



COMHAIRLE CONTAE  
CHEATHARLACH

CARLOW COUNTY COUNCIL

# ROAD SAFETY PLAN 2023-30



# The Journey Towards Vision Zero

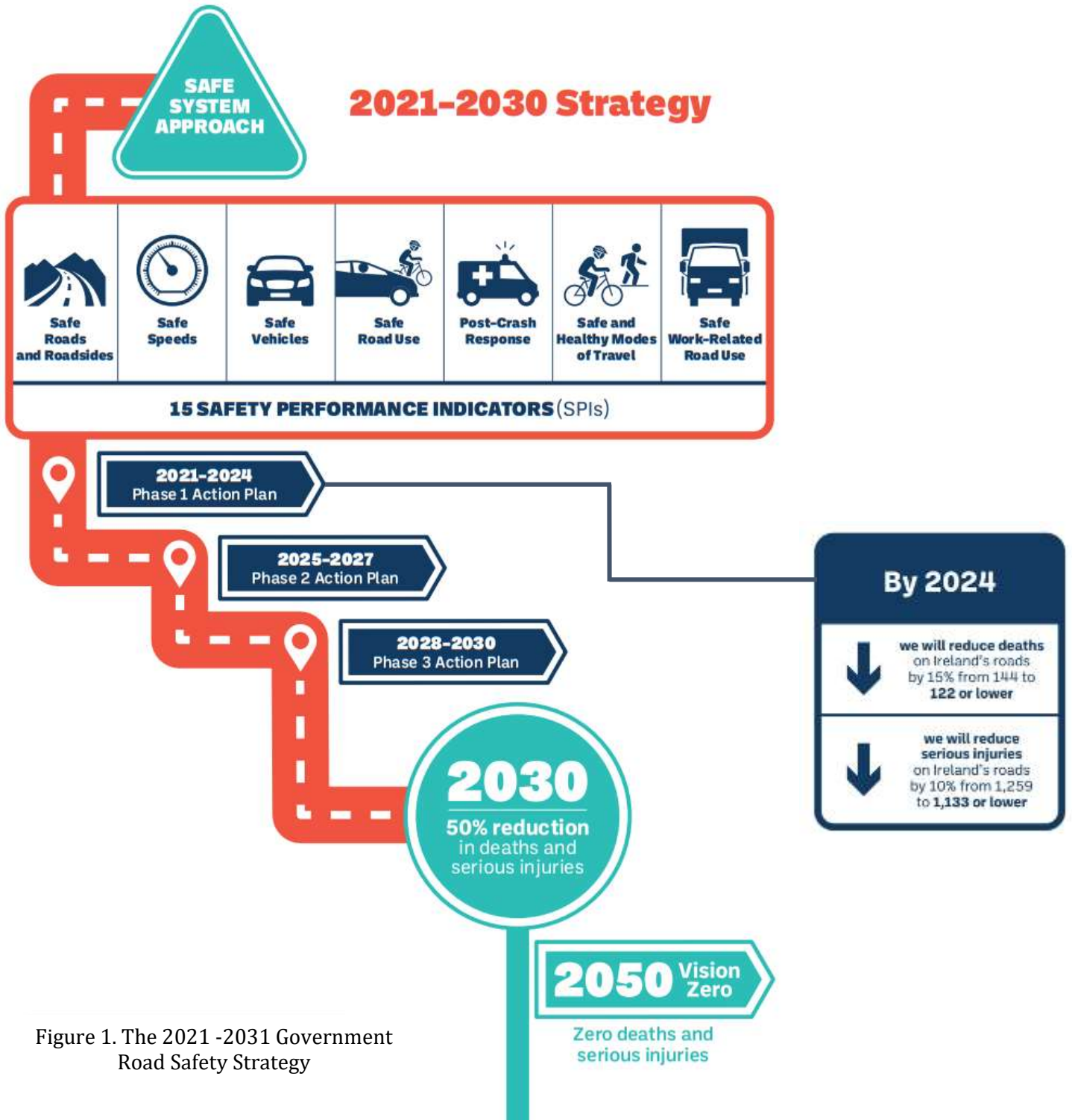


Figure 1. The 2021 -2031 Government Road Safety Strategy



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## Foreword Notes

**I am proud to have played a part in formulating this plan. This plan can, and will, have an impact in improving and modernising our safety standards on our roads. Having lost friends and neighbours to road accidents, I wanted to assist in delivering a plan for road safety in Carlow. I also wanted to try and ensure that nobody has to lose a loved one on our roads.**

It can be difficult as elected representatives to support Council and Road Authorities decisions, especially around changing, tightening and altering roads, bends, junctions and layouts, but we do so by informing ourselves with the expertise and experience of our engineers and Council staff who guide us.

Generally speaking, people do not like change, but when it comes to road safety there can be very little compromise. We have to trust the expertise, and the experience.

Incidents on our roads often have a devastating impact on the lives of individuals, friends, families, and communities. The development of safer roads, as part of our wider vision to improve the transport network, are vital for improving inclusive access to education, training, jobs, and other key services.

Although there has been a lot done in the county to make our roads safer for all road users, there is a lot more to be done. As Chairperson of this group, I welcome the completed document which represents an important element of the continuous challenge to reduce the number of injuries and fatalities on the county's roads.

I would like to thank everybody who contributed to this Road Safety Plan, members of our staff in Carlow County Council, in particular Ray Wickham, John McDarby and Edwina Murray, who did trojan work. Ben Woodhouse as the representative from the Fire Service also deserves a mention.

I also want to thank the Council's Director of Transportation, Padraig O'Gorman, for his constant hard work and the many agencies including the Department of Transport, Transport Infrastructure Ireland, the Road Safety Authority and An Garda Síochána, especially Sergeant Mairead Lacey, for their continuing support.



**Cllr. Brian O Donoghue**  
**Chair, Safety Together Committee**



## Foreward Notes

**Carlow County Council is committed to the ongoing development of a safe and sustainable transport network in the County. In association with An Garda Síochána, the Road Safety Authority, the Department of Transport, Transport Infrastructure Ireland, National Transport Authority and other relevant agencies, Carlow has prepared this Road Safety Plan as part of a coordinated strategy to address the issue of road fatalities and serious injuries within the county**

Carlow County Council is acutely aware of our obligations for all road users and in line with our climate action obligations, there is a need to promote & achieve a modal shift to reduce the number of trips by motorised transport which will require increased focus regarding road safety for all road users with increased focus on those that walk, cycle and use public transport.

Key elements to achieve our objectives are the delivery of our active travel programme and improvements to the road infrastructural network serving the county

Through working together, pooling our knowledge, expertise and ideas, it is intended that much more can be achieved than working as individual agencies. Carlow County Council and the other agencies involved in preparing this document, are committed to the delivery of the plan, and look forward to the support of the wider community in its implementation.



**Padraig O’Gorman, Director of Services  
Transportation, Environment, Water  
Services, Building Control & Emergency Services**

**This plan reflects the objectives of national strategy. We are maximizing our resources to achieve improved road safety in County Carlow together for all road users. Our group will meet regularly to deliver joint campaigns tailored to the Carlow population and environment. The keys for all stakeholders and the public are continuity, co-operation and collaboration for on-going momentum to achieve the safest roads in Ireland.**

We show what can be achieved if we make road safety a priority issue. Our targets are reachable; our vision is clear. It is up to us all to put them into practice.

