

Garda Mobile Safety Cameras – Frequently Asked Questions

What is involved in the safety camera project?

The primary purpose of this initiative is to reduce speed related collisions and **save lives**. Initially as part of the Road Safety Strategy 2007 – 2012, followed by the Road Safety Strategy 2013-2020, the GoSafe consortium has been contracted to operate safety cameras on our roads on behalf of the Garda organisation.

When did the safety cameras come into operation?

At midnight on Monday 15th November 2010, safety cameras came into operation on roads all across Ireland and initially operated where fatal or injury collisions were occurring as a result of inappropriate speed.

Why do we need safety cameras?

The safety cameras **save lives** through a reduction of speed related collisions. Excessive or inappropriate speeding continues to be a significant contributory factor in road traffic collisions.

Who operate the safety cameras?

The safety cameras are operated by trained GoSafe personnel using a range of vehicles. Safety cameras are on the roads all across Ireland where fatal or injury collisions are occurring as a result of inappropriate speed.

What times of day, days of the week, do they operate?

The cameras operate 24 hours, 7 days a week.

How are the locations decided? Who is responsible for deciding the locations?

An Garda Síochána continuously carries out extensive analysis of the collision history on the road network. Sections of road have been identified where a significant proportion of collisions occurred where speed was a contributory factor. The Garda National Traffic Bureau (GNTB) decides on the locations where the speed cameras will operate. Safety cameras will now operate in locations where fatal, serious and minor collisions have occurred.

Do the private operators get paid a bonus based on the number of speeding detections they make?

No. In accordance with the contract, GoSafe will be paid on the basis of enforcement hours and survey hours conducted.

What happens if a motorist drives past one of the safety cameras while exceeding the speed limit?

When a motorist is detected speeding, the offence details and images will be validated and the vehicle registration numbers recorded by GoSafe. The data will then be sent electronically by GoSafe to the Garda IT Section, where it will be uploaded into the Fixed Charge Processing System (FCPS).

The motorist will then receive a fixed charge notice in the normal way through the post. This will be administered by the Fixed Charge Processing Office (FCPO), Thurles in the same way as detections made by Garda personnel.

For information on why you should slow down and a list of penalties for speeding, please visit the Garda website, www.garda.ie.

How will people know where the cameras will be?

GoSafe will only operate on sections of road which have a history of collisions occurring where speed was a contributory factor. The areas where the cameras are operating are available on this Garda website – www.garda.ie.

What will the safety cameras look like?

GoSafe provide a minimum of 6,000 enforcement hours and maximum of 1,475 survey hours per month across the country. Whilst carrying out enforcement, the cameras will operate from vans which will be marked with high visibility reflective material and will display a safety camera symbol. Images of the vans are available on the Garda website – www.garda.ie.

The survey hours will be conducted from unmarked vans pre and post enforcement, in order to accurately observe and record the speeds at which vehicles are currently travelling, for survey purposes only.

Do the safety cameras have additional capabilities, compared to the existing Garda speed detection methods?

The camera technology is similar to that currently operated by An Garda Síochána.

How many penalty points are applicable and what is the fine?

To see information on penalty points and fines associated with speeding, please visit the Garda website, www.garda.ie.

Is this a revenue-generating exercise?

No. The key objective of the project is to reduce the number of speed related collisions and therefore **save lives**. GoSafe will be paid on the basis of enforcement hours and survey hours conducted. The hourly rates to be paid are not linked in any way to the number of detections made.

What is the GoSafe consortium?

Road Safety Operations Ireland - trading as GoSafe - is an Irish Limited Company originally formed to fulfil the requirements of An Garda Síochána for the Provision and Operation of Safety Cameras in Ireland. GoSafe is owned by three equity partners.

What are the dangers associated with speeding?

The principal dangers associated with speeding are:

- Increased chance of loss of life
- Increased damage as a result of collision i.e. death or serious injury as opposed to minor or no injury
- Inability to stop vehicle in time to avoid collision

What if I believe the speed limit on a road is inappropriate?

Setting speed limits is the statutory function of the local authorities. As part of this project, speed surveys are carried out in all speed enforcement zones. An Garda Síochána, the National Roads Authority and local authorities will work together to determine the appropriateness of speed limits within zones.

What else are Gardaí doing to reduce the number of deaths and serious injuries on our roads?

An Garda Síochána is committed to reducing fatal and serious injuries on our roads and improving road safety. All road users must face up to their responsibilities and stop reckless behaviour which endangers themselves, their families, friends and neighbours, and indeed other innocent road users.

Our members receive ongoing training to enable them to detect a wide range of road traffic offences, including speeding.

Visible Garda enforcement measures, as well as the use of technology, including cameras, assists in achieving compliance amongst road users for a range of road safety measures.

We utilise a range of equipment such as:

- Handheld and tripod mounted laser speed detection devices;
- Vehicle mounted Puma speed detection equipment, (both marked and unmarked vehicles);
- Van mounted automatic speed detection radars (Garda operated);
- Van mounted Go-Safe vans (civilian operated).

An Garda Síochána's Road Safety Unit delivers presentations on road safety to a number of groups in the community, including those which are specific to younger audiences including schools and colleges and youth clubs, in order to lead to changes in driver behaviour.

Our education programme, 'It won't happen to me', is included in the Transition Year syllabus. The Unit also provides road safety information at major public exhibitions which attract younger people, such as The Young Scientist Exhibition, the National Ploughing Championship and a variety of car and motorcycle shows.

How many detections do you anticipate GoSafe to make?

We're hoping for none. The objective is to reduce speed and **save lives**.

Are your other enforcement strategies not working?

Yes, they are. There were 395 people killed on Irish roads in 2005. The number of fatalities has more than halved since then with a record low figure of 162 road deaths in 2012. 2015 with 166 road deaths is the second lowest in terms of road safety, however one death is one too many, and we will continue to use all the resources and technology available to us to reduce the number of fatal and serious collisions on our roads.

The perception of being caught is very low?

That may be the perception but the reality is that there were nearly 220,000 detections for speeding in 2015.

How do you measure the success of this project?

The success will be measured based on a reduction in speed across the road network, as well as based on a reduction in the number of fatal, serious and minor injury collisions on our roads.

Based on the experience with other projects, for example the introduction of penalty points and mandatory alcohol testing, we anticipate that there will be an

immediate reduction in speed across the road network followed by a long-term reduction which will lead to **saving lives**.

In 2012 there were 162 road deaths.

In 2013 there were 188 road deaths.

In 2014 there were 193 road deaths.

In 2015 there were 166 road deaths.

Between 2004 -2008 the ratio of collisions occurring in speed enforcement zones was approximately 30%

In 2015 the ratio of collisions occurring in speed enforcement zones had reduced to 14%.

We therefore would consider this reduction in road deaths and the ratio of where they are occurring as encouraging, but speed still remains a significant issue whether in speed enforcement zones or not.