Testing and Licencing, NCT and CVRT Vehicle Testing, road safety advice, road safety promotional and media campaigns, and road safety education programmes, as well as working with other stakeholders to enhance road safety enforcement and inputs to road safety legislation. What do you believe to be the most important of these services and functions? And are there any other services or functions which the RSA should be undertaking that they are not undertaking currently?

Road Safety promotion and licencing/testing functions such as NCT/CVRT driver-testing and licencing should be separated, if necessary in two separate agencies. Funding for the road safety functions should come directly from Government. There should be no link, actual or apparent, between funding from motorists/motor industry and road safety promotion.

An additional function that could be undertaken is the conduct of speed awareness and other corrective courses. These appear to have been very successful in the UK.

Q 2. Do you have any other views on the focus and balance of the Road Safety Authority's functions, between the driver and vehicles testing and licensing services it delivers to the public, on the one hand, and the road safety policy, promotion, education, and research functions it undertakes, on the other? (See: [Role of the RSA](#))

See above. The Road Safety promotion functions could be separate from the testing/licencing functions.

### **Views on the approach to funding of the RSA**

Q 3. The RSA's functions and operations are mostly self-funded, from the fees it charges for the provision of services, including driver licensing and testing, and passenger and commercial vehicle roadworthiness testing services (the NCT and Commercial Vehicle Roadworthiness Testing), with little direct Exchequer/public funding received. What are your views on this self-funding model rather than an exchequer funded model or a mixed funding model?

The provision of services such as driver-licensing, NCT, CVRT, could continue to be self-funding but separate Exchequer funding should be provided for the road safety functions.

### **Views on the future of the RSA**

Q 4. Do you have any views on the future role of the Road Safety Authority?

The road safety promotion functions should be expanded. Ideally, the RSA would have some control over roads policing. The majority of roads policing

functions could be provided by the Gárda Síochána on the basis of a service level agreement.

We strongly support the call by Ciarán Cannon, TD, for a Road Safety Commissioner empowered by legislative authority and sufficient resources to consolidate all road safety functions.

Q 5. Do you think there are any functions currently undertaken by the RSA that would be better delivered by another body/agency or any functions completed by others that would be better undertaken by the RSA?

Licencing functions could be separated from the road safety functions. The RSA should have a strong operational input into roads policing. Enforcement services could be provided by the Gárda Síochána on the basis of a service level agreement.

### **Engagement with the RSA**

Q6. Please indicate any involvement you may have with the work of the organisation and your views on their road safety information campaigns, education work or other services.

Love 30 Campaign for 30 km/h speed limits has engaged positively with the RSA in seeking a default 30 km/h speed limit in urban areas.

The RSA's current campaign on 30 km/h speed limits is very positive, especially the video "30 Town" which has been played widely on T.V. and radio. The video highlights the liveability benefits of 30 km/h which makes it an attractive prospect in itself, not just for safety reasons.

However, it is disappointing that there appears to have been no enforcement action taken on 30 km/h roads and that the RSA appears not to have pursued this issue with the Gárda.

## Other Comments

Q7. Finally, please provide any other comments which you feel may be of relevance to this review of the RSA.

Huge progress has been made in the reduction of road deaths and serious injuries. However, much of this has been achieved because of the increased safety for car drivers and passengers. Death and injuries among pedestrians, cyclists and motorcyclists have not reduced at the same rate. Drivers must be made to feel responsible for the safety of vulnerable road users. Vehicle design must make it easier for drivers to see pedestrians and cyclists e.g. cyclops mirrors on HGVs. A particular concern is the increase in the numbers of SUVs on our roads, vehicles which generally have poorer sightlines than traditional cars which poses a risk to pedestrians, especially children. In addition, SUVs are much heavier than conventional cars, thus causing more serious injury to other road users in the event of a collision.

Road safety messaging needs to be delivered via all media and in language that everyone accesses and understands, especially young adults and immigrants. Young people do not pay attention to traditional media and many immigrants do not pay much attention to Irish media.

More enforcement is needed, especially to ensure that **ALL** drivers slow down, and refrain from driving under the influence of alcohol or drugs. Enforcement needs to be more prevalent. Drivers should expect to be caught and punished if they speed, drive under the influence, or engage in other dangerous behaviours. Widespread enforcement is one way of getting the message through to all drivers, including groups who do not engage with traditional media.

GoSafe has been operating for 15 years, but automated enforcement of other offences (running red lights, bus lane abuse, etc.) hasn't progressed.



Love 30, the Campaign for 30 km/h Speed Limits, is a national alliance of individuals and organisations who support lower speed limits in urban areas.

We are campaigning for the introduction of lower speed limits and especially for a default 30 km/h limit in urban areas. The Campaign consists of walking groups, cycling campaigners, health groups, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits. We are a member group of the Irish Cycle Campaign formerly Cyclist.ie, the Irish Cycling Advocacy Network.