We need the support of the community at every junction, street and village. We need parents, teachers and organisations to ensure our young road users grow up with knowledge, skill and responsible attitudes to the road. We need everybody’s support as if their lives depend on it – because it does!

We need and welcome public feedback to ensure we take the most effective action. We all have to work to reduce casualties, prevent deaths and improve Road Safety in Carlow in the years ahead.



**John McDarby  
Road Safety Awareness Officer  
Carlow County Council**



## Foreword Notes

**Ireland has made significant progress over the lifetime of previous road safety strategies. Since the launch of the first ever Road Safety Strategy in 1998, road deaths have declined by almost 70%. None of that progress could have been possible without our key stakeholders working together in a coordinated, strategic way.**

This, Ireland's fifth Road Safety Strategy, will adopt a transformational and partnership-based approach to road safety in Ireland to achieve a 50% reduction in deaths and serious injuries by 2030. Road safety is a whole-of-government issue and needs a whole-of-government response. We have seen how governments over the years have enacted measures that have made our roads safer, from the mandatory wearing of seat belts, the lowering of drink-driving limits, the introduction of penalties for dangerous behaviours, safer infrastructure and targeted enforcement. These measures have saved lives.

The 2020 Programme for Government commits to achieving 'Vision Zero' – i.e. no deaths or serious injuries on the roads – which we will achieve by 2050. This commitment must be matched by action, enabling funding, accountability and good governance. Critically, we need even greater partnership and collaboration to achieve the ambitious target of Vision Zero. Vision Zero in road safety is not just a catchphrase. It is a serious commitment to end all deaths and serious injuries on our roads. Vision Zero will be delivered through embedding the Safe System approach into our national road safety policy and practice.

The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. It aims to reduce the likelihood of a collision occurring and, if one does occur, to ensure that the road users involved will not be killed or seriously injured. The seven areas of intervention of our Safe System approach are:

- 1. Safe Roads & Roadsides**
- 2. Safe Speeds**
- 3. Safe Vehicles**
- 4. Safe Road Use**
- 5. Post-crash response**
- 6. Safe & healthy modes of travel**
- 7. Safe work-related use**

These intervention areas will drive the scope of our work, and all action plans will include actions under each of these headings. By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice. The public has a central role to play in achieving our goals.

To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. It will be challenging, but it is achievable with investment and support from the highest levels of leadership, to local community level.

Reducing road deaths and serious injuries by 50% over the next decade is achievable. Vision Zero by 2050 is achievable. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.



**Sam Waide, CEO  
Road Safety Authority**



# 1. Introduction

## 1. Introduction

Carlow County Council fully supports the objectives of the National Road Safety Strategy and acknowledges the role it must play in developing a strong safety culture and a programme that targets collision reduction within its road network. To this end, Carlow County Council produced this 7-year plan setting out our vision for road safety and the policies and actions the Council pursue to achieve this goal.

Safe mobility is central to the quality of life of all who live and work in County Carlow. Continuing the work in the previous Road Safety Plan 2017-2020, this new Road Safety Plan 2023 to 2030, will be delivered with a heightened focus on the provision of better infrastructure, improved road user behaviour and better enforcement.

It has also developed a working group to develop its Plan, which includes key stakeholders such as the Road Safety Authority, An Garda Síochána, Transport Infrastructure Ireland and representatives from within Carlow County Council. The 'Road Safety Together Strategy Committee' has held several stakeholder workshops to discuss and define objectives of the Road Safety Plan.

### 1.1 Government Road Safety Strategy 2021-2030

Ireland's fifth Road Safety Strategy 2021-2030, launched in December 2021, seeks to build on the progress and understanding provided by the first four strategies, with the objective of improved road safety on Irish roads.

The primary aim of the government's new road safety strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030. This means reducing deaths on Ireland's roads annually from 144 to 72 or lower and reducing serious injuries from 1,259 to 630 or lower by 2030. Guiding this strategy is Vision Zero, Ireland's long-term goal of achieving zero road deaths or serious injuries by 2050.

**The Road Safety Strategy 2021-2030 has 3 distinct phases as follows:**

**Phase 1** - Action Plan: 2021-2024,

**Phase 2** - Action Plan: 2025-2027, and

**Phase 3** - Action Plan: 2028-2030.

The strategy has been developed through extensive engagement with the public and with other key stakeholders. Over 2,000 submissions from the public were received as part of the national public consultation and the public's input on the future of road safety helped inform the development of the national road safety strategy.

To ensure this long-term goal is achieved, and to reflect the transformational approach to road safety policy, practice and governance being implemented in the 2021-2030 strategy, Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030, in line with the EU.<sup>2</sup>

An average of the 2017-2019 figures for fatalities and serious injuries are being used as target baselines.

By 2030

↓

we will reduce deaths on Ireland's roads by 50% from 144 to **72 or lower**

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↓

we will reduce serious injuries on Ireland's roads by 50% from 1,259 to **630 or lower**



## 1.2 Safe System Approach

The National Road Safety Strategy talks of the Safe Systems approach, and how it differs from Ireland's traditional model in road safety where the road user has a personal responsibility for their behaviours while using the road. Whilst this is still true to a certain extent, the Safe Systems approach recognises that even with an emphasis on prevention of road collisions, some collisions will continue to occur. The road system should be designed therefore to take account of human error, with particular focus on providing forgiving road environments that can potentially limit injury severity if a collision were to occur.

The Road Safety Together Strategy Committee supports the National Strategies incorporation of the 'Safe Systems Approach', which can be summarised as follows.

*"The Safe System philosophy takes a wider perspective of road accidents, recognising that human beings are fallible, that their errors must be anticipated and the risk of serious consequences from these errors minimised. The responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road users but shared with e.g. vehicle producers and infrastructure managers. The basis of the ethical assumption is that it is not acceptable to pay a price in deaths for the mobility the society needs"*

The key principles which Safe Systems approach to road safety is built on includes:

- **Human Behaviour** – no matter how well we are trained and educated about responsible road use, people make mistakes, and the road transport system needs to accommodate this.
- **Human Frailty** – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration.
- **Forgiving Systems** – roads that we travel on, vehicles we travel in, speeds we travel at and the attitudes of road users to each other, needs to be more forgiving of human error.

Guiding our journey towards Vision Zero is the Safe Systems approach, identifying seven Safe System priority areas which will be the focal points of our work over the period of the strategy, as follows:

- Safe Roads & Roadsides
- Safe Speeds
- Safe Vehicles
- Safe Road Use
- Post-crash Response
- Safe and Healthy Modes of Travel
- Safe Work-Related Road Use







# 1.Introduction

## 1.3 The Challenges

Nationally, as noted in figure 1.1 the number of fatalities decreased from 179 in 2013 to a low of 129 in 2019, subsequently increasing in 2020. Equally the number of related serious injuries consistently increased from 398 in 2013 to 1,346 in 2019, subsequently decreasing in 2020. This fluctuation confirms that more work is needed to drive continuous reduction in road related fatalities and serious injuries within Ireland, and that challenge remain.

