



AN TÚDARÁS PÓILÍNEACHTA
POLICING AUTHORITY

**Publication by the Policing Authority
of Garda Síochána responses to Oversight questions on Roads Policing
June 2018**

1. Introduction

Roads Policing is an important aspect of the work undertaken by the Garda Síochána in communities. It seeks to preserve life, prevent injury and enforce standards of road user behaviour that contribute to the safe use of our roads by all members of society. It is also a highly visible form of policing that can give confidence to communities that these standards are being upheld and enforced. Roads Policing is also focused on the prevention of the use of the roads network by criminals, thereby seeking to keep communities safe. There was a significant reduction in the number of roads fatalities in 2017 and while this is to be welcomed, the numbers are still not in line with the targets set in the National Roads Safety Strategy 2013-2020.

The Authority placed particular focus on Roads Policing throughout 2017. It was the theme of an Authority meeting with the Garda Commissioner held in public in April 2017. From March 2017 to October 2017, roads policing was the focus of considerable oversight by the Authority in its efforts to quantify and understand the issues that arose relating to the reporting of breath tests and the issuance of Fixed Charge Penalty Notices. This oversight work culminated in the publication in October 2017 of a report commissioned by the Authority and produced by Crowe Horwath that examined these issues. The Authority also published its commentary on the findings.

This work was important not just with regard to its findings relating to these aspects of Roads Policing, that the Authority will continue to monitor, but also because it reaffirmed for the Authority key oversight themes that were persistently emerging across its work. These themes related to governance and accountability, supervision, data quality and culture within the Garda Síochána and their impact on the policing service provided to the public. These themes continue to inform the Authority's oversight work. Aspects of policing are considered and examined with these in mind as they are key requirements of a functioning police service that can reasonably expect to have the confidence of the community it serves.

2. Background

Arising from the April 2017 Authority meeting with the Garda Commissioner held in public in April 2017, the Authority is now publishing the responses it has received from the Garda Síochána to a range of questions posed on Roads Policing. These are questions that were submitted in written form following the public discussion on Roads Policing in April 2017 as there was insufficient time to pursue all the areas of questioning on that day. The Authority had regard to the submissions of a range of organisations to inform its approach to questioning for that meeting, including:

- PARC Road Safety Group;
- Cycling Ireland;
- European Transport Safety Council; and
- The Road Safety Authority.

The Authority made a commitment to these groups that questions that remained unanswered on the day would be put to the Garda Síochána and the responses published.

These questions were forwarded to the Garda Síochána in May 2017. Over the past year a number of iterations of the responses have been received and considered by the Authority's Policing Strategy

and Performance Committee. The Committee has considered the responses inadequate and the Garda Síochána has been asked to review and revise the answers provided on a number of occasions in an effort to ensure that the questions were addressed as comprehensively as possible. Cognisant of the time that has elapsed, the latest iteration of the responses, received in March 2018 is now being published.

3. Assessment of Garda Síochána's responses to oversight questions

The Authority is disappointed at the time it has taken for the production of the responses and would emphasise that the publication of these responses does not indicate that the Authority is satisfied with their content. The responses highlight a number of issues that cause the Authority concern and which it will continue to pursue in its oversight work. These relate to:

Governance and Accountability

The effectiveness of the roads policing effort can only be gauged through strong governance and supervisory systems that monitor, assess and review the outcomes of that effort, be they a reduction in fatalities, injuries, the securing of convictions, the successful issuance of summons, the detection of a driver that is intoxicated or an evident increase in compliance amongst drivers. Tracking of the prevention and enforcement activities or inputs - for example the number of checkpoints - in and of itself does not equate to the delivery of an effective policing effort. The outcomes of this activity and its effectiveness in achieving the roads policing objectives needs to be monitored and assessed.

The responses received make reference to the development of key performance indicator reports and governance reports in the area of the serving of summons to provide management with the capacity to assess performance in this area and hold Members to account. The ability to hold informed performance conversations at local level is important, but also the data must inform an assessment of the consistency of policing effort across the country and the outcomes of that effort at divisional and regional level. There are evident disparities in performance across divisions.

A most troubling aspect of the responses relates to the non-testing of drivers and motorcyclists for intoxicants at all injury collisions. 48% of drivers and motorcyclists were not tested at the scene of an injury collision from 2015-2017. There are a range of reasons provided which include no screening device available and instances where the driver has been taken to hospital prior to the arrival of the Gardaí. This points to the ineffective deployment of equipment and a lack of agility to address various circumstances that arise at the scene of an accident. If over a quarter of drivers are not being tested because they are already removed to hospital, how has the organisation responded to address this issue, once identified? It raises a question as to whether there are governance systems in place that monitor performance against this obligation that identify and highlight it to the organisation as something that requires to be addressed with urgency.

The Authority has addressed the issue of governance and accountability directly with the Garda Commissioner and will not let this issue rest until it is satisfied that it has been fully resolved.

Roads Policing Resources and their deployment

With regard to the distribution of personnel, the response received to this area of questioning sets out a description of an evidenced based system for deployment that commenced in 2017. The responses state that the Assistant Commissioner for Roads Policing is responsible for the monitoring of inputs and outcomes of Roads Policing enforcement and will conduct a monthly review of the allocation of personnel to Roads Policing to ensure that they are allocated in a full time capacity to this work.

The Authority is not as yet confident that an agile, evidence based deployment of resources is happening in practice. It will require ongoing evidence from the Garda Síochána regarding the movement of personnel in response to the various criteria outlined in order to have that reassurance.

Similarly, the deployment of fleet and equipment is also described as now being dynamically deployed in response to identified criteria. The Authority will seek evidence from the Garda Síochána that this is happening during 2018.

The Authority welcomes the changes recently made to the PULSE system that allows for greater transparency in terms of the use of detection equipment and the recording of the outcomes of prevention and enforcement activity. As the Authority has previously stated, the recording of this data is not a bureaucratic exercise. The information is important for the Garda Síochána in terms of its ability to assess its own effectiveness and to inform public policy with regards to road safety. This information and an increased emphasis on the intelligent deployment of resources based on evidence is what is needed if the organisation is to move away from a focus on inputs and activity – the number of checkpoints, the number of breath tests - to a focus on outcomes and the impact of Garda Síochána activity.

The commitment within the 2017 Policing Plan to increase Roads Policing Personnel by 10% was not achieved. The 2018 Policing Plan contains a commitment to increase roads personnel by an additional 10% and in monitoring this commitment the Authority will be ensuring that the net commitment across the two years is achieved.

Effective Supervisory arrangements

The lack of supervision and a lack of expectation of supervision that monitors performance was highlighted in the Crowe Horwath Report. There is a commitment given within the responses to the achievement of a ratio of 1:6 sergeant to Garda in roads policing. The Authority has previously emphasised that effective supervision is not merely about the numbers of sergeant and inspectors but the quality of the supervision being carried out. The issue of supervision is a key one for the Authority and is not confined to Roads Policing. It will continue to be a focus for the Authority across its oversight work.

Garda Training

The Authority has repeatedly expressed its frustration at the lack of a costed training strategy for the Garda Síochána organisation, especially at a time when there are considerable training demands. These demands relate to the recruitment of 800 Gardaí a year as well, the need for continuous professional development for all Garda, Civilian and Reserve members and training demands arising from the modernisation and renewal programme. At a time when the organisation's training capacity is stretched, such a strategy would guide the prioritisation of training and the development of flexible training methods that are adapted to the organisation's needs.

With regard to the types of training pertinent to Roads Policing, the Crowe Horwath report highlighted the need to develop more effective methods of disseminating information on legislation, procedures and processes, to personnel.

