

TII Road Safety Engineering and Auditing Conference

LA16 Process Collision Data & Data Sharing

Stephen Flynn, Road Management Office

LA 16

LA16

- Circular 18/2020 and 06/2023 refer.
- Action 61 of Road Safety Strategy
- An Garda Síochána Traffic Collision Manual

Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
61.	Complete a minimum of 70% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	Department of Transport, An Garda Síochána, CCMA / LA's	DoT Principal, Commissioner of An Garda Síochána, LA Chief Executive	Q4 2024	TII, DoT Support Office

An Roinn Iompair
Department of Transport



21 December, 2020

RW 18/2020

LA16 Collision Reporting and Evaluation Procedure

Dear Director,

The purpose of this Circular is to provide guidance in the use of the LA16 – Collision Reporting and Evaluation Procedure Form and has been prepared as an update to the previous LA16 procedure introduced in 2007.

Brief history of LA16

The LA16 Collision Reporting and Evaluation Procedure Form is a form used to collect data at collision sites where a fatality has occurred or collisions that are likely to become fatal.

The process was introduced to improve the accuracy of data collection, make the information more readily available to allow more immediate implementation of any safety improvements identified and provide a forum for Local Authorities and An Garda Síochána to meet and discuss road safety issues. It was designed to help meet the objectives of Action 68 of the Road Safety Strategy 2007 to 2012.

The following is an extract from An Garda Síochána Traffic Collision Manual, section 9.7, in relation to "Liaison between An Garda Síochána and the Local Authorities". This sets out the procedure and confirms the Gardaí and the Local Authority have to meet on site to discuss the incident.

'The District Officer (Local Garda Superintendent) in whose area a fatal collision occurs or where there is a collision which is likely to be fatal, will as soon as practicable, inform the Senior Roads Engineer for the Local Authority where the collision occurred. Arrangements will be made for an Area Engineer from the Local Authority and a member of the investigating team to visit the collision scene as soon as possible.'

Current situation

The completion of these forms following fatalities is currently quite low and in the region of 30%. This is an unacceptable level and in the interest of road safety it is imperative that following a fatality in a County that communication takes place between An Garda Síochána and the Senior Engineer/ MD Engineer by way of completing the LA16 form.

The Department has undertaken a review of the procedure and is now introducing an updated electronic LA16 form, Contact List Form and Site Sketch Template Form. Local Authorities should, from the start of January 2021, use these new forms and complete and submit an updated Contact list. These forms are available to download from www.LA16.ie and are attached here for information. They are to be completed electronically.

22-28 Stráid an Chéirneigh, Baile Átha Cliath D02 HC42, Eire
22-28 Clare Street, Dublin D02 HC42, Ireland
T +353 1 6707444 | info@transport.gov.ie
www.gov.ie/transport

An Roinn Iompair
Department of Transport



21st March 2023

Circular RW 06 of 2023

LA16 – Transfer of Operational Function to Roads Management Office (RMO)

Dear Director of Services/Senior Engineer

The completion of LA16 is an Action (no. 61) within the RSA Road Safety Strategy 2021–2030. In 2021 the Department tasked the Department of Transport Support Office (DoTSO) with the development of an online application, which will allow engineers and members of An Garda Síochána (AGS) to complete an online form, provide photographs/sketches for accident scenes, answer various questions posed and submit this electronically to a central repository.

As the development phase is now complete and following discussions between the Department and the RMO, the Department has decided that the operational responsibility for LA16s will transfer from DoTSO to the RMO with effect from 3rd of April 2023.

The RMO will issue their own notification and guidance on how the LA16 process will operate going forward and provide assistance to all LAs during this transition.

The RMO will assume full responsibility for LA16s as of the 3rd of April 2023. In the interim period, the RMO will be contacting Local Authorities directly to assist them in carrying out all outstanding LA16 – Collision Reporting on fatal collisions that occurred in Q4 2022 and Q1 2023 which have not been recorded and submitted as part of the LA16 – Collision Reporting and Evaluation Procedure.

Should you have any queries relating to this circular, the RMO can be contacted at la16@rmo.ie

The Department would like to thank the Department of Transport Support Office for their development work.

Yours sincerely,

Larry Kelly
Higher Executive Officer
Regional & Local Roads Division

Lína Lincáin, Baile Átha Cliath, D02 TR60, Eire
Leeson Lane, Dublin 2, D02 TR60, Ireland
T +353 1 6707444 | info@transport.gov.ie
www.gov.ie/transport