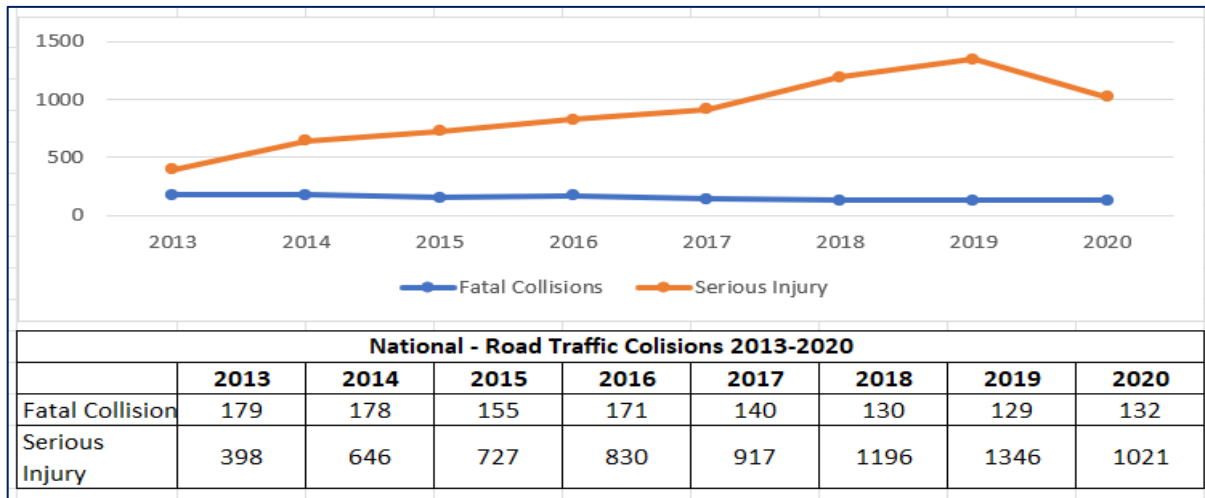


Figure 1.1





## 2. Profile of Carlow

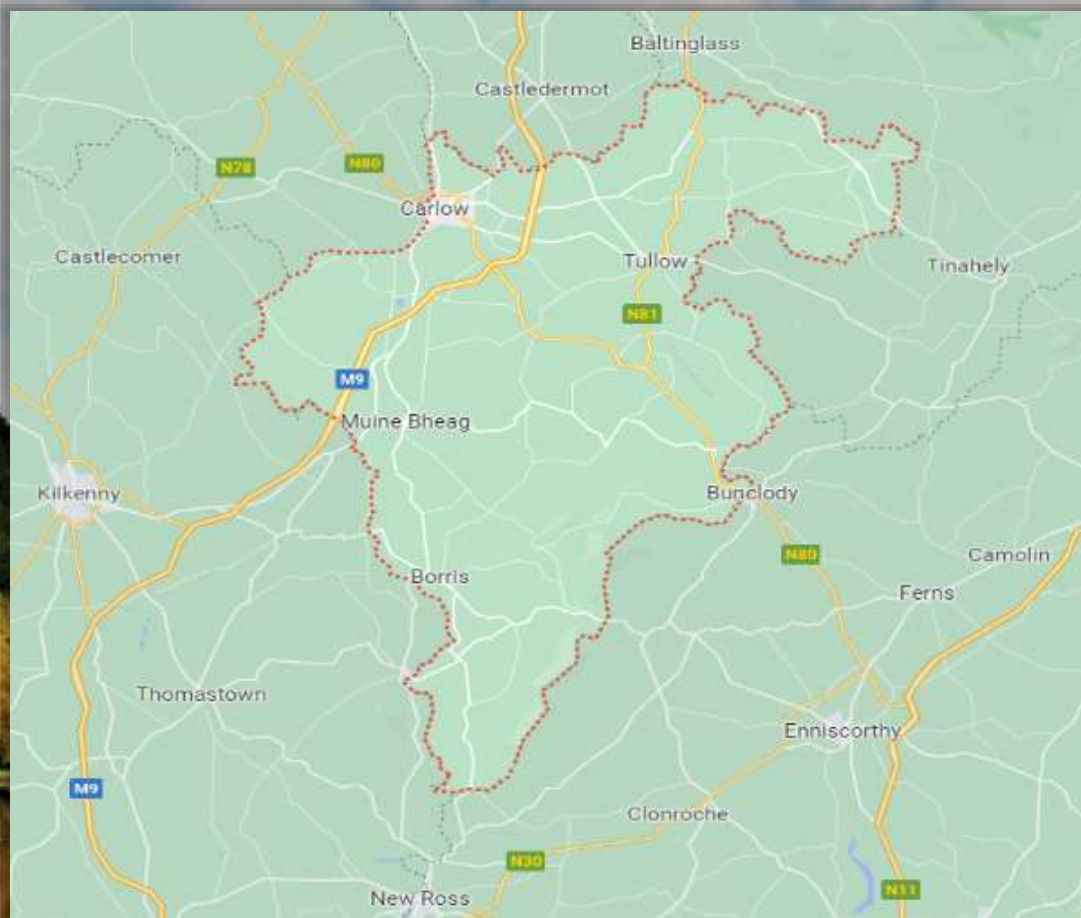


Figure 2.1

County Carlow is 897 km<sup>2</sup> in area and has principal towns of Carlow, Tullow, Muinebheag, Hacketstown and Borris. Carlow forms part of the South-East Region and is bordered by counties Kildare, Wicklow, Wexford, Kilkenny and Laois. (See Figure 2.1 above), some 84 km from Dublin.



## 2. Profile of Carlow

Carlow	2022
Both sexes -	
Population 2016 (Number)	56,932
Population 2022 (Number)	61,968
Actual change since previous census (Number)	5,036
Percentage change since previous census (%)	8.85%

Figure 2.1 Population Data (www.cso.ie)

In 2022 Carlow County made up 1.2% of the population of the Republic of Ireland with a total population of 61,968 in the 2022 census, shown in Table 2.1. In the period 2016 – 2022, Carlow experienced a population increase of approximately 8.85%.

### 2.1 Road, Cycle and Footway Network

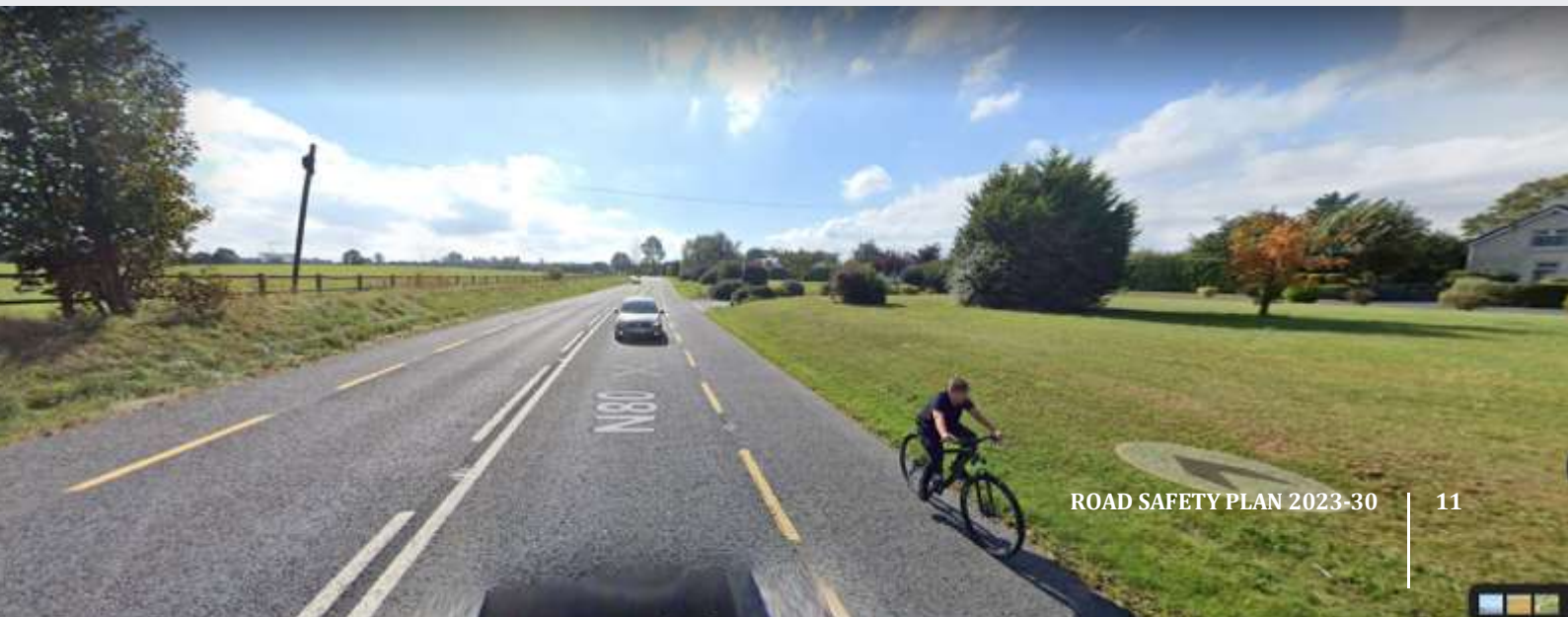
Road Category	Length (km)
Motorway	24
National Primary	0
National Secondary	54
Regional	185
Local Primary	355
Local Secondary	322
Local tertiary	389
<b>Total</b>	<b>1,329</b>