The Authority has also expressed its frustration at the lack of driver training for Gardaí which sees recruits emerge from Templemore without any training to drive a Garda vehicle and which results in Garda stations having limited personnel that can drive a Garda vehicle in response mode, i.e. with lights and sirens. The Authority has repeatedly highlighted the very basic nature of this training for the role of a Garda and the need for it to be addressed as part of basic Garda training. The Garda Síochána has indicated that a process is underway to outsource driver training at levels 1 and 2 but there is little sense of the progress that has actually been made or the urgency with which it is being addressed.

Data Quality

The Authority welcomes the recent changes to the PULSE system that should prompt more accurate recording of activity and the outcomes of the roads policing effort. As previously emphasised by the Authority these technological fixes are important, however, they do not detract from the need for a shift in the organisational attitude to data. The Crowe Horwath report identified a casual attitude to data recording within the organisation that underscored how little important and value was assigned to its accurate capture. The issue of data quality is another that extends beyond the area of Roads Policing and will persist as a theme of the Authority's oversight.

4. Continued oversight

The receipt and publication of the responses received to the Roads Policing questions brings the initial engagement of April 2017 with the Garda Síochána to a close. However, the Authority will continue its oversight work in this area of policing through the monitoring and assessment of:

- the Roads Policing commitments in the Annual Policing Plan 2018 which include a commitment to increased resources in Roads Policing;
- the manner in which roads policing personnel and equipment are being allocated
- the implementation of the recommendations arising from the Crowe Horwath Report into mandatory breath testing and the issuance of fixed charge penalty notices; and

- the implementation of the general recommendations contained in the Garda Inspectorate Report – *Changing Policing in Ireland*, which includes supervision, training and data quality, all of which are pertinent to this area of policing.

The Authority will also continue to pursue the development of a costed training strategy and in particular the development of a solution to the existing backlog and ongoing recruitment of Gardaí with no driver training.

The Authority would like to express its gratitude to those organisations that inputted into its work in this area of policing.

An Garda Síochána



Resources:

1. Can you outline the process used to determine how Roads Policing resources – personnel, fleet, technology, training and equipment - are deployed nationally and what is the evidence base that is used for the strategic distribution of resources?

The Commissioner has directed that Assistant Commissioner Roads Policing is responsible for the deployment of personnel to Roads Policing duties. Personnel may not be redeployed from Roads Policing duties without the permission of Assistant Commissioner Roads Policing. To ensure that this objective is achieved Assistant Commissioner Roads Policing conducts a monthly review of the allocation of all operational personnel to establish if all Roads Policing personnel are allocated to full time Roads Policing duties.

Traditionally the allocation of resources to traffic was based on a percentage of resources in each Division. In 2017 a new algorithm was developed by the Roads Policing Bureau in conjunction with the Garda Síochána Analysis Service. The algorithm takes into consideration, and gives a specific weighing to, a variety of factors including: the number of fatalities, injuries and total number of traffic collisions; the number of vehicles registered and the number of current driving licences; the overall population in the area; and the amount and type of roadway in the area. The algorithm can be modified to make provision for changes in the road networks, changes in traffic volumes, any significant growth or reduction in population, and any significant variations in road injuries and deaths.

While the algorithm provides a model on which the allocation of resources is based, local factors are also taken into consideration. For example in the Dublin Region, in addition to the Divisional Roads Policing Units, the DMR Regional Roads Policing unit was established to deal with the traffic policing requirements that cross Garda Divisional and Local Authority boundaries. The DMR Regional Traffic Unit coordinates traffic management across the entire city, emergency and Security escorts and dealing with the large number of major events that occur on a weekly basis.

The most recent allocation of 150 personnel to traffic duties was guided by this algorithm. When assigning the new personnel to Roads Policing duties the algorithm was used to take into consideration the existing allocation of Roads Policing personnel in each Division in addition to the allocation of new personnel.

The allocation of fleet, training and equipment is guided by the new algorithm and policing priorities. For example, the new fleet of motorway jeeps, which includes VMS signage, has been

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allocated to Divisions that are part of the motorway network so that Gardaí can respond safely to motorway incidents and to alert motorists to hazardous conditions. The new fleet of motorcycles has been allocated to the large urban centres where there are high volumes of traffic and a demand for motorcycle escorts to deal with medical and other emergencies.

When planning its training needs each year, the Garda Roads Policing Bureau works closely with the Garda College to identify the training requirements and to prioritise the training programme for Traffic Units across the country. In addition to the core training programme, for all operational personnel, additional training courses are planned to cater for Roads Policing personnel e.g. Forensic Collision investigator and Road Transport courses. In addition to the core training provided by the Garda College specialist training is delivered by experienced traffic personnel who have knowledge and experience in specialist areas.

The output from traffic equipment is monitored nationally, regionally and at divisional level. The output measured from equipment, such as the speed detection and ANPR equipment dictates when and where equipment is allocated. New IT upgrades introduced in 2017 allow divisional and district officers measure the level of usage of each alcohol screening device. This data also enables Divisional and District officers query any anomaly in relation to the use of these screening device and how data is recorded on the PULSE database.

Road Traffic detections and data from GoSafe vehicles are used to determine when and where both GoSafe vehicles and Garda patrols are deployed on a daily basis. This GoSafe data is reviewed with the contractor on a monthly basis and is used to determine when and where the units are deployed by An Garda Síochána.

The deployment of resources at divisional level is directed by the Divisional Officer and the Divisional Traffic Inspector based on local traffic patterns and collision trends. The Divisional Officers and the Regional Traffic Superintendent work closely together to get optimum use of all the Divisional resources. They also work together to ensure that targets and benchmarks as set out in their traffic policing plans are delivered across the division.

The deployment of personnel on a daily basis is dictated by National and local Roads Policing Operations Plans. These plans set out the various life-saver operations and the dates on which they are scheduled. These operation plans compliment and mirror the work of the RSA and are designed to work in tandem with all stakeholders to create synergies that maximise operational effectiveness.

2. What is the typical timeframe between analysis of Roads Policing data and any resulting changes in the deployment of resources? Does redeployment happen between Divisions, Districts and Regions?

The timeframe between analysis of data and resulting changes in the deployment of resources can be daily, weekly or monthly depending on the nature of the data.

Operationally based on day to day requirements, such as traffic collisions and local congestion, resources are redeployed across districts and divisions.

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Tactically, based on the data from previous events, resources are deployed to prevent the reoccurrence of traffic policing difficulties. Major events can have a significant impact on a particular community and the strategic redeployment of resources across the Region, can minimise the level of disruption. A Motor Rally or Major Concert/Sporting Event may require resources to be redeployed across divisional and regional boundaries.

Strategically resources are redeployed based on long trends and data patterns that reflect changes in traffic volumes, collision trends, driver behaviour and research data provided by the Road Safety Authority. Redeployment based on the latter data takes place when additional resources are being allocated to a division or district.

3. *What structures are in place to monitor the allocation, usage and state of repair of equipment?*

Traffic equipment is purchased by Assistant Commissioner, Roads Policing and allocated to the regions and divisions based on the operational policing requirements identified by the Regional Traffic Superintendent and local Divisional Officers.

To be considered for additional equipment Divisional Officers must submit a robust business case based on solid evidence/data that supports their application. On allocation, each Divisional Officer is responsible for the efficient deployment of the equipment. The outputs are monitored centrally by Assistant Commissioner Roads Policing in terms of outcomes and contribution to the annual policing plan.

The daily allocation, usage and state of repair of equipment is a matter for the local Divisional Officer.

Each month the Regional Assistant Commissioners and Regional Traffic Superintendents, monitor the level of output from the Divisional Traffic Corps during their assessment of traffic outputs and outcomes.

