

Comhairle Contae Chill Mhantáin
WICKLOW COUNTY COUNCIL



COUNTY WICKLOW
ROAD SAFETY PLAN
2015 – 2020



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Foreword from Chief Executive of Wicklow County Council Mr. Bryan Doyle

As Chief Executive of Wicklow County Council I am pleased to present this Road Safety Plan for the County, for the period 2015 – 2020.

In recent years there have been significant improvements in our road infrastructure which have contributed to safer journeys. However, we cannot become complacent and we the Local Authority with the Gardai, the Road Safety Authority and Transport Infrastructure Ireland along with other stakeholders must continue to work together to make our roads safer. During 2015 eight people lost their lives on County Wicklow roads, each one of them a tragedy.

In line with the Road Safety Authority's Strategy 2013 – 2020 this plan will focus on improving education, engineering and enforcement but will also focus on reducing the severity of injuries for those who survive a serious collision and reducing serious injuries overall.

It is my believe that with the commitment and support of all the relevant stakeholders and buy in from the public we can achieve the actions set out in this plan which will assist in making our roads a safer and more enjoyable place to be.

Bryan Doyle

Chief Executive, Wicklow County Council



Foreword from Chief Superintendent, Wicklow Division Pat Mangan

An Garda Síochána in County Wicklow is dedicated to the continued improvement of road safety in the county. An integral part of that improvement is to reduce the number of deaths and serious injuries arising from collisions on our roads.

The Garda Traffic Units and all operational Gardai in the Wicklow Garda Division will enforce all elements of Road Traffic legislation and this will continue into the future with particular emphasis placed on drink and drug driving, speeding, dangerous driving, non-wearing of safety belts and the use mobile phones while driving. The level of enforcement in these areas will be prioritised and maintained with a view to making the roads in County Wicklow the safest in the country.

An Garda Síochána exhorts all road users to respect the speed limits and to exercise personal responsibility for their driving behaviour, thereby protecting their own lives and preserving the safety of all other road users.

Pat Mangan

Chief Superintendent, Wicklow Division.

Mission Statement

The Road Safety Together Committee are committed to achieving the actions set out in this Road Safety Plan 2015 – 2020 in order to reduce the numbers of casualties and serious injuries on County Wicklow Roads and to provide focus on making Wicklow a safer county.

Introduction

National Context

Road Safety is a key priority in National Government Policy and this has been reflected in the current “Road Safety Strategy 2013 2020”. The Road Safety Strategy aims to raise Ireland’s road safety performance to that of the best performing countries in the world, and close the gap with countries such as the United Kingdom, Netherlands, Sweden and Australia. Ireland has approximately 41 fatalities per million population based on 2011 figures. These countries are targeting a reduction in fatalities of some 25% by 2020, meaning that they are setting targets in the region of 25 fatalities per million population which corresponds, in the Irish context to 124 fatalities in 2020.

In addition the Road Safety Authority are focusing on reducing the number of serious injuries during the lifetime of this plan and have included a number of key actions for doing so.

Local Context

Local Authorities as road authorities have an important role in promoting road safety apart from their statutory obligations in relation to road safety under roads and traffic legislation.

Membership of the Road Safety Together Committee comprises of staff from the Transportation and Roads Infrastructure Directorate of Wicklow County Council, the Fire Service, Municipal Districts, Members of the Gardaí, Road Safety Authority, and the Transport Infrastructure Ireland. The Committee meet on a quarterly basis.

Targets

A reduction of collision fatalities on Irish Roads to 25 million population or less by 2020 is required to close the gap between Ireland and the safest countries.

A provisional target for the reduction of serious injuries by 30% by 2020, or 61 per million population has also been set.

The principal objectives of the County Wicklow Road Safety Plan 2015 – 2020 are as follows:-

- To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures within Wicklow County Council.
- To highlight the scale of the deaths and injuries that are occurring at present on the road network within County Wicklow.
- To develop a road safety policy and action plan to improve safety for all road users in the county.
- To develop new initiatives to target specific vulnerable road safety groups.
- To play a role in meeting national road safety targets set out in the Road Safety Strategy 2013 – 2020.

The main objective of the Road Safety Plan is to reduce the numbers of casualties and serious injuries on County Wicklow Roads and to provide focus on making Wicklow a safer county.

Safe Systems Approach

The Safe Systems Approach to road safety is built on several key principles:

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 – road 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.