The road network in the County has been significantly upgraded in the last 10 years with improved facilities provided for pedestrians, cyclists and for those with reduced mobility. The administrative area of Carlow has a road network of 1,329 km, breakdown of road classification and length in County Carlow: Table 2.2.

Additionally, the Council maintains various types of cycle and footpath routes around the County.

The M9 motorway road network in the County is managed and funded by Transport Infrastructure Ireland (TII) and the maintenance is carried out by the Motorway Maintenance and Renewal Contractor (MMARC).

Figure 2.2 Road Network in Carlow

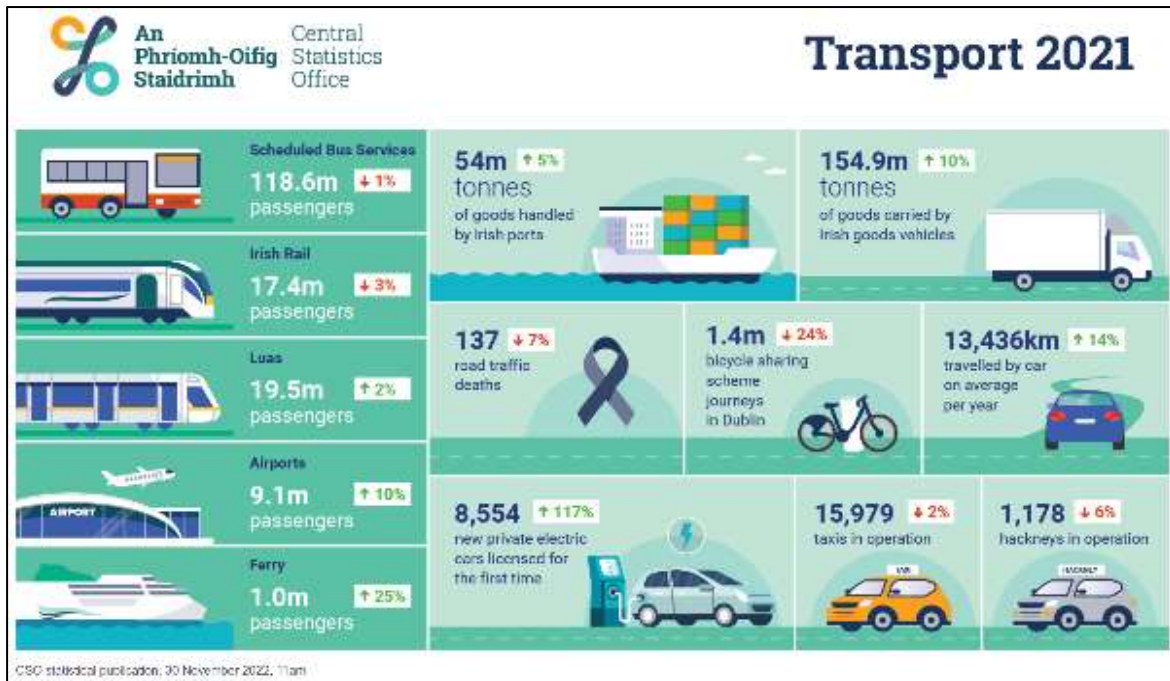




## 2. Profile of Carlow

### 2.2 Travel Patterns and Licensed Vehicles

The CSO Census 2021 provides details of national travel data, and the infographic displays details of travel modes;



The total number of licensed vehicles registered in Ireland continues to grow, increasing by over 101,853 new private cars, an increase of 21% compared with the previous year. Electric or plug-in hybrid electric vehicles (PHEV) continue to grow in popularity. Electric or plug-in hybrid electric vehicles constitute 16% of all new cars licensed for the first time in 2021 compared to 8% in the same period in 2020. This means that out of all new private cars, the share of new electric and plug-in-hybrid electric vehicles (PHEV) has doubled. Looking exclusively at electric-only cars, the share of new electric cars licensed increased from 5% in 2020 to 8% in 2021.

Taxation class	Number of new vehicles licensed for the first time by taxation class and type of fuel, 2021							Total
	Type of fuel							
	Petrol	Diesel	Electric	Petrol and electric hybrid	Diesel and electric hybrid	Petrol or Diesel plug-in hybrid electric	Other	
Private cars	32,950	34,396	8,554	16,027	2,008	7,626	292	101,853
Goods vehicles	28	27,258	894	7	157	20	23	28,387
Tractors	63	2,428	0	0	0	0	0	2,491
Motor cycles	2,260	4	66	0	0	5	0	2,335
Exempt vehicles	1,163	3,002	60	911	219	244	5	5,604
Public service vehicles	1	311	42	31	143	100	2	630
<i>of which</i>								
<i>Small</i>	1	79	40	31	5	0	0	156
<i>Large</i>	0	232	2	0	138	100	2	474
Machines or contrivances	0	570	0	0	0	0	0	570
Other classes	7	499	0	0	0	0	0	506
<b>Total new vehicles</b>	<b>36,472</b>	<b>68,468</b>	<b>9,616</b>	<b>16,976</b>	<b>2,527</b>	<b>7,995</b>	<b>322</b>	<b>142,376</b>

Source: CSO

This is an important statistic, as it confirms the increase in vehicles using the road network in Carlow.



## 2. Profile of Carlow

### 2.3 Collision and Casualty Trends 2013-2020

The Table below provides an overview of reported collision and casualty number trends in County Carlow over the period 2013 to 2020. This data was obtained from the Road Safety Authority (Collision Fact Reports 2013 to 2020). Collision data is compiled by An Garda Síochána at the scene of a collision and forwarded to the RSA.