At national level, each quarter, Assistant Commissioner Roads Policing reviews the level of usage and outputs from the Divisional Traffic Corps with the Regional Traffic Superintendents. Assistant Commissioner Roads Policing also provides a weekly report to each Regional Traffic Superintendent in respect of the use of specific equipment - such as the outputs from the ANPR cameras and GoSafe vehicles.

While overall responsibility for the care of the equipment rests with local supervisors, contracts are in place nationally for the repair and maintenance of the equipment. For example the Medical Bureau of Road Safety is responsible for maintenance and repair of Drager and other breath/drug screening devices.

Local policing demands can dictate the need for specific equipment. For example, mobile weigh bridges have been provided to Roads Policing Units where there is not a designed public weighbridge. Specific units such as the Forensic Investigation teams have additional specialised equipment based on the nature of their work. Monitoring of resources, and the outputs by regional Traffic Superintendents, determines when and where each unit is deployed. Factors, such as seasonal variations, and specific events, influence the allocation of resources across the entire organisation.

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As a result of IT upgrades carried out in 2017, the outputs from drug and alcohol detection equipment are now available for each Division. Reports are now available that allow management to measure the output/level of usage for each device and when and where the devices are being used. The Medical Bureau of Road Safety is in the process of purchasing new equipment which will provide additional data on when and where the equipment is being used. The latter is in keeping with the recommendations from the 2017 Crowe Horwath report on Breath Test data and Fixed Charge Notices.

4. *What are the supervisory arrangements for deciding the balance between traffic policing activity and other Roads Policing activity at station level and what, if any, are the protocols in place to manage this?*

The Commissioner has directed that personnel are allocated to Roads Policing on the basis that they will be deployed full time on Roads Policing duties. Personnel can only be extracted from Roads Policing duties with the expressed permission of Assistant Commissioner Roads Policing. To ensure that this objective is achieved, Assistant Commissioner Roads Policing conducts a monthly review of the allocation of all operational personnel to establish if all Roads Policing personnel are allocated to full time Roads Policing duties.

Supervisory personnel have been directed by Assistant Commissioner Roads Policing that any Roads Policing duties must contribute directly to the Roads Policing objectives, set out in the Annual Policing Plan. The additional resources being allocated to Roads Policing duties in 2018 include twenty (20) members at Sergeant Rank who will be allocated to strengthen and balance the level in each division. The additional resources are being provided to enhance the level of supervision at operational level. The additional resources will further increase the level of supervision and will result in a ratio of 1:6 Sergeants to Gardaí for Roads Policing.

A business case has also been submitted for an additional thirty (30) Inspectors to be allocated full time to Roads Policing at Divisional level. This will require an increase of the Employee Control Framework (ECF) to ensure that a sufficient number of Inspectors are available for each Roads Policing unit. The allocation of a fulltime Divisional Traffic Inspector, in addition to the front line supervisions, is essential in ensuring that Roads Policing will have a robust system of governance across the entire organisation.

The Commissioner had directed that governance of Roads Policing is now the responsibility of the National Roads Policing Bureau, whose responsibility is to ensure that all members attached to Roads Policing are employed exclusively on Roads Policing duties and that extractions only occur in exceptional circumstances.

Governance of Roads Policing will include oversight and performance and ensuring that all its resources are used effectively. Any deviation from this policy and any dilution of the Roads Policing role must be robustly challenged by Assistant Commissioner Roads Policing. Strict supervision by dedicated Roads Policing Sergeants, Inspectors and Superintendents will ensure that any deviation from Roads Policing duties will not be tolerated.

5. *The Modernisation and Renewal Programme sets out that the function of the Garda Traffic Corps is to be changed and the Corps will be renamed the Garda Roads Policing Unit. This unit will, in addition to the work that was undertaken by the dedicated Traffic Corps, work with non-traffic personnel to deprive criminals of the use of the road network. What*

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reassurance can you give that this wider focus will not impact negatively on the time given to road safety work and is there any risk that this restructuring will negate the positive impact of the 10% increase in Garda Traffic Corps promised in 2017?

The focus of Roads Policing under the Modernisation and Renewal Programme is to deprive criminals of the use of the road network. Experience has shown that a visible Garda presence on the road is a deterrent to criminal activity, and those who commit infringements of the Road Traffic Act. Combining crime prevention patrols and road traffic patrols creates synergies that enhance the overall levels of crime prevention and road safety. High visibility policing has the capacity to increase public confidence and it is a deterrent to would be offenders.

Roads Policing Units will work with local policing units to target criminals who are disqualified from driving, have no Insurance or regularly violate the Road Traffic Laws. Research shows that those who are involved in criminal and reckless behaviours are also more likely to be involved in serious road traffic offences.

A focus on Roads Policing in each division will ensure that all personnel are working towards the goal of depriving criminals of the use of the road network. Most criminal behaviour is carried out by persons using some form of transport. Very often these criminals are disqualified from driving, are uninsured and are driving stolen vehicles. It is imperative that there is a commitment to enforcing the Road Traffic Legislation by all personnel and that synergies are created within all sections of the organisation, to tackle all aspects of criminality behaviour.

Joint patrols and checkpoints between Roads Policing and regular policing units will provide an opportunity to demonstrate the effectiveness of new legislation and new equipment - such as drug impaired driving.

The success of the new Roads Policing unit will be monitored through the assessment of targets set out in the National Policing Plans and Road Policing Operations. The office of Assistant Commissioner, Roads Policing will be responsible for monitoring the inputs and outcomes of road traffic enforcement.

Assistant Commissioner Roads Policing will hold quarterly regional traffic briefings with local traffic personnel to establish and verify the level of resources that are allocated to traffic and to verify that resources are not being diverted from Roads Policing duties.

6. When a driver fails to pay a fixed charge notice after the 56 day period has elapsed they are issued with a summons. Data from the Department of Justice shows that in the period January 2015 to October 2016, 45% of summonses for speeding were not served with a high of 85% in Manorhamilton and at the other end of the spectrum 11% in Clifden. How are summons service processes managed and what level of monitoring / managerial follow up takes place?

Currently all summonses are transferred in hard copy from the Court Services to An Garda Síochána for service at the Garda Station where the accused resides. If the accused is not located in advance of the Court date the summons has to be returned to the Garda Station where the offence was committed. The summons is then re-issued and returned to the Garda Station where the person resides for service.

The Garda IT section is working on a summons tracking system that will reduce the current administrative burden associated with summons service. It will also highlight the fact that there is in existence a summonses for a person, when the person is checked by any Garda.

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The service rate for summons service is monitored by means of a Key Performance Indicator (KPI) report which shows the number of summonses received and served in each Station, District and Division. The report is available to all Supervisors and Managers. District Officers monitor all summonses received and ensure that Garda members are accountable for the summonses they service.

A recommendation from the Crowe Horwarth report stated that the system for processing fixed charge notices requires a complete overhaul. To deliver on this recommendation a Project Board to oversee the delivery of the new Fixed Charge Processing System has been established within An Garda Síochána.

In addition, an inter-departmental Criminal Justice (FCPS) Working Group, co-chaired by the Departments of Justice and Transport, was established following publication of the report from the 2014 Garda Inspectorate in relation to the Fixed Charge Processing System. The working group has been tasked to review the Fixed Charge Processing System and the legislative changes required to deliver the recommendations from the Garda Inspectorate Report. The work of this group is critical in the development of an efficient and effective fixed charge processing system that is capable of addressing the recommendations identified in the Crowe Horwarth Report.

