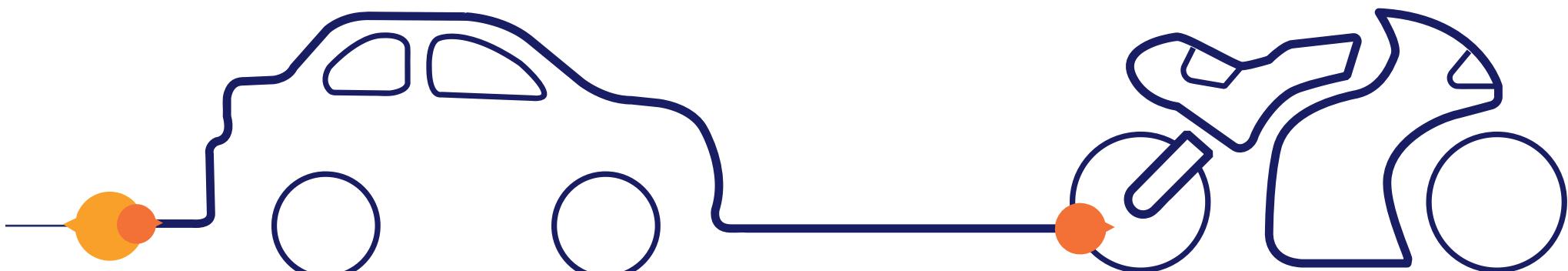


# Regional Coordinator Newsletter July 2025

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Date: 25<sup>th</sup> of July 2025



Welcome to my July 2025 newsletter. I report every month on the number of RoSPA Tests completed in Scotland, Northern Ireland, The Republic of Ireland and North Cumbria and South West Scotland. (The number of RoSPA Tests includes Advanced Driver and Rider tests and also Driver Assessment tests. {See *in Additional RoADAR topics*}).

To provide some perspective, in June 2024, there were 150 RoSPA tests completed throughout the UK and Republic of Ireland. In June this year, there has been 162 RoSPA Tests completed. As a historical comparison, the average numbers of RoSPA Tests taken in June over the three years pre-Covid was around 240.

## **This month's discussion Topic.**

### **Driving or riding in Scotland, in Northern Ireland and in the Republic of Ireland:**

Researching for information resulted in two points I should share.

- 1) I could not find appropriate data for North Cumbria and South West Scotland.
- 2) Scotland, Northern Ireland and the Republic of Ireland comparative data up to 2023 is available.

Firstly, comparing the population: Scotland 5.48M; Northern Ireland 1.92M; Republic of Ireland 5.3M. I could not find convincing data for the comparable number of vehicles in each country.

Comparing the riding/driving environment:

Total Road length: Scotland 35,000 miles (of which 400 miles is motorway)

Northern Ireland 16,700 miles (of which 80 miles is motorway)

The Republic of Ireland 38,500 miles (of which 745 miles is motorway)

Road Collision Data from 2020 until 2023

<b>Northern Ireland</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Killed	56	50	55	71
Seriously injured	596	809	910	880
<b>Republic of Ireland</b>				
Killed	141	132	152	180
Seriously injured	1216	1470	1696	1458
<b>Scotland</b>				
Killed	143	143	173	153
Seriously injured	1523	1617	1772	1931

Rural roads account for most fatalities in all three countries. Car users account for the majority of KSI but vulnerable road users, pedestrians and motorcycle users are similarly disproportionately represented in each countries figure.



Learning to drive and ride in all three countries: The processes and licence structure are similar. In the Republic of Ireland you must take 12 hours of practice with an approved instructor at some point when learning to drive.

From May 2024, e-scooters are legal and regulated in the Republic of Ireland. They are allowed on cycle or bus lanes and on local, regional and national roads but not on motorways or footpaths and must obey the same rules of the road as cyclists. The e-scooter must have lights, an audible warning device and brakes. The RSA now provide e-scooter collision statistics in line with other road vehicles. E-scooters remain illegal on the public roads and footpaths in Scotland and Northern Ireland. Unregulated and illegal use is prevalent and growing throughout Scotland and, I assume, is likewise found in Northern Ireland.

Anecdotally, my last trip while driving from Scotland, through Northern Ireland and into the Republic of Ireland (which was four or five years ago) I found the quality of the road surfaces was generally excellent in the ROI. I look forward to driving in the south of Ireland later this year. In Scotland I feel there has been a general and sometimes severe degradation of our road surfaces.

#### Training for Drivers and Riders:

- Advanced Driver/Rider training organisations – RoSPA and IAM RoadSmart volunteer groups are active in all three countries.
- In Scotland and Northern Ireland the DVSA offers the Enhanced Riders Scheme
- Bikesafe (through the Police): In Northern Ireland and in the Republic of Ireland, Bikesafe provides additional motorcycle training for full licence holders. While in Scotland, the Police Scotland offer a one-off, Rider Refinement course for full licence holders.
- RoSPA Fleet Academy offers various on road Driver courses; Motorcycle training courses; off road/specialist courses; online driver training courses throughout the UK and internationally.

#### RoADAR groups:

Republic of Ireland – 2\* Motorcycle Groups

Northern Ireland - (in 2023 the group had disbanded) 1\* New Car/Motorcycle Group started 2024

Scotland – (in 2023 2\* Car/Motorcycle Groups + 1\* Car Group + 1 Motorcycle Group)  
2\* New Motorcycle Groups started since 2023.

RoSPA tests in 2023 (Advanced Driver/Rider Tests and Driver Assessments)

Republic of Ireland – 34

Northern Ireland – 2

Scotland – 114

I could not find any Advanced Driving/Riding test volume information for IAM RoadSmart.

From a RoADAR training standpoint, there are very few differences either driving or riding in the three countries.

There are obvious differences when referencing rules the UK Highway Code; The Highway Code of Northern Ireland; and the Rules of the Road in the Republic of Ireland. For example



the hierarchy rules only relate to the UK. Also, converting mph to kph speed limits and kilometres to miles distances if travelling between the UK and ROI.

References to Roadcraft remains a constant and is what all RoADAR training is based. I look forward to the 2025 edition.

## Additional RoADAR topics



[Roadarbenefits.co.uk](http://Roadarbenefits.co.uk)

### Make use of your RoADAR member rewards

Visit [RoADAR Benefits](#) today to see what offers are currently available to you.

- RoSPA Testing: Eight RoSPA tests were taken in June in Scotland. There were six tests taken during June in the Republic of Ireland. While there were three tests taken in North Cumbria and South West Scotland, there were no Rospa tests taken in Northern Ireland in June.
- Ayrshire Road Alliance is intending to arrange a safe driver's event in Brodick, Arran in September. More information pending.
- ScORSA –There are no webinars arranged for July. However, if you did not manage to attend any of ScORSA's 2025 webinars so far this year, they are available on their website.
- I would like to ask all motorcycle members to remember if you have recently purchased new PPE, please consider donating your unused but useable PPE to a young rider who may not have the finances to purchase proper PPE.

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