A Story







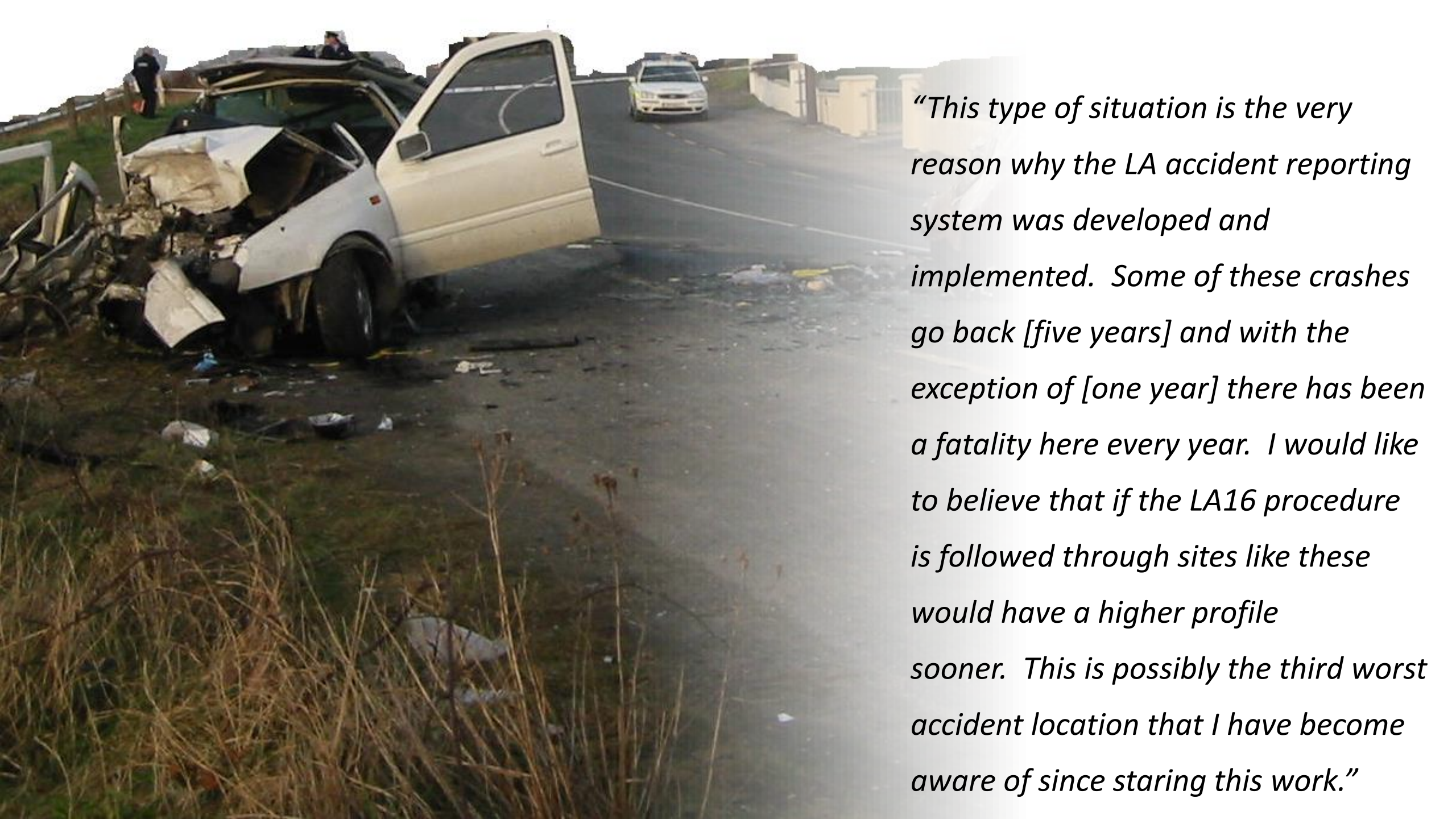






A Story

- Five people involved in this collision died
- Two years earlier a child died at the same location
- Three other collisions with fatalities at the same location in the previous five years.
- Two other Serious Injury collisions
- All the crashes involved speed and loss of control
- Three Area Road Engineers during the period
- Unknown number of AGS members



“This type of situation is the very reason why the LA accident reporting system was developed and implemented. Some of these crashes go back [five years] and with the exception of [one year] there has been a fatality here every year. I would like to believe that if the LA16 procedure is followed through sites like these would have a higher profile sooner. This is possibly the third worst accident location that I have become aware of since starting this work.”

LA16

Circular 18/2020
and 06/2023
refer.

Action 61 of
Road Safety
Strategy

An Garda
Síochána Traffic
Collision Manual

Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
61.	Complete a minimum of 70% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	Department of Transport, An Garda Síochána, CCMA / LA's	DoT Principal, Commissioner of An Garda Síochána, LA Chief Executive	Q4 2024	TII, DoT Support Office

An Roinn Iompair
Department of Transport



21 December, 2020

RW 18/2020

LA16 Collision Reporting and Evaluation Procedure

Dear Director,

The purpose of this Circular is to provide guidance in the use of the LA16 – Collision Reporting and Evaluation Procedure Form and has been prepared as an update to the previous LA16 procedure introduced in 2007.

Brief history of LA16

The LA16 Collision Reporting and Evaluation Procedure Form is a form used to collect data at collision sites where a fatality has occurred or collisions that are likely to become fatal.

The process was introduced to improve the accuracy of data collection, make the information more readily available to allow more immediate implementation of any safety improvements identified and provide a forum for Local Authorities and An Garda Síochána to meet and discuss road safety issues. It was designed to help meet the objectives of Action 68 of the Road Safety Strategy 2007 to 2012.

The following is an extract from An Garda Síochána Traffic Collision Manual, section 9.7, in relation to "Liaison between An Garda Síochána and the Local Authorities". This sets out the procedure and confirms the Gardaí and the Local Authority have to meet on site to discuss the incident.

"The District Officer (Local Garda Superintendent) in whose area a fatal collision occurs or where there is a collision which is likely to be fatal, will as soon as practicable, inform the Senior Roads Engineer for the Local Authority where the collision occurred. Arrangements will be made for an Area Engineer from the Local Authority and a member of the investigating team to visit the collision scene as soon as possible."

Current situation

The completion of these forms following fatalities is currently quite low and in the region of 30%. This is an unacceptable level and in the interest of road safety it is imperative that following a fatality in a County that communication takes place between An Garda Síochána and the Senior Engineer/ MD Engineer by way of completing the LA16 form.

The Department has undertaken a review of the procedure and is now introducing an updated electronic LA16 form, Contact List Form and Site Sketch Template Form. Local Authorities should, from the start of January 2021, use these new forms and complete and submit an updated Contact list. These forms are available to download from www.LA16.ie and are attached here for information. They are to be completed electronically.

22-28 Stráid an Cháirdeigh, Baile Átha Cliath D02 HC42, Éire
22-28 Clare Street, Dublin D02 HC42, Ireland
T +353 1 6707444 | info@transport.gov.ie
www.gov.ie/transport

An Roinn Iompair
Department of Transport



21st March 2023

Circular RW 06 of 2023

LA16 – Transfer of Operational Function to Roads Management Office (RMO)

Dear Director of Services/Senior Engineer

The completion of LA16 is an Action (no. 61) within the RSA Road Safety Strategy 2021–2030. In 2021 the Department tasked the Department of Transport Support Office (DoTSO) with the development of an online application, which will allow engineers and members of An Garda Síochána (AGS) to complete an online form, provide photographs/sketches for accident scenes, answer various questions posed and submit this electronically to a central repository.

As the development phase is now complete and following discussions between the Department and the RMO, the Department has decided that the operational responsibility for LA16s will transfer from DoTSO to the RMO with effect from 3rd of April 2023.

The RMO will issue their own notification and guidance on how the LA16 process will operate going forward and provide assistance to all LAs during this transition.

The RMO will assume full responsibility for LA16s as of the 3rd of April 2023. In the interim period, the RMO will be contacting Local Authorities directly to assist them in carrying out all outstanding LA16 – Collision Reporting on fatal collisions that occurred in Q4 2022 and Q1 2023 which have not been recorded and submitted as part of the LA16 – Collision Reporting and Evaluation Procedure.

Should you have any queries relating to this circular, the RMO can be contacted at la16@rmo.ie


The Department would like to thank the Department of Transport Support Office for their development work.