As an interim solution, whilst the current fixed charge processing system is being reviewed, An Garda Síochána has submitted a business case to the Department of Justice for funding to outsource the service of traffic summonses by Registered Post. When implemented, only summonses not served by Registered Post will be sent to An Garda Síochána for service. It is estimated that this proposal will significantly reduce the amount of Garda time spent serving summonses and will allow An Garda Síochána focus on those who are evading service. It would also address issues raised in the Courts in relation to the proof of service.

According to data from the Court Services 73.43% of summonses issued by the Courts are served by An Garda Síochána. This figure is based on the 239,450 summonses issued nationally by the Court Services in 2016.

7. Parliamentary Question responses indicate that from January 2015 to December 2016 a total of 1,930 summonses for drink driving were not served. What percentage of the total summonses are not served for this offence? Are there particular districts where there are issues with summons service? What is the management process to oversee and follow up?

Garda records indicate that 17,554 summonses were issued by An Garda Síochána in respect of intoxicated driving offences that occurred in the years 2015 and 2016. Of the 17,554 summonses issued 2,600 (or 15%) had to be reissued. A summons may be reissued a number of occasions before the defendant is located. An Garda Síochána has a policy that all un-served drink driving summons are reissued and every line of inquiry is followed up to locate the offender.

Pending the development of a new Fixed Charge Processing System, as an interim solution, An Garda Síochána has developed a Governance Report that incorporates data in respect of the number of summonses received for service and the number of summonses served during the month. The report shows the number of summonses for drink driving that was issued and the number not served. This report provides management with an indication of the number of summonses on hands in each District/Division.

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The Garda IT section is developing a tracking system for summonses, similar to the warrant tracking system. This will reduce the current administrative burden associated with summons service and highlight the fact that there is in existence a summonses for a person when they are checked by any Garda.

It is envisaged that outsourcing the registered service of summonses will enhance the overall service rate. The majority of persons will accept a summons by registered post. This will enable An Garda Síochána to focus their resources on those offenders who are evading service.

8. *What initiatives / operations has AGS undertaken to address the issue of unaccompanied learner drivers? What have the outcomes been? What is the learning from these initiatives and what are your future plans to address this offence?*

An Garda Síochána is focused on two levels to address the number of unaccompanied learner drivers.

From an educational preventative level An Garda Síochána is working with the Road Safety Authority and the Garda Community Relations section to highlight the risks associated with unaccompanied learner drivers. This is being done through a series of advertisements/education by the Road Safety Authority and by An Garda Síochána through the school programme.

From an enforcement perspective each year An Garda Síochána issues approximately six thousand fixed charged notices for person that are detected driving unaccompanied.

An Garda Síochána enforces legislation in respect of unaccompanied drivers as part of the Roads Policing Operation plan. An Garda Traffic Units also conducts specific operations targeted at unaccompanied drivers on an ongoing basis. These operations are incorporated in divisional and district Policing Plans. The following table shows the number of Fixed Charge Penalty Notices that were issued to learner drivers in 2013 to 2016 for driving without being accompanied by a fully qualified driver:

Year	Learner Unaccompanied
2014	251
2015	5,766
2016	5,683
2017	6,103
Total	17,803

In 2017 An Garda Síochána targeted operations focusing on unaccompanied driver during in both urban and rural areas. The data from these operations indicated that unaccompanied learner drivers were more prevalent at weekend outside of school/college hours. The results were communicated to the Regional Traffic Superintendents and were the basis to continue to target this type of offending across the organisation. The data suggests that a significant proportion of young people are still using their vehicles unaccompanied.

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An Garda Síochána has made submissions to the Department of Transport with regard to legislation that could be enacted that would deter this type of offence. The submission includes providing Gardaí with the power to seize vehicles from unaccompanied drivers.

9. *What percentage of Gardaí authorised to drive Garda vehicles have received formal accredited driver training and can you set out the plan that is in place to address the driver training issues?*

Driver Training is currently provided at a number of levels within An Garda Síochána. The basic level, is CBD Level 1, is a one day course which assesses a member's basic ability to drive - but not in Response mode. The standard level, CBD Level 2, is three week programme that trains a member to drive in response mode (lights and sirens). The specialist level, CBD Level 3, is a three week programme for specialist units such as the Emergency Response and Armed Support Units. The advanced specialist level, CBD Level 4, is a three week programme for advanced drivers. The instructor level, CBD Level 5, is a three week programme for Instructors.

The greatest demand for training is CBD Level 2 which provides for response driving.

An Garda Síochána is currently reviewing its Driver Training programme and how it will address the backlog of personnel who require CBD Level 1, Level 2 and Level 3 training. An Garda Síochána is currently engaged with a number of private operators who have indicated that they would be in a position to offer driving training to the Organisation. A request for information (RFI) was published on e-Tenders and a number of companies have expressed an interest in providing driver training for An Garda Síochána. An Garda Síochána is currently assessing the extent and range of services that they can provide.

An Garda Síochána has identified 2,500 personnel who have undergone the basic level of training and need to be upgraded to CBD Level 2. In an effort to address the backlog An Garda Síochána is examining the opportunity to outsource part of the driver training programme. This may also provide the capacity to training Gardaí up to CBD Level 2 before they leave the Garda College.

The current capacity of the Driving School stands at 540 per annum. Given that currently there are over 2,500 personnel who have only completed CBD Level 1 it is important that a significant investment is made to reduce the backlog and get to the stage that all qualified members have attained CBD Level 2.

10. *Is AGS implementing the five stage Emergency Services Driver Standard launched by the RSA and all of the emergency services in 2014?*

Yes – An Garda Síochána was one of the first organisations to implement the five stage Emergency Services Driver Standard.

Education and Prevention

1. What role does the Schools Programme play in the education and prevention work done around road safety?

There are three dimensions to the road safety programme that An Garda Síochána carries out as part of the schools programme. These dimensions are: the Garda Primary Schools Programme; the Garda Secondary Schools Programme; and the Garda Transition year programme.

The Garda Primary and Secondary Schools Programme are managed by the Garda Bureau of Community Engagement while the transition Year Programme “It won’t happen to me” is managed by the Road Safety Unit at the Garda National Roads Policing Bureau.

The primary schools programme is targeted at all 5th and 6th class students. It was developed in conjunction with the Department of education and is delivered by community Gardaí. The programme covers a number of topics, one of which is Road Safety. The Road safety module incorporates: car safety; walking to school; seat belt use; school bus safety; crossing the road; and cycle safety. The class is discussion based, is supported by lesson plans and work sheets, and is designed by An Garda Síochána to compliment the schools programme.

The Secondary Schools programme, which was developed with the Department of Education, is one module of a ten module CSPE Syllabus. The programme targets 1st and 2nd year students and addresses issue of Road and Cycle Safety. It is delivered by local Community Gardaí.

The transition year programme on road safety is a presentation, approved by the Department of Education, and was developed in co-operation with the RSA. It is incorporated in the “Your Road to Safety” Transition Year road safety programme. It is also available nationally as a standalone presentation to non Transition Year schools; third level collages; community groups; private industry; and any other interested parties.

The transition year programme is aimed primarily at 15-18 year olds, covers all the main road safety ingredients (i.e. speeding; safety belts; fatigue; alcohol/ drugs; young male drivers) and the consequences of being involved in a road traffic collision etc. It is a mixture of slides and suitable videos and delivered in a hard-hitting but safe manner by trained Gardaí. The presentation lasts approximately 80 minutes. It is often incorporated in an all day event whereby school children from multiple areas are brought to a suitable location (i.e. hotel), and a practical road traffic collision scene is re-enacted with the assistance of other emergency services. This re-enactment enhances the aim of the road safety intervention, which is to change attitudes and behaviour at an early age.

Outside of the three formal programmes alluded to above An Garda Síochána also takes the opportunities to visit other classes to raise awareness of road safety.