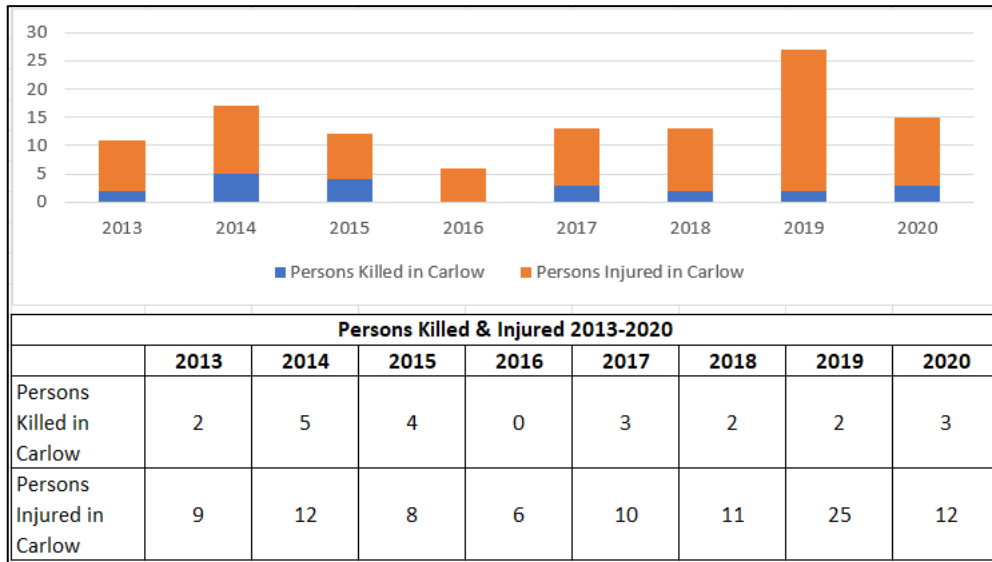


Table 2.4

Nationally, there was a total of 146 road fatalities in 2020 (3 in County Carlow), which was an increase nationally considering a total of 140 road fatalities in 2019 (2 in Carlow). It should be noted that 'figures are provisional and subject to change'.

### 2.4 Collision comparison with other Local authorities 2013-2020

Comparing the rate of fatal collisions per population among Local Authorities provides a useful indicator on how Carlow County is performing compared to other Councils. Using population data from the 2016 Census, a fatal casualty rate comparison is made with neighbouring County Councils, as shown in Table 2.5.

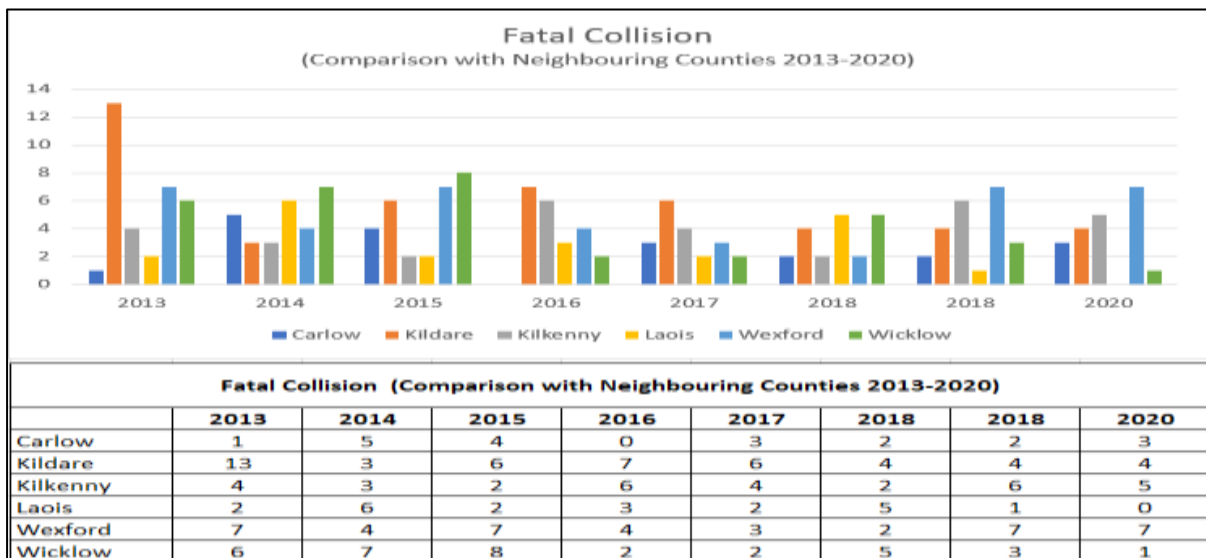


Table 2.5



### 2.5 Review of Road Safety Plan 2017-2020

Carlow County Council adopted a Road Safety Plan for the County in 2017. The 3-year plan, covering the period 2017 to 2020, provided a focus on the reduction in road collisions under the key headings of Education, Engineering, Enforcement and Evaluation, with a review of the main actions, consisting of:

#### **Education;**

- Avoiled of media initiatives for road safety awareness and education campaigns.
- Promoted a Road Safety programme to supply and promote the use of high visibility vests/equipment for school going children.
- Implemented specific educational measures aimed at vulnerable road users.
- Undertook annual Road Safety Back to School Campaign.
- Promoted and developed road safety programmes for secondary and primary school students.
- Organised an annual Road Safety Week with a series of local and national co-ordinated events aimed at raising awareness of Road Safety.

#### **Engineering;**

- Reviewed Collision Prevention Programme (CPP).
- Evaluated High Collision Locations along the National Route under the HD15 Network Safety Ranking program.
- Identified, prioritised and implemented engineering improvement measures at hazardous locations along the national route under the HD17 Road Safety Inspection program.
- Implemented safety schemes at high-risk locations on the Regional & Local Road Network.
- Reviewed speed limits in accordance with National guidelines and legislation.
- Reviewed and managed access of third party works on the public highway, ensuring adequate Temporary Traffic Management Measures are in place at all times.

#### **Enforcement;**

- Carried out targeted operations of traffic law enforcement with an emphasis on safety offences. These priority offences include Speeding, Impaired driving (Alcohol and drugs), Helmet, Seat Belt & Mobile phone use.
- Undertook High visibility enforcement targeting errant road user behaviours.
- Undertook assessments to profile collisions.
- Performed multi-unit high visibility checkpoints with the Road Safety Authority and other stakeholders.
- Avoiled of all opportunities to highlight the importance of safe road use.
- Targeted media campaigns at high-risk periods and at major events.

#### **Evaluation;**

- Monitored and evaluated the actions outlined in the Road Safety Plan 2017 – 2020.
- Identified areas where little activity took place i.e. where scheduled actions have not been initiated and provide feedback to all relevant stakeholders at the end of each year.
- Avoiled of all opportunities to highlight the importance of safe road use.
- Targeted media campaigns at high-risk periods and at major events



## 3. Role of Working Group and Key Stakeholders

The co-ordination and implementation of this Road Safety Plan will only be achieved by co-operation and engagement with relevant stakeholders. In preparing this Road Safety Plan, Carlow County Council worked closely with An Garda Síochána, the Road Safety Authority, Transport Infrastructure Ireland, National Transport Authority, the Health Service Executive and other relevant agencies.

### 3.1 Road Safety Working Together Group

Reducing the number of collisions on the road involves many different partners and stakeholders working together. In the previous Road Safety Strategy, the Road Safety Authority recognised that the ambitious road safety targets would only be met through the cooperation of all agencies involved in road safety and the shared responsibilities by all road users.