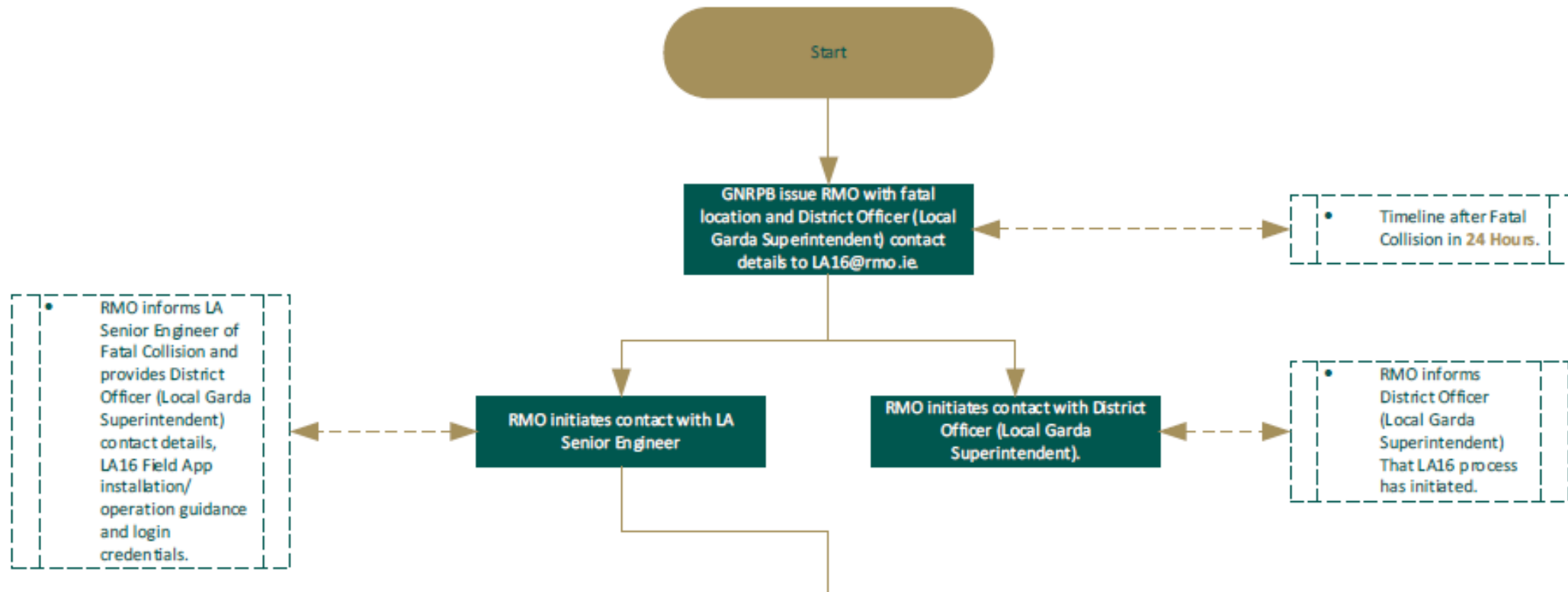
Yours sincerely,

Larry Kelly
Higher Executive Officer
Regional & Local Roads Division

Lína Lincáin, Baile Átha Cliath, D02 TR60, Éire
Leeson Lane, Dublin 2, D02 TR60, Ireland
T +353 1 6707444 | info@transport.gov.ie
www.gov.ie/transport

LA 16 – Process Updated

Procedure Document	PR05			
Last updated	DG			30/03/2023
LA16 Collision Reporting Procedure				



LA Senior Engineer Initiates contact with District Officer (Local Garda Superintendent)

LA Area Engineer meets Investigating Garda and/or Forensic Collision Investigator (FCI) at the Collision site to complete and upload digital LA16 form using mobile device.

LA Area Engineer, Investigating Garda or Forensic Collision Investigator (FCI) collaboratively input Collision Details required for digital LA16 form and LA Area Engineer submits form.

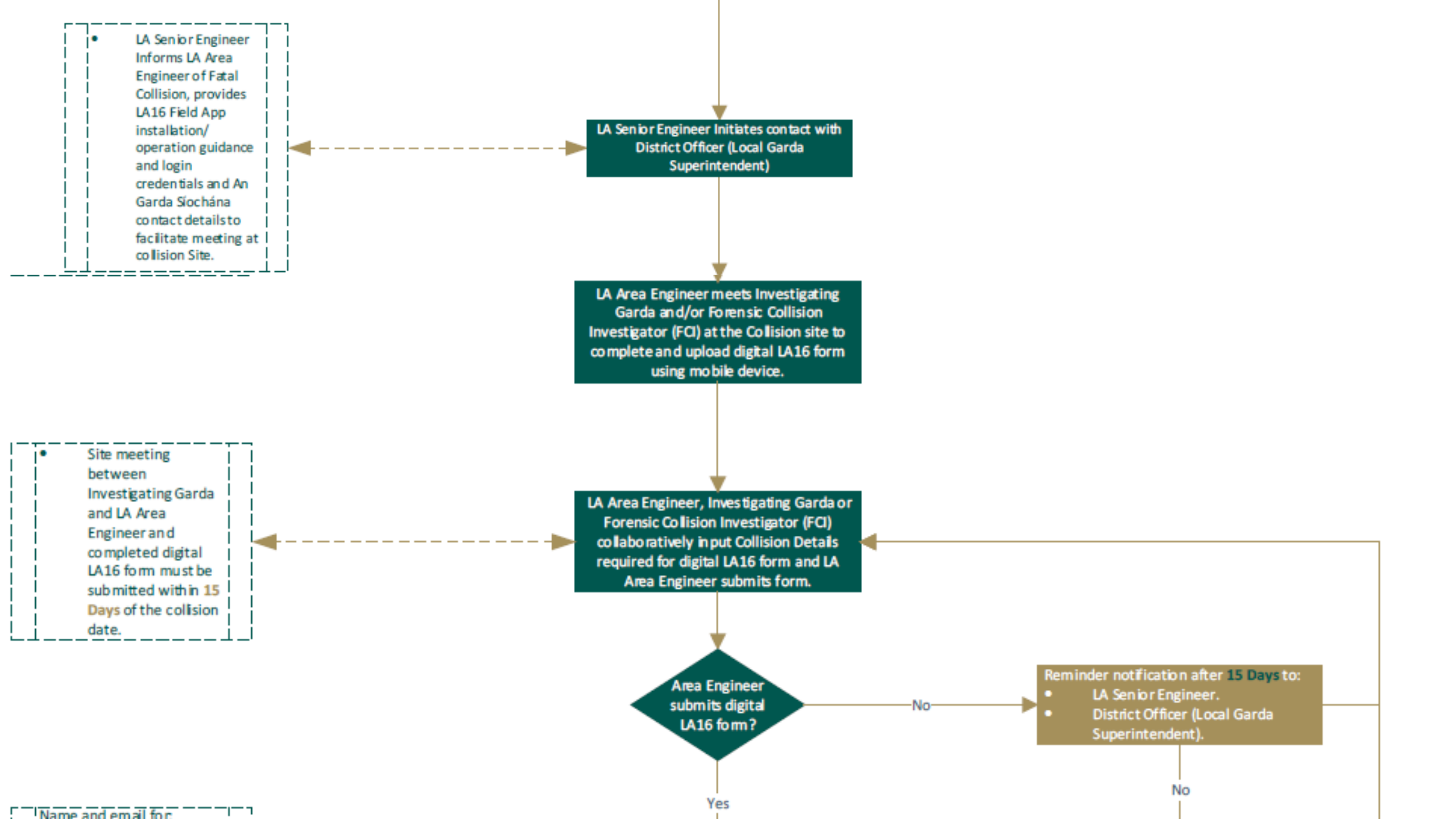
Area Engineer submits digital LA16 form?

Reminder notification after 15 Days to:
• LA Senior Engineer.
• District Officer (Local Garda Superintendent).

LA Senior Engineer Informs LA Area Engineer of Fatal Collision, provides LA16 Field App installation/ operation guidance and login credentials and An Garda Síochána contact details to facilitate meeting at collision Site.

Site meeting between Investigating Garda and LA Area Engineer and completed digital LA16 form must be submitted within 15 Days of the collision date.

Name and email for





LA 16 Site Meeting

- The site meeting is an important part of the process
- It allow the Local Authority staff member to obtain an understanding of the mechanism of the collision from AGS member and/or Forensic Collision Investigator directly involved in the investigation who has a proper sense of the impact of the collision
- Fully supported by AGS, CCMA and DOT senior management

LA 16 summary

64 Collisions to date

68 Fatalities to date

61 LA 16 issued

31 LA 16 returned complete

51% return rate

11 awaited from two authorities

Eight awaited from four authorities

Many authorities 1-29 days
Median 19 days

Traffic fatalities up to 9am on 22th May 2023

Pedestrians	13
Drivers	32
Passengers	10
E-Scooter Driver/Passenger	1
Motorcyclists	6
Pedal Cyclists	
Pillion Passengers /Other	1
Total Year To Date	68

LA 16 Training & Observations

T11 Training Literature



LA16 Collisions

Tutorial Module

How to Install the LA16 App
&
Submit an LA16 Survey



Process Managed by The Road Management Office

Contact Information



[Log a Support Ticket](#)



la16@rmo.ie



074 91 53960



Phase 1 - Develop & Implement Interim LA16 Solution and Manage & Coordinate LA16 Process Q2



Phase 2 - Review Existing LA16 Guidance & Software –Q3



Phase 3 - Develop MapRoad AMS LA16 Module Q4-Q1

Feedback welcome

LA 16 Data

Local Authority

Garda PULSE No.