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Data on Schools visits during 2016 and 2017 is set out below.	
Primary School from 1st Jan to 31st December 2016	894
Primary School from 1st Jan to 13th November 2017	615
Secondary School 1st Jan to 31st December 2016	64
Secondary School 1st Jan to 13th November 2017	56

Statistics are unavailable for the Transition Year programme however discussions have begun to have its' management transferred to the Bureau of Community Engagement which would be able to collate the visits as part of their overall schools returns. Presenters use a mix of Garda material and RSA programmes.

The transition year programme forms part of the "Your Road to Safety" pack as outlined above, however it is also stand alone and can be tailored to any audience. While the capacity to deliver the Garda Schools programme was hampered by the reduction in Garda numbers over the past five years, this will improve as recruitment progresses and the appointment of 150 additional members to Roads Policing.

2. How do you decide when and how road safety campaigns should be undertaken? What evidence basis do you use?

Road Safety campaigns are based on current trends and historical data compiled by An Garda Síochána and the Road Safety Authority. An Garda Síochána's Roads Policing Operation Plan 2018 was developed having regard to both the Road Safety Authority's Analysis of Collisions and Pre-Crash Report 2008-2012 and the Garda Síochána Analysis Service's analysis of FCPS and PULSE Data 2013-2016.

An Garda Síochána works with the Road Safety Authority on targeted campaigns based on Garda and RSA data. Examples of these campaigns are the summer speeding campaigns and the Christmas drink driving campaigns. Data from the RSA, An Garda Síochána and operational experience is used to determine which campaigns are run, when the campaigns should be held and to assess the effectiveness of the campaigns afterwards.

The Garda Síochána Analysis Service are currently liaising with the Road Safety Authority and reviewing FCPS and PULSE Data. This date was used to develop the Roads Policing Operation Plan 2018.

3. Given the results of the Road Safety Authority survey regarding driver compliance (78% of Irish adults witness driving over the speed limit or mobile phone use whilst driving, on at least weekly basis) how effective do you think GS education campaigns are?

Based on the reduction of road deaths and serious injuries over the past ten years, evidence suggests that there has been a significant improvement in driver compliance. The introduction of the GoSafe programme, that targets Speed Collision Zones, is an example of how strategically targeted enforcement, supported by an extensive education programme, can be extremely effective in reducing the number of fatalities. This programme has significantly contributed to the reduction in the number of fatalities that occur in Collision Zones - from 30% to 15% over a seven year period.

An Garda Síochána works closely with the RSA to develop road safety campaigns to improve driver compliance. These campaigns are designed to address trends in driver behaviour identified from

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the analysis of data. These media campaigns are reinforced by enforcement campaigns carried out by members of An Garda Síochána and supported by GoSafe.

4. How do you garner feedback to evaluate the effectiveness of road safety campaigns?

The Road Safety Authority employs an external body to review the effectiveness of the joint road safety campaigns. An Garda Síochána uses this material to review its road safety programmes and how they are impacting on the target audiences.

An Garda Síochána, in conjunction with the Garda Síochána Analysis Service, reviews the number of fatal and serious injury traffic collisions and compares these with similar periods of previous years to establish if the respective road safety campaigns are having the desired impact on driver behaviour. An Garda Síochána also examines enforcement outputs to identify any trends that may be of concern.

Information gathered by the Road Safety Authority, as part of their attitude and behaviour surveys, also gives an indication of the effectiveness of the work being done by both organisations.

Overall An Garda Síochána works closely with the Road Safety Authority in the development of Road Safety Campaigns. The Roads Policing Operations Plan 2018 was developed having regard to both the Road Safety Authority's Analysis of Collisions and Pre-Crash Report 2008-2012, and the Garda Síochána Analysis Service (GSAS) examination of Fatal Collisions from 2013-2016.

5. What is the Garda role in road safety engineering?

An Garda Síochána provides details of all traffic collisions to the Road Safety Authority who in turn provides the data to Transport Infrastructure Ireland (TII) and the Local Authorities. Based on the information emanating from the Garda traffic collision report, local authorities and TII engineers identify areas/locations where the engineering factors are contributory causes to traffic collisions. The collision data is also used by local authorities with respect to changes to speed limits or any significant alterations to road layouts.

An Garda Síochána meets with Local Authority Traffic Engineers and Transport Infrastructure Ireland (TII) Engineers to review collision data and to examine if remedial road engineering work is required. Garda Forensic Collision investigators provide a rich source of data that is shared with both agencies.

The Transport Institute of Ireland Engineers provide a level of oversight independent of the Local Authority engineers.

An Garda Síochána has established dedicated Forensic Collision Investigators in each Garda region. All Forensic Collision Investigators have successfully completed an accredited training course in Forensic Collision Investigation. The present course completed by Forensic Collision Investigators is accredited an established University, while previous courses were accredited by City and Guilds. As part of the course the Forensic Collision Investigators are trained to digitally map the collision area and identify any marks or other evidence that relate to the collision. The role of the Forensic Collision Investigators is to provide a consistent and professional investigative capability to the investigation of all fatal/potentially fatal collisions.

A legal lacuna in the current governance process is the fact that there are no independent body/engineers to report on the condition of the roads. Such a development would provide

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independent evidence to critically evaluate the effectiveness of the engineering component to each Fatal and Serious Injury collision.

6. *Has the Garda Síochána evaluated the merits of establishing a centralised Fatal Collision Investigation Unit?*

An Garda Síochána has established dedicated Forensic Collision Investigation Centres in each region. Their role is to provide a consistent, professional investigative capability to the investigation of all fatal/ and potentially fatal collisions.

All the Forensic Collision Investigators (FCIs) are trained to a high standard, and undergo regular additional workshops to improve their level of expertise. Their training programme is independently evaluated by an established University.

Given the size of the country and the time delay in travelling from one central location proposals to establish one national unit was not considered feasible. An Garda Síochána has made a decision to deploy FCIs at regional level. There are currently nine regional FCI Centres established to investigate fatal collisions across the country. Larger geographical regions have more than one Forensic Collision Unit. While consideration was given to a single national unit given the geographical size of the country it was not the most appropriate approach at that time.

An Garda Síochána has a senior FCI to centrally coordinate the training and up-skilling of FCI's. This person is available to be deployed to independently assess any locations where the Forensic Collision Investigator requires a peer review of their investigation.

7. *The Garda Síochána's participation in Bikesafe is under review (according to the Garda Síochána website). Given that motor cyclists are categorised as vulnerable road users when will this review be completed and a decision made regarding this initiative?*

A review of Bikesafe was conducted by the Chief Superintendent in Charge of DMR Traffic in 2016. The review raised concerns in relation to the value of the programme given the profile of those who volunteered to undergo the programme. The majority of those who volunteered were mature, experienced riders and not the young inexperienced which was the initial target audience.

The review also took into consideration that, as a result of a change in legislation, there is now a requirement for all learner motorcyclists to undergo driving training with a qualified driving instructor. Learner motorcyclists now undergo sixteen (16) hours of tuition before they can sit their driving test. Initial Basic Training (IBT) is a Road Safety Authority approved training course for learner motorcyclists. The standard course lasts 16 hours and is broken into four modules which can be taken at different stages and there is also a Progression Module to allow riders to change vehicles types and sizes. A motorcycle IBT Training Course must be complete before a motorcycle can be driven on the road unsupervised.

The Head of Legal Affairs in An Garda Síochána raised legal concerns over the operation of the programme given that the programme took place in a non-controlled environment on the open roads. With the introduction of the IBT programme for motorcyclists An Garda Síochána considered that it was an appropriate time to withdraw from the Bike-Safe Scheme.