The Roads Department within Carlow County Council has been responsible for coordinating stakeholders, and for developing this Road Safety Plan. It too shall play a significant role in delivering the measures outlined in the Road Safety Plan, so is an important stakeholder and custodian of the Road Safety Plan, and key to its successful implementation. The main aims of the Road Safety Working Together Group are as follows:

1. To oversee the implementation of the Road Safety Plan.
2. To discuss road safety priorities and communicate good practice.
3. To enhance the knowledge of all those on the Working Group.
4. To endeavour to seek funding for road safety initiatives.
5. To recommend and provide input into Council transportation and road safety policies.
6. To foster links with other organisations that may have a role to play in Road Safety.
7. To review and report on progress in the Road Safety Plan over the period of the plan.

As part of the new Road Safety Plan 2023 to 2030, an Elected Member will be requested to join the RSWTG.





## 3. Role of Working Group and Key Stakeholders

### 3.2 Key Stakeholders

#### Carlow County Council



There are circa 1,329km of road infrastructure serving County Carlow. The Motorway (M9) is maintained under MMARC contract, administered & funded by TII, while the maintenance & improvement of the National Secondary network is funded by TII and administered by Carlow County Council.

The remaining public road network, consisting of regional & local roads are funded by the Department of Transport (DOT), administered, and managed by Carlow County Council.

Carlow County Council is committed to improving the physical road network, including improving road safety by maintaining, developing and improving existing roads, while pursuing proposals to construct new roads as financial resources permit. These responsibilities include:

- o improvement and maintenance work on the National Road infrastructure.
- o improvement and maintenance work on the Regional and Local Road infrastructure.
- o progressing road designs to current standards & forward planning for future projects.
- o implementing winter maintenance operations, traffic management & traffic calming schemes.
- o Installation and maintenance of roadside furniture, public lighting, services and signage.

Carlow County Council carry out a range of improvements to enhance safety on the road network, developing & implementing low-cost safety improvement schemes. In the case of new road projects, safety audits are undertaken to identify potential hazards. In relation to existing roads, accident records and road safety expertise are utilised to identify hazardous locations. Safety improvement at these locations are typically achieved by various road safety engineering measures such as sight distance improvements, road delineation, signage and traffic control measures to name but a few.

Importantly, the Council employs a Road Safety Awareness Officer on a part-time basis. The Road Safety Awareness Officer presents safety initiatives at schools and community groups, covering a range of topics that are aligned to the current road safety strategies. Carlow County Council's role shall focus on the following:

- o to work with all stakeholders.
- o to maintain the public highway and work with TII in delivering highway improvements.
- o to develop and promote road safety.
- o to support road users of all age groups from pre-school to third level as well as community groups.

In tandem Carlow County Council engage with the National Transport Authority (NTA) to progress a multi annual program of works under the Active Travel initiative. The objective of Active Travel Initiative is to promote a modal shift away from private car usage, aiming to increased levels of walking, cycling and increased use of public transport. The program is predominantly urban focused, with typical schemes consisting of new cycle and pedestrian facilities, junction improvements and extensions of footpaths to schools and colleges under the "Safe Routes to Schools" initiative.





## 3. Role of Working Group and Key Stakeholders

### An Garda Síochána



The Garda National Roads Policing Bureau (GNRPB) was established 2018 and replaced the existing “Garda Traffic Corps”. The main objectives of the Garda National Roads Policing Bureau is to increase public confidence in the safety of Irish Roads by reducing the number of deaths and serious Injuries on our roads, improving driver behaviour and attitudes through education and awareness campaigns and denying criminals the use of the Irish Road Network.

An Garda Síochána is dedicated to supporting the Government's Road Safety Strategy for 2021 – 2030, to reduce the number of deaths and serious injuries on Irish roads by 50% over these 10 years, and beyond. In each Garda Division, there are dedicated Roads Policing Units with the responsibility of enforcing and implementing the objectives of the National Roads Policing Bureau. The core objectives with regards to enforcement are;

- The detection of lifesaver offences – Speeding, Seatbelts, Mobile Phones and Driving while Intoxicated
- Crime Detection and Prevention – denying criminals the use of Irish roads.
- Traffic Management

Enforcement is almost entirely a Garda function while traffic management is a shared responsibility between An Garda Síochána and other agencies. The Garda Roads Policing unit, assisted by every member of An Garda Síochána, is dedicated to supporting the Government's Road Safety Strategy, assisting the free flow of traffic, the continuing education of road users and enforcement of Road Traffic legislation.





## 3. Role of Working Group and Key Stakeholders

### Transport Infrastructure Ireland (TII)



Transport Infrastructure Ireland was established through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015, with effect from 1st August 2015. The primary function of TII under the terms of the Roads Act (2015) is 'to secure the provision of a safe and efficient network of national roads.'

TII exists to fulfil an important purpose of national strategic significance, touching the lives of citizens and visitors alike on a daily basis. Our mission is to provide high quality transport infrastructure and services, delivering a better quality of life and supporting economic growth. In fulfilling our mission, we strive towards three over-arching aims which, taken together, represent our vision:

- To be leaders in the delivery and operation of transport infrastructure.
- To ensure that Ireland's national road infrastructure is safe, sustainable, and resilient, delivering better accessibility and mobility for people and goods; and
- To be recognised as an organisation that values its people, customers, and partners.

TII has a Regional Road Safety Engineer and a Road Safety Inspection Engineer who liaise with Carlow County Council, as well as other counties in the region, in relation to road safety issues on the national road network in the county.





## 3. Role of Working Group and Key Stakeholders

### Road Safety Authority (RSA)



The Road Safety Authority (RSA) was established in 2006 as a statutory public body under the Road Safety Authority Act 2006

The RSA is an agency of the Department of Transport and has its own non-executive board as well as its own leadership team.

Since 2006, the role of the RSA has expanded and statutory functions have been added to our core road safety remit. The mission of the RSA is to make Irish roads safer for everyone. That means working in every way possible to save lives and prevent injuries by helping to reduce the number and severity of collisions on Irish roads.

The RSA are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders such as An Garda Síochána and the Health and Safety Authority to save lives.



The RSA works to make Irish roads safer for everyone by delivering some key functions:

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

To produce the 2021–2030 government Road Safety Strategy, the RSA engaged in an extensive development process in partnership with key stakeholders. This development process involved adopting a series of best-practice approaches such as conducting a Road Safety Management Capacity Review (RSMCR) and in-depth public and stakeholder consultation processes. Reports on the evaluation of the 2013–2020 Road Safety Strategy, including the online public consultation process, are available on the RSA website.



## 4. Carlow Road Safety Plan 2023-2030

The main objective in the Road Safety Plan is to reduce the number of collisions and casualties on the roads throughout the County in line with National targets and to provide focus on making roads in the County a safer place for all road users.

### 4.1 Aims and Objectives of the Road Safety Plan 2023-2030

The principal aims of the Carlow County Council Road Safety Plan 2023 to 2030 are as follows:

- To develop an action plan to improve safety for all road users in the County.
- To continue the engagement with other road safety agencies through an expanded Road Safety Working Together Group.
- To highlight the scale of the fatal and injury collisions that are occurring at present on the County Council's Road network.
- To provide a focus on road safety and to ensure that road safety underpins all Transportation policy measures and active travel schemes in the County Council.
- To develop new initiatives to focus on specific vulnerable road user groups.
- To play a role in meeting national road safety targets set out in the National Road Safety Strategy 2021 – 2030.