Date & Time of Site Meeting

Garda Forename

Garda Surname

Garda email address

Is Garda Forensic Collision Investigator?

District Officer (Local Garda Superintendent) email address

LA Engineer Forename

LA Engineer Surname

LA engineer email address

LA Senior engineer email address

Director of Service email address

Number of Collision Fatalities

Number of Serious injuries, likely fatalities

Urban or Rural

Speed Limit

Other

Speed Limit Type

Other

LA 16 Data

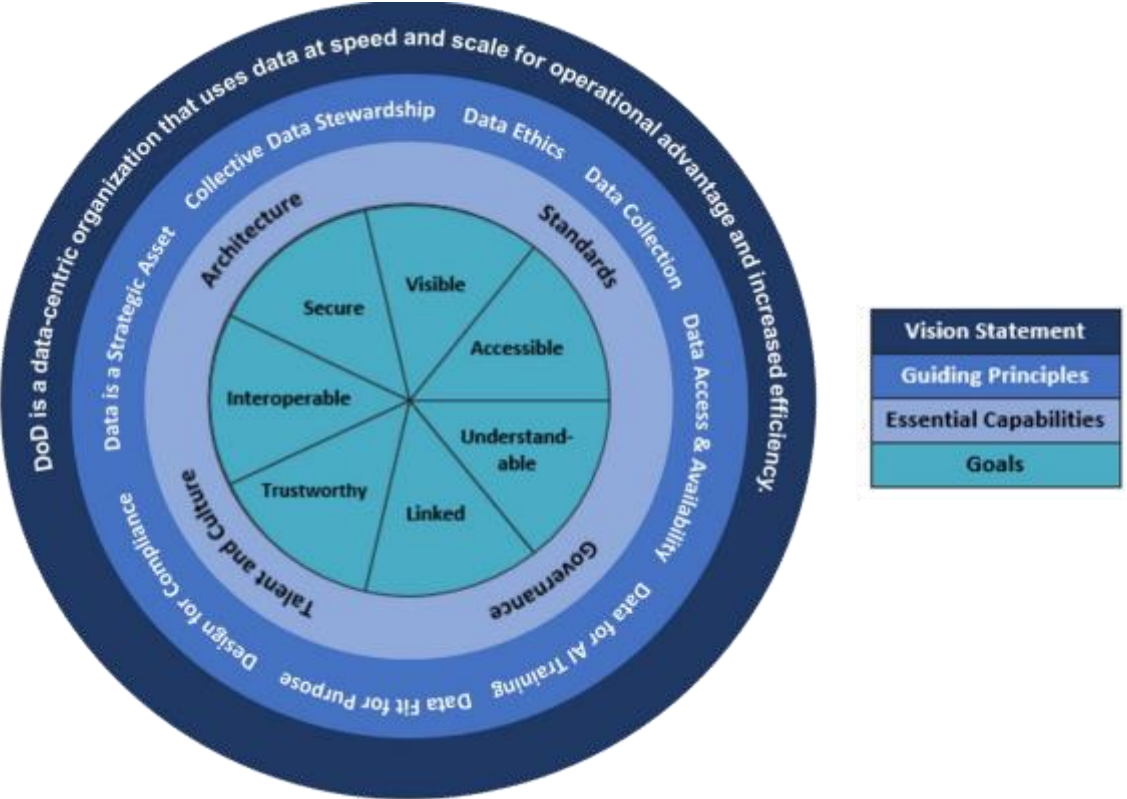
Municipal District	Edge Markings	Other
Townland	Centreline Markings	Number of Vehicles
Latitude	Warning Signage	Collision involving
Longitude	Condition of Warning Signage	Directions_of_travel
Road Classification	Regulatory Signage	Vehicle One Class
Route Number	Condition of Regulatory Signage	Vehicle 2 Vehicle 3 Class
Road Width (m)	Directional Signage	Creation Date
Other	Condition of Directional Signage	Creator
Road Environs at/near the collision site	Note	Edit Date
Other	Date collision occurred	Editor
Pavement Condition	Time collision occurred	x
Forgiving Roadside	Description of Accident by Investigating	y
AADT Band	Garda	
Public Lighting	Description of surface, weather,	
Edge Markings	Lighting etc at the time of the collision	
Centreline Markings	Vehicles in collision	
Warning Signage	Single Vehicle Collision With...	

Data

Why do we need it?

Data

- **Decision making** is enhanced and more effective through access to timely (and secure) data.
- Data can provide a **fair and accurate representation** of operations and management.
- Increasingly data is seen as a **strategic asset** similar to traditional strategic assets such as personnel, equipment, supply chains etc.



Data

- Data is a high-interest commodity and must be leveraged in a way that brings both immediate and lasting advantage.
- As an organisation shifts to managing data as a critical part of overall mission, it gains distinct, strategic advantages.
- These advantages will be reflected in **more rapid, better-informed decisions through the use of trustworthy and integrated data.**