8. *The 2014 RSA survey asked "in the past 3 years have you been fined or punished in any other way for breaking the speed limit." Only 18% of those who stated they had broken the speed limit said they had been fined or otherwise punished. This has serious*

implications for driver safety education. What is your assessment of the extent of speeding currently, and the efficacy of current road safety education campaigns?

Based on 2016 data 26.6% of Irish road users stated that there was a high chance of being checked for speeding (**EU average 36.2%**). While the most recent data indicates a positive trend, considerable scope for improvement still exists, when benchmarked against the EU average. An Garda Síochána is working closely with the Road Safety Authority to assess, how collectively through enforcement and education, they can improve the level of compliance with the speed regulations.

Evidence from GoSafe vehicles indicates that, in 2016, the level of compliance remains static at 99.67% even though there has been an increase in the volume of vehicles surveyed from 28.6 million in 2016 to 32.3 million in 2017. An Garda Síochána considers that speed remains a significant contributory cause of traffic collisions. The new GoSafe contract provides an opportunity to purchase additional hours each year as part of the contract and a business case to purchase the additional hours is being considered for funding in 2018.

The source of the Irish Figure (26.6%) is the Road Safety Authority -

<http://www.pressreader.com/ireland/irish-independent/20161014/281573765214494>

The source of the EU Data (32.2%) is the ESRA Report -

http://esranet.eu/sites/default/files/ESRA2015ThematicReportNo1Speeding_0.pdf

As part of the analysis conducted in preparation of the Roads Policing Operations Plan 2018 a review was conducted in respect of enforcement results in relation to all of the 'lifesaver' offences. This analysis was used to identify the days and times when these offences were most prevalent. The Roads Policing activities, set out in the Roads Policing Operations Plan 2018, are planned around these times. The Garda Síochána Analysts Service is currently liaising with the Road Safety Authority and reviewing FCPS and PULSE data for 2017.

GoSafe have shown an increase in compliance within the Safety Camera Zones (99.3%) and a subsequent reduction in the number of detections. However, in 2017 there was a 22% increase in the number of intercept detections made by An Garda Síochána. The key findings of the RSA observational study 2016 – Free Speed would indicate that the majority of speeding is occurring on urban roads with 57% of cars surveyed breaking the speed limit. Taking all of these factors into consideration it is clear that speeding is still a problem on Irish roads despite, however, the reduction in road deaths does show that the actions been taken are having a positive effect

An Garda Síochána is reviewing the speed detection equipment currently with a view to purchasing modern equipment that is more effective in the detection of speeding offences.

Effectiveness of the Prevention and Enforcement Effort

1. How do you ensure that your definition of traffic collision is consistently applied? What level of supervision is applied to this area of data? Is there any level of validation or scrutiny from outside the Division or District of the classification of collisions, e.g. by GISC?

All categories of traffic collision, ranging from minor damage to fatal collisions, are included in the daily review of incidents carried out by each District Officer. As a consequence, each District Officer is required to supervise each investigation and the incident will not be marked as closed until the Superintendent is satisfied that the investigation is completed.

If there is a necessity to change the classification of an incident, as a result of the investigative process, the reclassification can only be made by the District Officer. The request must be made to (GISC) and will not be accepted unless there is a prima facie case to support the change. For example, if a collision is recorded as a serious injury collision at the outset, and information later comes to hand that the injury is minor, then the collision may be re-classified as a Minor Injury Collision if the Data Quality team at GISC is satisfied.

In April 2017 GISC assumed responsibility for the classification of all crime for the Garda Divisions comprising the Northern Region, thereby ensuring a uniform approach to the classification of crime. This new classification responsibility by GISC was rolled-out to the Garda Divisions comprising the Western Region in December 2017 and will extend to all Garda Regions in 2018

2. What number of summonses for lifesaver offences are served by hand where unsuccessful by registered post and how is performance assessed in this area?

Fixed Charge Notices (FCN) for all lifesaver offences are issued by ordinary post. Summonses are served by hand. Of the 530,000 FCN's issued for lifesaver offences in 2014/2015 78.5% were Paid and the balance proceeded to Summons. The service rate for summonses (which are delivered by hand) relating to the Life Saver Offences is, on average, 74%.

An Garda Síochána is preparing a business case to outsource the service of summonses by registered post. Only summonses that are not served by Registered Post would be sent to An Garda Síochána for service. It is estimated that this proposal will significantly reduce the amount of Garda time spent serving summonses and will allow An Garda Síochána focus on those who are evading service.

The annual estimated cost of the proposal is in the region of €2million.

The Garda IT section is developing a tracking system for summonses, similar to the warrant tracking system. This will reduce the current administrative burden associated with summons service and highlight the fact that there is in existence a summons for a person when they are checked by any Garda.

Data Quality

- 1. PARC has been provided with data on how many people were disqualified drivers at the time of their conviction but have been unable to identify how many were disqualified at the time of the collision. Do you gather this data?**

An Garda Síochána gathers data on whether a person was insured or held a current driving licence at the time the collision took place.

Members can now establish from PULSE if a person was disqualified at the time of driving. There is a data field on PULSE that captures this information. While there were difficulties in the past with access to this data it is now provided to An Garda Síochána on a consistent basis.

The Garda Mobility Project has developed a project that can deliver the database on disqualified drivers to hand held devices (mobile phone) which are being piloted in one Garda Division. The new devices enable Gardaí to check vehicles to ascertain their current status in relation to: registered owner; tax status; insurance status; and if a person is disqualified from driving.

- 2. Having accurate data on the role of alcohol in collisions contributes to much wider policy debates on the issue. Is the Garda Síochána confident as to the accuracy of current data relating to this and other factors contributing to collisions?**

An Garda Síochána has made considerable progress to ensure that it is accurately recording all data in relation to all collisions. It has introduced a new Data Quality Unit at the Garda Information Services Centre (GISC) to help ensure that all aspects of our data recording is to a high standard.

Staff at GISC have taken responsibility for the correct classification of all incidents in the Northern and Western Regions. This initiative ensures that incidents are correctly classified from the outset and that all data entries are subject to review by a new Data Quality Unit established in GISC.

All traffic collision data is made the subject of review flag if data fields are not properly completed. The review required flag is set by the Data Quality Team at GISC and the incident is flagged to the investigating member that the incident requires additional data. Since November 2015 the incomplete data fields are also highlighted at the daily review of incidents that takes place each day in each District. District Officer will not mark an incident as Closed until they are satisfied that the investigation is complete.

Forensic Collision Investigators are deployed to the scene of all Fatal Injury Collisions and Serious Injury Collisions where a fatality is likely. In addition to the FCI, an Investigating member is deployed to the scene and a dedicated supervisor oversees the investigation of the collision before it is closed by the local District Officer.

An Garda Síochána is making every effort to ensure that the combined data from the Forensic Collision Investigator and the investigating member is accurately recorded on each PULSE incident.

An Garda Síochána has shared with the RSA the full investigation file for all fatal traffic accidents that occurred between 2008 and 2012. This rich source of data has enabled the pre-crash

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contributory factors for all fatal collisions to be the subject of pre-crash analysis. This data has proven to be a very rich source of data in relation to the contributory cause of collisions. An Garda Síochána is currently working with the RSA to provide recent data covering the period 2013 onwards for collisions where the investigation is completed. An Garda Síochána is also working with the RSA to share the data electronically in a timely manner where the investigation is completed.

An Garda Síochána records on PULSE data in respect of tests performed in accordance with Road Traffic Legislation pertaining to the investigation of fatal and serious injury road traffic collisions. These include roadside breath tests conducted and breath/blood or urine samples taken following the arrest of a person.