### 4.2 Road Safety Plan Targets

At the core of the Road Safety Strategy 2021–2030 is the aim to achieve Vision Zero in Ireland by 2050. Vision Zero was formally adopted in Ireland's Programme for Government in June 2020 (Department of the Taoiseach, 2020) and is also the goal underpinning the EU Road Safety Policy Framework 2021–2030 'Next Steps towards Vision Zero' that was adopted in 2021. Along with over 25,000 deaths per year, over 135,000 people are seriously injured on European roads per year. Aligning with these, Ireland's Vision Zero goal is that by 2050 no one will be killed or seriously injured on Ireland's roads."





## 4. Carlow Road Safety Plan 2023-2030

Vision Zero will be delivered through embedding the Safe System approach into local and national road safety policy and practice. The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. It aims to reduce the likelihood of a collision occurring and, if one does occur, to ensure that the road users involved will not be killed or seriously injured.

In order to reach this long-term goal and track progress towards it, interim targets have been set for fatal and serious injury reductions in Ireland for 2024 and 2030 based on the baseline of the average of the 2017-2019 figures for fatalities and serious injuries as target. These are shown in Table 4.1

Table 4.1 - National Road Safety Strategy – Interim Targets (baseline 2017-2019)		
Collision Type	By 2024	By 2030
Fatalities	reduce deaths on Ireland’s roads by 15% from 144 to 122 or lower	reduce deaths on Ireland’s roads by 50% from 144 to 72 or lower
Serious Injury	reduce serious injuries on Ireland’s roads by 10% from 1,259 to 1,133 or lower	reduce serious injuries on Ireland’s roads by 50% from 1,259 to 630 or lower

Table 4.1

Applying percentages from Table 4.1 interim and longer-term targets have been set for the Road Safety Plan as shown in Table 4.2

Table 4.2 – Carlow Road Safety Plan – Interim Targets						
Collision Type	2017	2018	2019	Average	Target 2024	Target 2030
Fatal	3	2	2	2.3	1.9	1.1
Serious	9	9	18	12.0	10.2	6.0
Total	12	11	20	14.3	12.1	7.1

Table 4.2

The targets being set as part of the road safety plan are ambitious and will require a concerted effort by the Council, in conjunction with other key agencies, to reduce collision numbers and collision severity on the roads.



## 5. Critical Success Factors and Action Planning

### 5.1 Critical Success Factors

The key challenges facing road safety in Ireland are outlined in the National Road Safety Strategy. Several critical success factors are identified in the national strategy that must be followed to ensure that the targets in the strategy are reached. These are as follows:

- political commitment which will be instrumental to the success of this strategy.
- timely development and implementation of evidence-based policy and legislation.
- timely, efficient data sharing and use of benchmarking across key stakeholders.
- innovation in how we design our interventions, and our approach to partnership-working.
- provision of essential funding for benefits realisation.
- provision of safe, segregated infrastructure to facilitate modal shift towards active travel.
- behaviour change due to enforcement interventions, education, and training.
- dedicated partnership-working with good governance and accountability.
- public and media support of our interventions and activities.

In line with National Strategy, the Road Safety Plan 2023 to 2030 is designed to ensure a co-ordinated, collaborative, and consistent approach to improving road safety for all road users. Its implementation will be dependent on the co-operation of the principal agencies charged with responsibility for road safety with each road user playing a part in reducing casualty numbers. As part of the plan, a Road Safety Working Together Group will continue to oversee and steer the implementation of the Road Safety Plan 2022 to 2030.

### 5.2 Action Plan

There are three distinct phases set out in the Government Road Safety Strategy 2021-2030 (GRSS) as follows:

**Phase 1** - Action Plan: 2021-2024,

**Phase 2** - Action Plan: 2025-2027, and

**Phase 3** - Action Plan: 2028-2030.

The Phase 1 Action Plan (2021-2024) includes two types of road safety actions:

- High-impact actions (50 Actions) – Direct impact on collision reduction.
- Support actions (136 Actions) – evidence based and small interventions.

Both the high-impact actions and support actions are essential to improving road safety in Ireland, and achieving the ambitious Phase 1, 2030 and 2050 targets. Local Authorities have a role in the delivery of a number of high impact and support actions. Completion of all these actions will be dependent on several critical success factors, including dedicated partnership-working and data sharing across key stakeholders. Actions are informed by existing Council policy objectives set out in the County Development Plan 2022-2028 and Climate Action Plan 2019-2024



## 5. Critical Success Factors and Action Planning

### 5.3 Elements of a Safe System

The Council Road Safety Plan 2023-2030 identifies four key elements to underpin its work and its intention to achieve a county fit for everyone's access needs. The specific actions to be taken in relation to each of these elements are outlined in the following sections. The elements of a safe system comprise a different way of framing the traditional "4 E's" (education, engineering, enforcement and evaluation) from traditional casualty reduction approaches.

It is estimated that road infrastructure and surroundings play a contributing role in more than 30% of collisions, with well-designed and properly maintained roads said to reduce the probability of accidents and so-called forgiving roads, laid out using Safe System principles, reduce the severity of those accidents that do take place.

The following sections provide an overview of actions outlined in the Government Road Safety Strategy 2021-2030 where Local Authorities have a lead or support role. It also outlines the actions to be undertaken by Carlow County Council each year related to these priority areas.

**Safe Roads and Roadsides.** 'Safe roads and roadsides' involve the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.





## 5. Critical Success Factors and Action Planning

Road Safety Strategy Actions under Safe Roads and Roadsides.		
Action Number	Action	Lead / Support Agency
4 (i)	Fund and implement a minimum of 150 low-cost safety schemes as identified by local authorities on the regional and local road network per year and progress the implementation of a minimum of 4 larger specific safety schemes per year.	DOT, CCMA, LA
4 (ii)	Address National Road High Collision Locations, identified under TII's Network Safety Analysis programme (in accordance with GE-STY-01022 of TII Publications). Schemes will be progressed where engineering measures are deemed appropriate.	CCC, TII
4 (iii)	Address hazards on the National Road Network, identified under TII's Road Safety Inspections programme (in accordance with AM-STY-06044 of TII Publications). CCC will address identified hazards based on priority ranking for treatment.	CCC, TII
4 (iv)	Carry out Road Safety Audits on proposed road, greenway and active travel schemes, in accordance with GE-STY-01024 of TII Publications.	CCC, TII, DOT
4(v)	Comply with TII's inspection requirements for temporary safety measures at road works, in accordance with CC-STY-04002 of TII Publications).	CCC, TII
4 (vi)	Continue to progress timber post and rail fencing retrofit programme on National Roads, with a view to completion by 2025 subject to landowner agreement.	CCC, TII
5	Over the period 2021 to 2025, 1,000km of segregated walking and cycling facilities on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.	DOT, NTA, CCMA, LA
56	Review and make recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals.	DOT, NTA, LA
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.	DOT, LA, TII
62	Provide timely and appropriate road road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	DOT, CCMA, LA
63	Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy actions.	DOT, LA
66	<p>Deliver training to key stakeholders</p> <ul style="list-style-type: none"> <li>to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective, and</li> <li>to provide guidance on the design of roads utilising the safe system approach</li> </ul>	TII, LA
68	Each Local Authority to publish/renew their prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis.	CCMA, LA
69	Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	CCMA, LA

Table 5.1





## 5. Critical Success Factors and Action Planning

The following is a list of actions to be undertaken by Carlow County Council:

- Carry out 5 low-cost safety and accessibility improvements each year.
- Progress 3 cycling improvement schemes each year as part of the development of a cycle network.
- Carry out 10 road and footpath improvements each year.
- Complete LA16 fatal collision forms in conjunction with An Garda Síochána.
- Work closely with An Garda Síochána and the Road Safety Authority to identify collision prone locations in the County.
- Publish/renew a prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) each year.
- Minimise street clutter as part of all pedestrian and cycle and public realm enhancement schemes and maintain clear footways in the interest of accessibility by reducing obstructions.
- Work closely with the National Transport Authority in the development of guidelines for the design of walking and cycling facilities and provide training to key staff.
- Upgrade 4,500 public lights to LED lighting over the period of the plan.