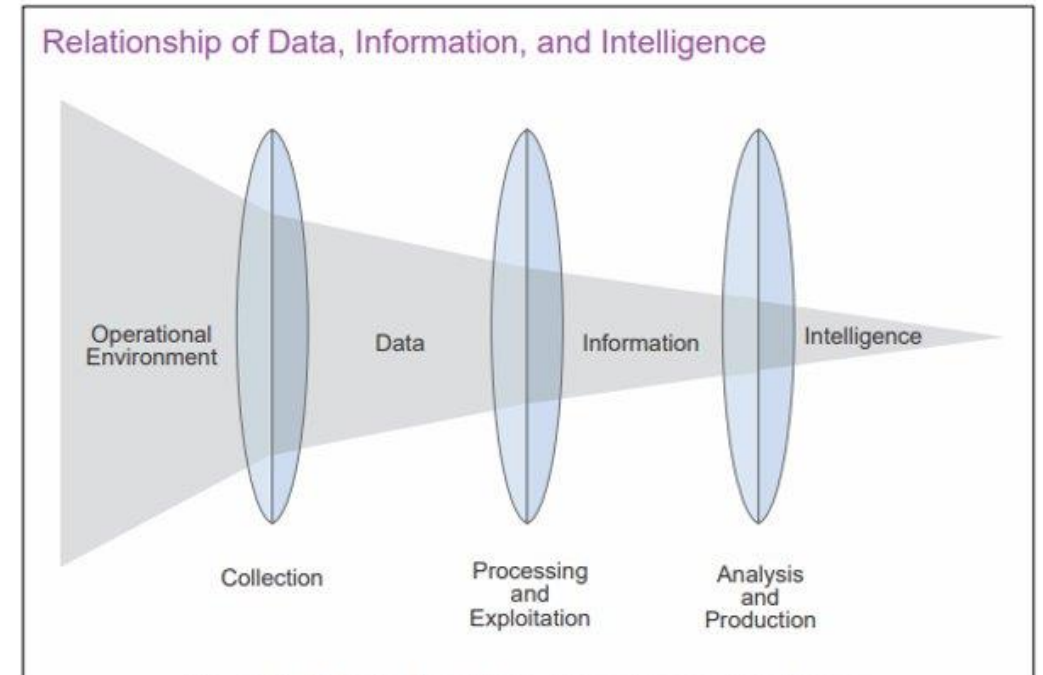
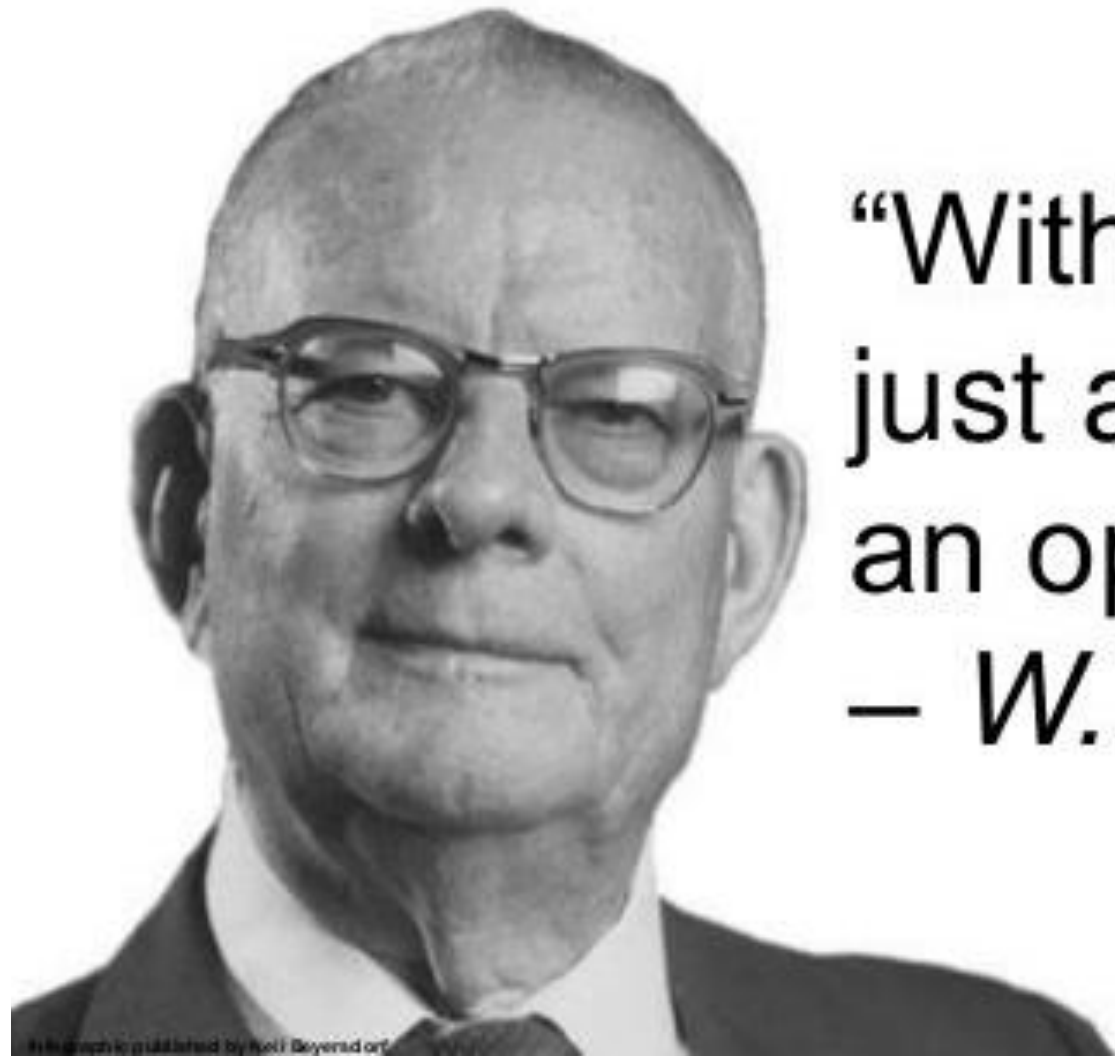


Figure I-1. Relationship of Data, Information, and Intelligence





“Without data you’re
just another person with
an opinion.”

– *W. Edwards Deming*

Road engineering and education spending within local authorities 2012-2021

2013 and 2019

Between 2013 and 2019 local authority expenditure on road safety engineering and education was in excess of €192,000,000

A further €101,000,000 was budgeted to be spent between 2020 & 2022

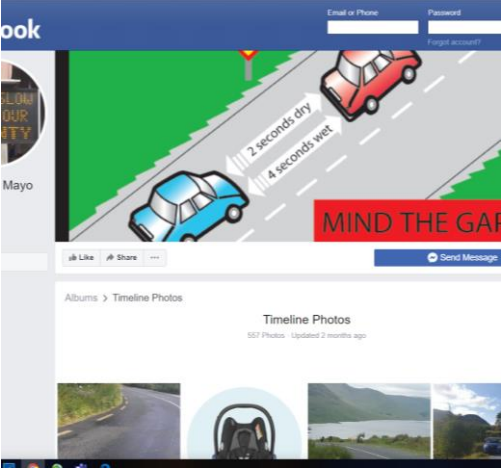
2020 & 2022



Road safety within local authorities

- C. €150,000,000 spent since 2012 or budgeted (for 2023) directly on road safety engineering measures across all the public road network. Excludes Active Travel
- 298 projects on L& R roads in 2023
- Intervention includes:
 - ✓ Road realignments
 - ✓ Signs and Lines
 - ✓ Improved pedestrian and cycling facilities





Comhairle Contae Chorcaí / Cork County Council | An Garda Síochána

CORK PRIMARY SCHOOLS ROAD SAFETY WEBINAR

CAROLINE CASEY, WATER & ROAD SAFETY DEVELOPMENT OFFICER OF CORK COUNTY COUNCIL AND COMMUNITY GARDÁ CONOR GATELY OF AN GARDÁ SÍOCHÁNNA WILL PRESENT A 45 MINUTE PRESENTATION TO PRIMARY SCHOOL STUDENTS ACROSS COUNTY CORK THIS NOVEMBER.

THIS WEBINAR WILL COVER ALL ASPECTS OF ROAD SAFETY, WALKING OR CYCLING SAFELY TO TRAVELLING SAFELY IN YOUR CAR!

THURS, 26TH NOV
9.30 - 10.15AM
TEACHERS, REGISITER YOUR CLASS NOW!

Cork Sports Partnership / Comhairle Spóirt Chorcaí / Spóirt Chorcaí

Road safety education and promotion



ART COMPETITION

Donegal Road Safety Working Group

ROAD SAFETY FOR EVERYONE

ENTERIES ARE OPEN TO PRIMARY SCHOOL CHILDREN IN DONEGAL

WHAT TO DO: DESIGN A POSTER (DRAWING/PAINTING) WITH A SLOGAN FOR A ROAD SAFETY CAMPAIGN AND EMAIL TO ADDRESS BELOW

ENTERIES BY EMAIL TO: FHROADSAFETY@GMAIL.COM
BEFORE 5PM ON FRIDAY 19TH MARCH
INCLUDE NAME, AGE, EMAIL & SCHOOL NAME ON ENTRY