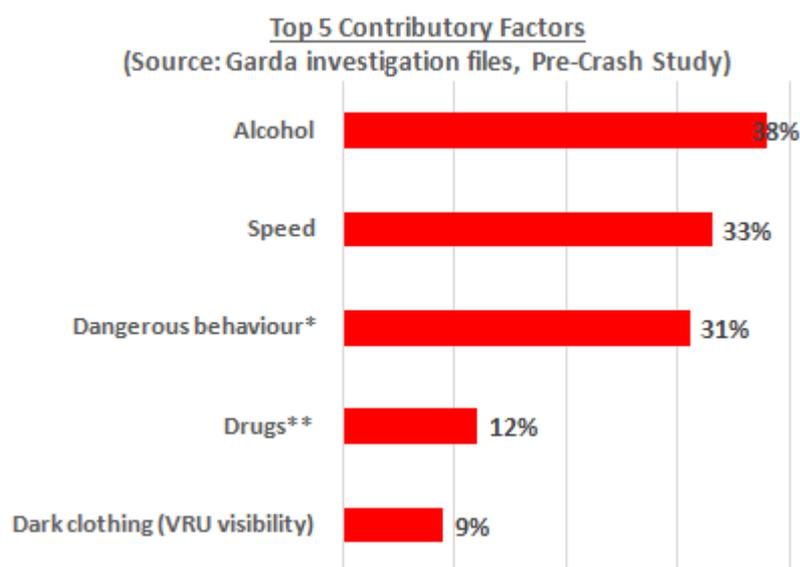
In addition to the new classification process An Garda Síochána is reviewing on an ongoing basis the PULSE System to improve how data is captured.

3. Do you have any statistics on collisions, which set out gender, the role of alcohol in collisions and their locations nationally?

The data set out in the tables below pertains to collisions that occurred in November and December for the period 2008 to 2012. It was published by the RSA on the 30th November 2017.

The data highlights the main contributory factors to fatal collisions, the counties with the highest concentration of fatal collisions, the ratio of men to women involved in Injury Collisions, data in relation to drivers tested at the scenes of injury collisions and the ratio of male to female arrested for drink driving.

Main Contributory Factors Nov/Dec 2008-2012



*Examples include: unsafe overtaking/undertaking manoeuvres, poor observation by motorists/VRUs, non-compliance with traffic signage, other dangerous behaviour.

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Fatalities Nov/Dec 2008-2016*: Most Dangerous Counties

County	No. of fatalities	%
Dublin	36	12
Cork	31	11
Galway	26	9

As the above table shows the counties with the highest concentration of fatal collision are Dublin, Cork and Galway. There are also counties with the highest concentration of population.

Dublin

Majority of those killed were pedestrians (42%), followed by car users (25%) and motorcyclists (19%).

Urban roads were higher risk (81% of fatalities).

Cork

Majority killed were car users (65%), followed by pedestrians (29%).

87% of fatalities occurred on rural roads.

Galway

Majority killed were car users (62%), followed by pedestrians (15%).

65% of fatalities occurred on rural roads.

2015-2017 YTD – Number Drivers and Motorcyclists involved in All Injury Collisions

	Female	Male	Total	Gender Unknown	Overall Total
Driver	7662	13947	21609	53	21662
Motorcyclist	56	1000	1056	4	1060
Total	7718	14947	22665	57	22722
Driver Ratio	35%	65%			

The above table illustrates that males are two times more likely to be involved in collisions, as the driver of vehicle.

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All Injury Collisions - Drivers and Motorcyclists Tested at Scene
2015-2017YTD

1. Tested at Scene

Yes	11716	52%
No	10986	48%
Refused	20	
Total	22722	

2. Result if Tested at Scene

Negative	11336	97%
Positive	380	3%
Total	11716	

3. Reasons not Tested at Scene

Driver Arrested	107	1%
Collisions Not in Public Place	7	
Driver Arrested - Opinion w/o test	63	1%
Driver Gone from Hospital	165	2%
Driver Gone to Hospital	2826	26%
Driver Not Known	129	1%
Fatality	218	2%
Hit and Run	315	3%
Material Dam Only	1187	11%
Medical Grounds	849	8%
Medical Grounds - Doctor Refusal	47	0%
Medical Grounds - Insufficient Time	48	0%
Doctor/Nurse unavailable - 3 hours	27	0%
Not Investigated at Scene - insuff. Time 3 hours	453	4%
No Garda Requirement -3 hours	167	2%
Reported at station insufficient time 3 hours	1696	15%
No Screening Device	819	7%
No power of entry to make requirement	5	0%
Specified in Narrative	1858	17%
Total	10986	

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The reasons why the requirement is not made is influenced by a wide variety of factors outside of the control of the investigating Garda who has been dispatched to the scene of the traffic collision.

The main reasons and the factors influencing these are:

1. Driver gone to Hospital – in over one quarter of collisions when the Gardaí arrived at the scene of the collision the medical services had already arrived at the scene and conveyed the drivers to hospital or another third party took the drivers to the hospital. This factor is influenced by the number of ambulances in an area and the ability to respond to reported collisions quickly and by the capacity of the Garda unit assigned to the call to get to the scene quickly. Gardaí may be delayed responding to the scene because of a delay in notification of the collision (in many injury collisions the ambulance service will be notified of the collision before the matter is reported to An Garda Síochána), traffic congestion associated with the collision, Gardaí responding to other urgent calls (which in turn is influenced by the number of units on duty in a particular area at the time of the call). On some occasions the driver may have been released/gone from the hospital, by the time the Gardaí have arrived to make the demand.
2. Reported at station insufficient time (3 hours) – the legal requirement to take a specimen of blood must be completed within three (3) hours of the time of driving. In many instances the collision is reported to An Garda Síochána after the incident has occurred and the parties have departed the scene of the collision. Very often one of the parties may be removed to Hospital or other medical facility and is not in a condition to report the collision. The other (offending party) may not wish to have the matter reported to An Garda Síochána for Insurance or other reasons. If there is a delay in reporting the incident to An Garda Síochána then the window for demanding a breath specimen and in turn a specimen of blood/urine will have expired.
3. Material Damage only – the legal requirement to demand a specimen of blood/urine is limited to circumstances where collision resulted in ‘injury that requires medical attention at the scene or is brought to the Hospital’. A collision may be reported to An Garda Síochána and at the scene when the Gardaí arrive they parties exchange details and Gardaí take details without any of the persons involved reporting an injury. After the event, or during the course of the investigation post event, if any of the parties involved claim that they have received an injury as a result of the collision then the investigation will be reclassified from a material damage to an injury collision. However, this may be some days after the event occurred and outside the time that the legal demand can be made for a specimen.
4. Medical Grounds – in approximately 10% of cases the demand for a specimen it not made due to the medical condition of the driver. The legal requirement to demand a specimen of breath is precluded where “such requirement would be prejudicial to the health of the person”.
5. Specified in Narrative – the data field on PULSE is prepopulated with a drop down menu to specify the “Reasons not tested at Scene”. In approximately 17% of incidents the member included in the narrative the reason why the “reasons for not testing at the scene”. This is a data quality issue and has been addressed at the recent briefing for PULSE Release 7.3 which now requires that the investigating Garda included details of the intoxicant detecting device (Drager Unit Breath/Drug) used when carrying out the test. Details of the device used is recorded similar to the data recorded at a MIT Checkpoint including the start/end reading. If