**Safe speeds:** 'Safe speeds' are a central element of the Safe System approach. It involves consideration of road and vehicle planning and design, the settling of injury-minimising speed limits, as well as public education and awareness, and the enforcement of these limits.





## 5. Critical Success Factors and Action Planning

Road Safety Strategy Actions under Safe Speeds.		
Action Number	Action	Lead / Support Agency
6	Establish a working group to examine and review the framework for setting of speed limits. As part of this review there will be a specific consideration of the introduction of a 30kph default speed limit in urban areas.	LA, DOT
8	Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high- risk locations.	LA, AGS
78	Extend the number of 30kph speed limit zones in high-risk locations (urban city/town centres) for Vulnerable Road Users in line with best practice models.	LA, DOT
79	Examine the feasibility of 30kph speed limit or lower in school vicinities and report on progress.	LA, DOT

Table 5.2

The following is a list of actions to be undertaken by Carlow County Council in conjunction with Elected Members and key agencies.

- Review and update the Speed Limit Byelaws with a view to introducing a 30kph speed limit in residential areas, towns and villages, and near schools over the period of the plan.
- Introduce various forms of traffic calming around the County, where deemed necessary, including junction improvements, speed ramp and chicanes, pedestrian improvement schemes, public realm enhancement schemes and pedestrianisation schemes.
- Work closely with An Garda Síochána and the Road Safety Authority on road safety awareness campaigns related to speed such as ‘Go-slow’ and European Day without a Road Death (EDWARD) day.
- Work closely with An Garda Síochána to identify suitable locations for speed detection and speed alert cameras.



## 5. Critical Success Factors and Action Planning

**Safe Road use:** ‘Safe Road use’ incorporates a wide range of safety behaviours such as compliance with the posted speed limit, driving without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and correct use of child restraints.

Road Safety Strategy Actions under Safe Road Use.		
Action Number	Action	Lead / Support Agency
22	Develop and implement a communications strategy and plan to raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe Systems approach and enrol the public into the Vision Zero objective.	RSA, LA
94	Establish a Road Safety Working Together Group (RSWTG) in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.	LA, various agencies
95	Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	LA, various agencies
133	Implement specific educational measures aimed at protecting vulnerable road users.	RSA, various agencies
136	Develop and launch a standardised guide to reducing road safety school gate risk.	RSA, various agencies
140	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	LA, various agencies
151	Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	AGS, various agencies

Table 5.3

The following is a list of actions to be undertaken Carlow County Council;

- Sign up to the European Road Safety Charter following the adoption of the Road Safety Plan.
- Review the operation of the Road Safety Working Together group and expand membership to include Elected Members.
- Work closely with An Garda Síochána on day-to-day road safety and traffic matters and road safety awareness campaigns and ensure road safety is a key agenda item as part of the quarterly public Joint Policing Committee.
- Greater use of social media to promote various RSA awareness campaigns throughout the year.
- Review the Council Neighbourhood Traffic Management Guidelines.



## 5. Critical Success Factors and Action Planning

**Safe and healthy modes of travel:** Sustainable mobility is contingent on the provision of 'reliable and realistic' transport alternatives to complete everyday journeys. 'Safe and healthy modes of travel' acknowledge that there is a difference in collision severity risk across different modes of travel and aims to promote and protect road users engaging in public or active transport.

Road Safety Strategy Actions under Safe & Healthy modes of travel.		
Action Number	Action	Lead / Support Agency
40	Continue to implement active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure.	DOT, LA, NTA, RSA
41	Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.	DOT, LA, NTA,
42	Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.	DOT, LA
44	Conduct a case study of countries that have adopted mechanisms to reduce traffic (for example car free streets in urban areas) to enhance the safety of other road users and make recommendations for Ireland.	DOT, LA, TII
176	Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.	NTA, LA
177	Roll-out of the Safe Routes to Schools Programme and provide "front-of- school" treatments to a minimum of 500 schools.	NTA, CCMA, LA, RSA

Table 5.4





## 5. Critical Success Factors and Action Planning

The following is a list of actions to be undertaken by Carlow County Council as part of 'Safe and healthy modes of travel':

- Progress 5 active travel infrastructure schemes each year in line with best practice.
- Work with various agencies to promote sustainable and active modes of travel (rollout the Carlow Town Bus Service).
- Support the delivery of cycle training to pupils annually under the Department of Transport Cycle Right programme.
- Work with the National Transport Authority to develop a Cycle network plan for the County and learn about best practice elsewhere in Ireland and Europe.
- Carry out front of school treatments to 5 schools per year in line with the National Transport Authority Best Practice guide and road safety measures.

By implementing these priority intervention areas of the Safe System approach, we are delivering international best practice. Of the seven safe system priority areas, the Council has no lead or support role under the priority areas;

<b>National Road Safety Strategy Actions where the Council has a limited role</b>	
<b>Safe work-related road use</b>	Safe work-related road use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries.
<b>Safe vehicles</b>	The safe vehicles element of the Safe System approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement, and industry initiatives.
<b>Post-crash response</b>	Post-crash response concerns the rescue, treatment and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and consequences of injuries in the event of a collision.

Table 5.5



## 6. Monitoring and Evaluation

The effectiveness of a particular service refers to the extent it achieves its objectives. It is vital that the progress of the Road Safety Plan is reviewed annually to establish if it is effective in meeting the objectives and carrying out its actions. As part of the Road Safety Plan 2023-2030, to help ensure a reduction in collisions and casualties in the County, a report will be prepared annually to monitor the implementation of the plan and will be presented to the Elected Members at the Transportation and County Wide Movement Strategic Policy Committee.



## 7. Summary

The various road safety interventions and targets as set out in previous National Road Safety Strategies coupled with an ever-strengthening road safety culture have resulted in a successful period in road safety for Ireland with deaths and injuries decreasing at a rate that is comparable with other best performing countries in the EU. There has been significant improvement in compliance by road users in respect of the main collision causation factors such as seatbelt wearing, speeding on some roads, and alcohol related offences. However, despite an overall reduction in road deaths, there is a continuing need to focus on vulnerable road-users and causal factors where there are low levels of compliance, and this will be a major focus of the Government Road Safety Strategy 2021—2030.

This Road Safety Plan 2023 to 2030 will focus on the holistic Safe System approach to road safety management. The Safe System approach emphasises the shared responsibility amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury. This approach is being followed in the Road Safety Plan through the Road Safety Working Together Group and other agencies, with actions outlined under four of the seven Safe Systems priority intervention areas.

Fully embracing and embedding a Safe System approach across all components and partners of the traffic system will allow us to transform our policy and practice beyond traditional road safety interventions and achieve greater reductions in fatalities and serious injuries than before. This will also include aligning with key international road safety policies, such as the Stockholm Declaration (Road Safety Sweden, 2020).

The Plan also seeks to encourage every member of the community to play their part in reducing road collisions by taking responsibility for their own behaviour as road users through road safety awareness and education campaigns.