PRIZE: YOUR DESIGN WILL BE ON DISPLAY AT FINN PARK AND ALL KERNAN'S LOCATIONS THROUGHOUT THE COUNTY & A SHOP LK VOUCHER

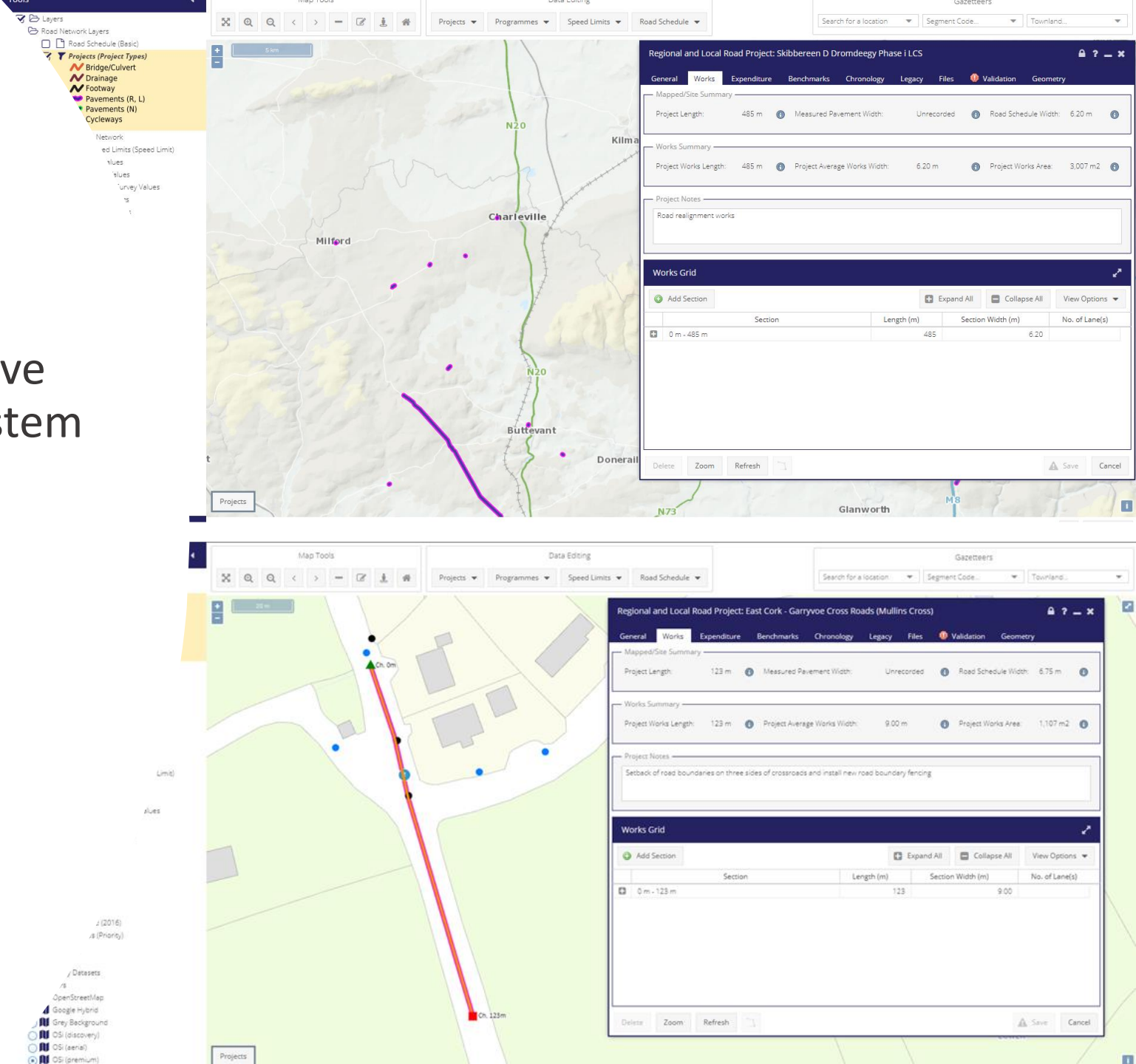
WINNERS WILL BE NOTIFIED BY EMAIL & POSTED ON SOCIAL MEDIA



- Primary and Secondary Schools' education programmes e.g.
- Social media
- "It's really scary," says 15-year-old. Both he and his friend have been looking forward to getting their first cars. "More freedom... you don't have to ask your mum for lifts."
- "I was woken up one night, my cousin passed away in one [a crash]," They had thought about road safety before "but not as much as now". He pauses. "It makes you realise."

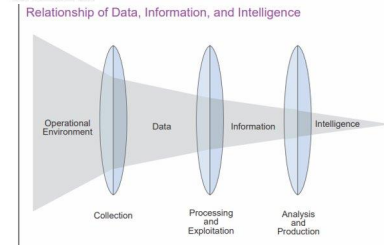
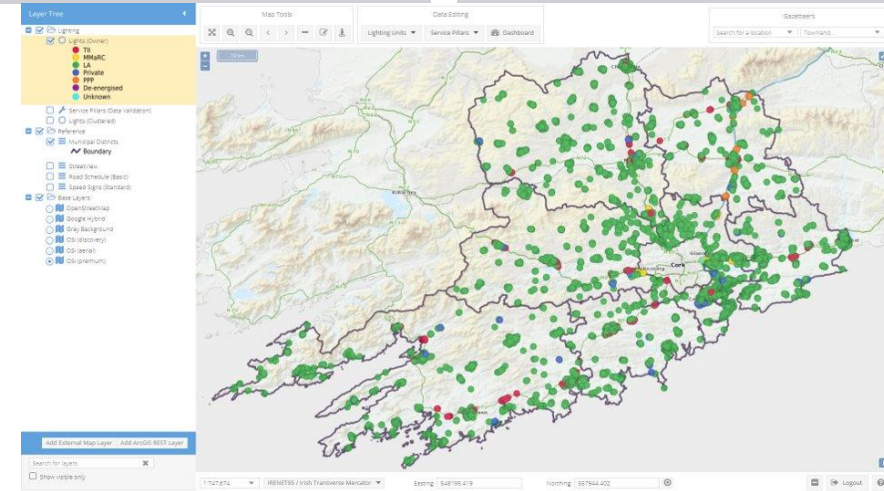
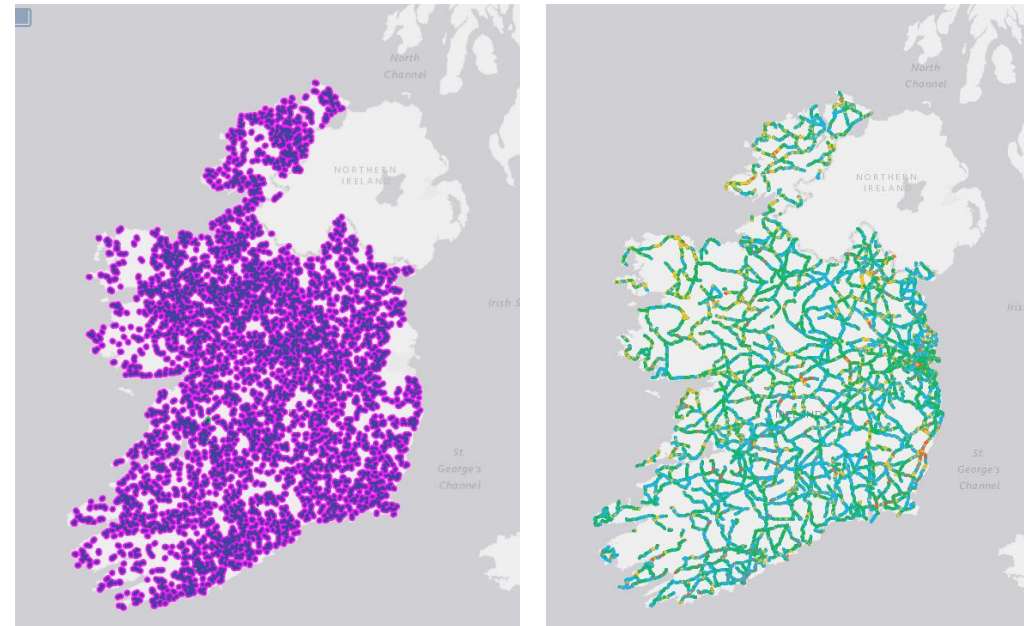
MapRoad