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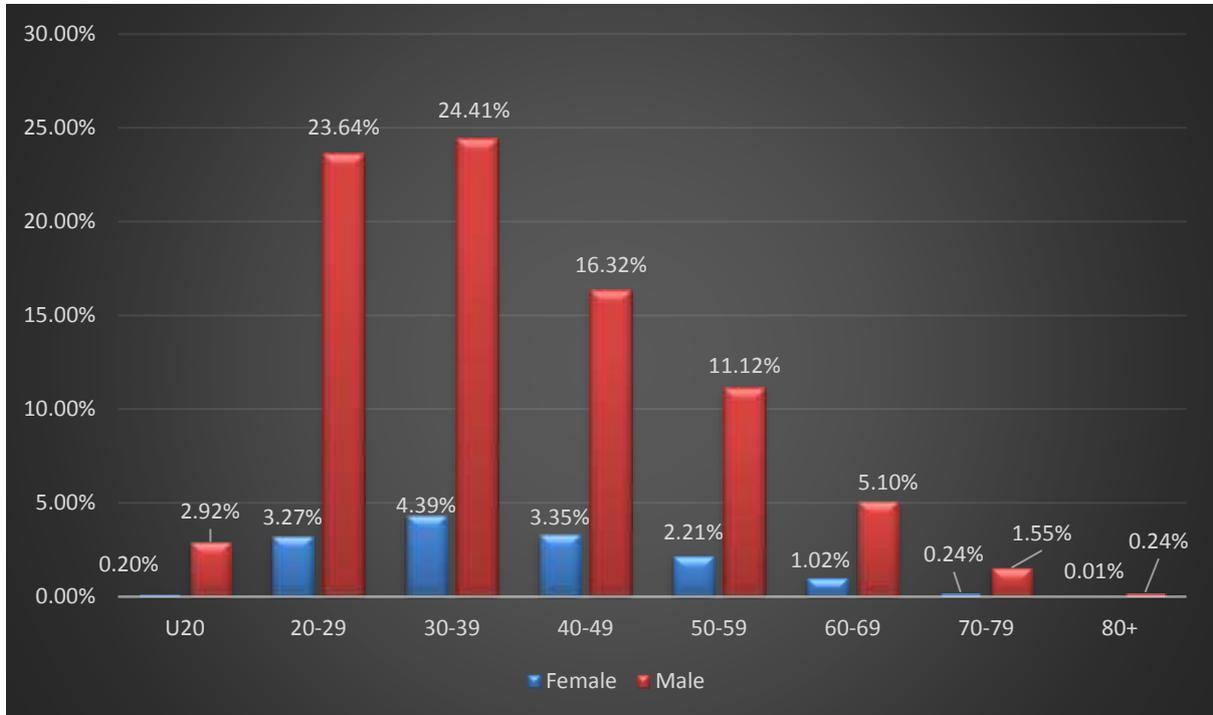
a two vehicle collision the device should indicate that the apparatus was used twice to test both driver.

6. Other – a smaller percentage of tests are not carried out for reasons such as:
 - a. the investigating Garda did not have a screening device or could not get one to the scene within the three-hour deadline
 - b. one of the parties involved departed the scene (hit and run)
 - c. one of the drivers died as a result of the collision
 - d. an arrest can take place without having to use the screening device – where it is so clear that the driver was intoxicated that they did not need the screening device to form their opinion to arrest the driver.

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The data set out below pertaining to Drink Driving was published by the Garda Síochána Analysis Service in November 2017 and covers the period January 2017-October 2017

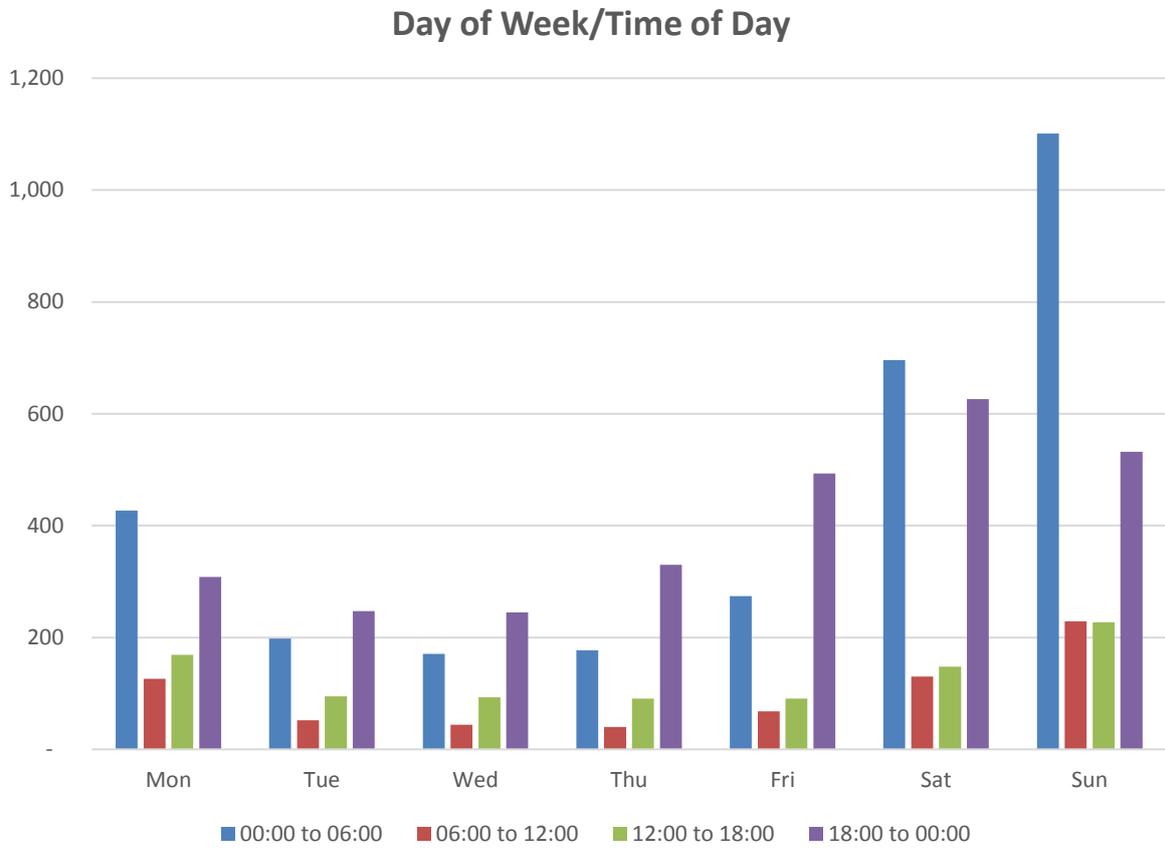
Arrests for Driving while intoxicated by Gender and Age



The above chart shows that females are significantly less likely to be arrested for drink driving in all age categories.

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Arrests for Driving while Intoxicated by Day of the Week



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The table below sets out the distribution of summonses served in each Garda Division for 2016

Division	No. Served 2016	% Served 2016
Cavan Monaghan	4674	3%
Clare	5230	3%
Cork	9987	6%
Cork North	2927	2%
Cork West	2878	2%
DMR East	4246	3%
DMR North Central	4173	2%
DMR North	15738	9%
DMR South Central	2714	2%
DMR Southern	13962	8%
DMR Western	17081	10%
Donegal	4029	2%
Galway	8822	5%
Kerry	3220	2%
Kildare	5195	3%
Kilkenny/Carlow	2627	2%
Laois/Offaly	4676	3%
Limerick	14517	9%
Louth	4707	3%
Mayo	3002	2%
Meath	4004	2%
Roscommon/Longford	3391	2%
Sligo/Leitrim	1913	1%
Tipperary	4863	3%
Waterford	4752	3%
Westmeath	4017	2%
Wexford	5832	3%
Wicklow	4386	3%
Nationwide	167563	100%