- Local authority sector and Department of Transport have developed the MapRoad system since 2014.
- MapRoad records:
 - road schedule
 - road condition
 - speed limits
 - traffic data
 - projects completed



MapRoad

- Projects
 - C. 8000 projects annually
 - 320000 records +
- Surveys
 - PSCI C. 3.5M records since 2011
 - Machine Surveys 475,000 scrim records
 - 600,000 rut/ IRI records
 - C. 300,000 images
- Utility Roadworks
- Roads with above 6000 AADT
- Public Lighting locations c.300,000



Collision Data & MapRoad

- Need this data to combine with other data sets e.g. geometry, traffic, speed limit, surface condition etc.
- Necessary to support the appropriate extension of the principles set out in Road Infrastructure Safety Management) Regulations 2011 to non national roads by:
 - identifying, analysing and ranking sections of the road network which have a large number of fatal accidents in proportion to the traffic flow – “ranking of high accident concentration sections” and
 - identifying, analysing and classifying parts of the road network according to their potential for safety development and accident cost savings- “network safety ranking”.

Regional Road Network Safety Analysis

Department of Transport and
Department of Transport Support
Office developing Regional Road
Network Safety Analysis

- To improve road safety & make informed decisions about road safety investment
- To align with Road Safety strategy
- Identify locations for safety improvement works - Action 51
- Align with Public spending code
- Needs data inputs

2. Support Actions

Safe System priority intervention area: safe roads and roadsides

Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
51.	Develop a Network Safety Analysis for the regional road network, which will assist identification of sections of regional roads with the highest risk of fatal or serious injury.	Department of Transport	Principal	Q4 2022	CCMA / LA's
52.	Develop a Network Safety Analysis (Stage 2) for the regional road network, which will include the design and prioritisation of remedial works for sections of regional roads with the highest risk of fatal or serious injury.	CCMA / LA's, Department of Transport	LA Chief Executive, DoT Principal	Ongoing to Q4 2025	-

Data Sharing

“There are a number of critical success factors, dependent on stakeholders and government, that will enable our 2030 targets to be achieved. These include:..... timely, efficient data sharing and use of benchmarking across key stakeholders....

“The successful implementation of road safety interventions during 2021–2030 will be dependent on access to the relevant data (e.g., collision and enforcement data) to inform their design, evaluate their performance and, if needed, provide the evidence to revise and enhance these.”

Action No.	Action	Lead Department or Agency	Responsibility	Due Date	Support Department or Agency
62.	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	DoT, LGMA, AGS



Data sharing

- Collision data is collected by AGS
- Collision data is shared with RSA and TII
- Between 1990 and 2017 c 300,000 collision events were provided to local authorities
- Categories:
 - fatal
 - serious
 - non-serious
 - material damage only
- Since 2017 it has become more challenging....

Data Protection

- Personal data means data relating to a person who is or can be identified either from the data itself or in conjunction with other information that is in, or is likely to come into, the possession of the Data Controller.
- The Data Protection Acts 1988-2018 are designed to protect people's privacy. The legislation confers rights on individuals in relation to the privacy of their personal data as well as responsibilities on those persons holding and processing such data.
- Under the GDPR and Data Protection Acts 1988-2018, a Data Controller, has a legal responsibility to:
 - obtain and process personal data **lawfully**, fairly and in a transparent manner
 - keep it only for one or more specified and **explicit lawful purpose(s)**

Data Sharing

- “Ensuring timely data sharing and access across all the key stakeholders for regular intervention evaluations Will be a challenging process, particularly in light of current and future data protection requirements.”
- The DPC recommends that all data sharing arrangements in the public sector should generally have a basis in primary legislation;
- Data collected may include personal data
- Sharing process under consideration by DOT, RSA and DPC
- AGS actively engaged in finding a solution

Data Sharing in the Public Sector



Data Sharing

Serious injury data

- 2017 939
- 2018 1197
- 2019 1368
- 2020 1019
- 2021 ?
- 2022 ?
- 2023 ?

Material damage data

- 2017 30083
- 2018 29398
- 2019 29968
- 2020 23169
- 2021 ?
- 2022 ?
- 2023 ?

Speed Limit data- collisions

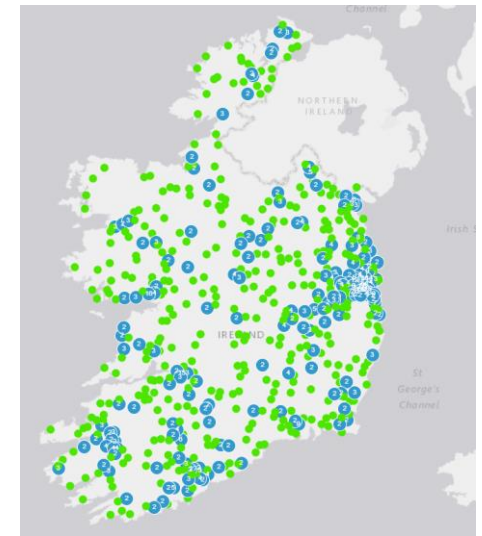
Year	50km/h	80km/h	100km/h
2017	15353	12489	6863
2018	15142	12266	6558
2019	15372	12717	6533
2020	12765	9352	4392
2021	?	?	?
2022	?	?	?
2023	?	?	?



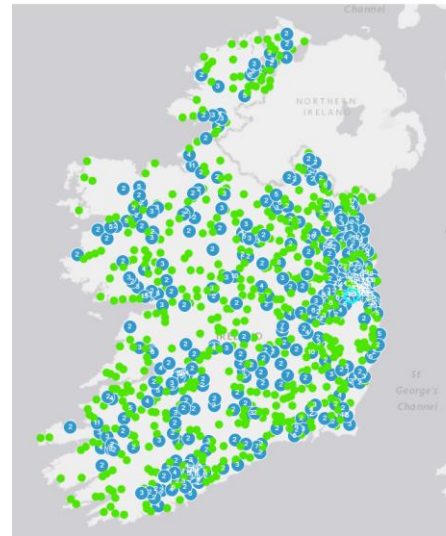
2017



2018



2019



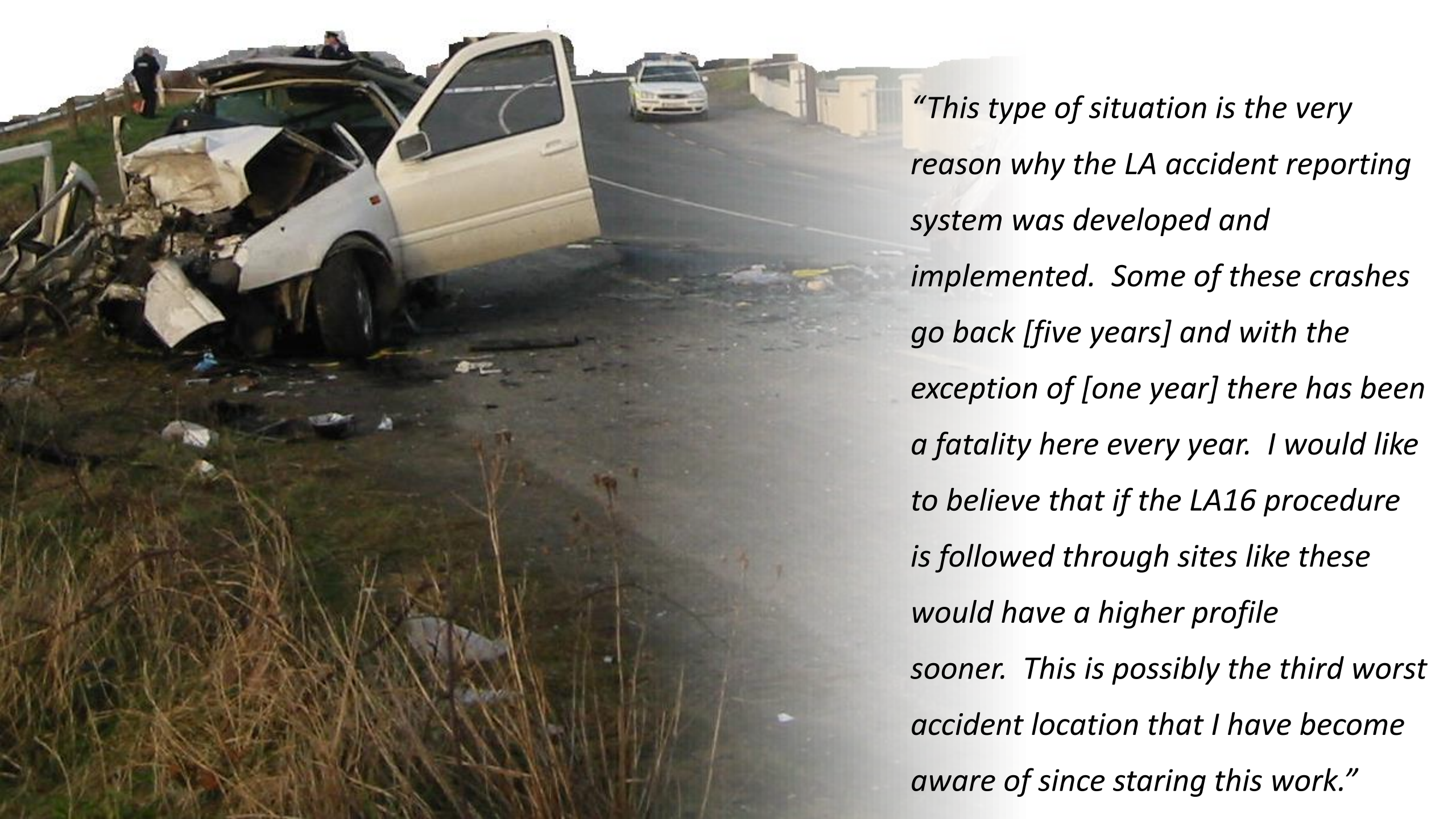
2020



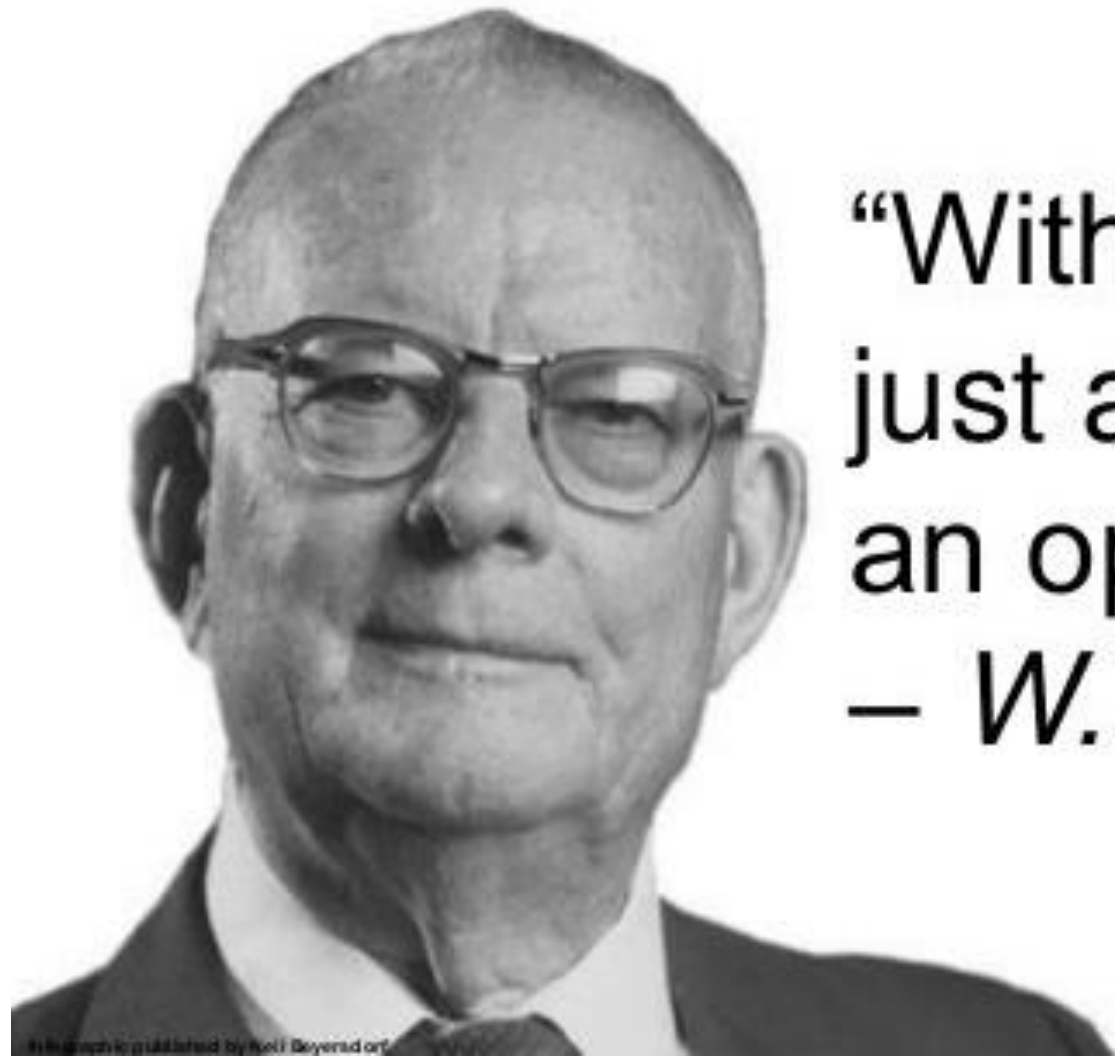
2021



2022



“This type of situation is the very reason why the LA accident reporting system was developed and implemented. Some of these crashes go back [five years] and with the exception of [one year] there has been a fatality here every year. I would like to believe that if the LA16 procedure is followed through sites like these would have a higher profile sooner. This is possibly the third worst accident location that I have become aware of since starting this work.”



“Without data you’re
just another person with
an opinion.”

– *W. Edwards Deming*

Concluding Remarks

- Please complete LA16
- Lot of useful data in MapRoad which may assist with collision evaluation and design of schemes to support vulnerable road users
- Thank you for your work in this very important area