Objectives of the Road Safety Plan 2015 to 2020

This Road Safety Plan will cover the period 2015 to 2020. It is based on available collision data at the time of preparation. It offers a strategic direction for road safety in Wicklow County Council at a local level in terms of Engineering, Enforcement, Education and Evaluation as follows:-

Engineering - making the road network safer and more forgiving of inevitable errors by road users. Vehicle engineering to improve occupant and pedestrian / cyclist safety and limit harm. The Local Authority and Transport Infrastructure Ireland are responsible for engineering issues on the roads in County Wicklow.

Education - raising awareness of road safety by imparting knowledge and developing and understanding of the risks with a view to changing attitudes and behaviour at individual, community and organisational levels. In time it is hoped that consistent road safety education and encouragement will achieve significant behavioural changes, which can be expected to lead to a reduction in the number of collisions and casualties.

Enforcement – visible and appropriate enforcement acting as a deterrent and increasing compliance with road traffic laws. An Garda Síochána is responsible for enforcement of the road traffic law. This includes setting up checkpoints for the purpose to carry out Mandatory Alcohol Tests (MAT), speeding, seatbelt wearing and other violations of traffic offences.

Evaluation the stakeholders will continually monitor the progress of this plan and prepare an annual report on the progress of the objectives. The plan will continue to evolve over the period and can be adjusted to meet changing circumstances. Throughout the lifetime of the plan, we will encourage feedback and welcome initiatives and views from every person, and ultimately make the roads in Wicklow a safer place for all road users.

Profile of County Wicklow

In April 2011 Wicklow had a population of 136,640, consisting of 67,542 males and 69,098 females.

Road Network

The Road Network is divided amongst five Municipal Districts Arklow, Baltinglass, Bray, Greystones and Wicklow.

- National Primary (NP) 54km
- National Secondary (NS) 39km
- Regional Roads (R)463km
- Local Roads (L) 1784km (all areas)
- Total 2340km

The principal transportation routes in the county are the N11/M11 which serves the eastern side of the County, and the N81 in the west of the County. The main routes serving the east-west are the R756 and R759. The National Spatial Strategy (NSS) identifies the N11 – M11 as a ‘Strategic Radial Corridor’ from Dublin to the southeast of the country, while this route is described as a ‘Multi-Modal Transport Corridor’ in the Regional Planning Guidelines (RPG). These serve as the principal access routes to the county. The N11 / M11 route is part of Euroroute 01 and has been subject to significant investment. The recently completed Rathnew to Arklow Road Improvement Scheme (PPP scheme) forms part of a 280 km long continuous dual carriageway or motorway between Clough in County Wexford and Belfast. The second national route in Wicklow, the N81, is not identified in the NSS or the RPGs as being of strategic or regional significance. From an investment perspective, the N81 has only undergone minor improvements over the last 20 years.

The RPGs also identify the Leinster Outer Orbital Route, traversing the region from Arklow in the southeast, to the Naas-Kilcullen area in the west via a route similar to the existing R747–N81 corridor. The NRA has undertaken separate studies in the context of long term planning of such a route. The National Transport authority’s draft transport strategy 2011-2030 for the greater Dublin Area, published in April 2014 states in relation to the Leinster Orbital Route that “the full development of the proposal is unlikely to be required during the strategy period and accordingly, it is recommended that an incremental approach to its delivery is adopted”.

Car dependency within the County is high, particularly for commuting purposes. Census 2011 data informs that 47.8% of all Wicklow households have two or more cars.

Information on Road Traffic Enforcement for 2015

Details of selected road traffic offences detected in the Wicklow Garda Division for the year 2015 are set out below. The table includes details of offences detected by both traffic corp and regular units.

Offence Type	Number Detected 2015
Speeding (Intercept)	1327
Speeding (Non Intercept)	4370
Driving under the Influence	194
Fail to Wear Seatbelt	458
Driving without Insurance	686
Section 41 Road Traffic Act *	580
Holding Mobile Phone while Driving	565

* Section 41 of the Road Traffic Act was enacted in 1994. It empowers Gardai to seize vehicles, which are untaxed for a period exceeding two months or are uninsured or where the driver is too young to hold a driving licence.

An average of 85 Mandatory Alcohol Testing Checkpoints are carried out per month in the division. In addition members of the traffic unit have engaged in operations targeting drink-driving offences where particular towns are selected for checkpoints on all approach roads simultaneously.

Members of the Divisional Traffic Unit are also responsible for mounting TISPOL Traffic Operations. These operations target specific offences on prearranged dates and are carried out simultaneously by police forces throughout Europe.



Data & Statistics for County Wicklow

Fatal Traffic Collisions – County Wicklow

Road User	2007	2008	2009	2010	2011	2012	2013	2014*	2015*
Car	5	3	3	2	1	2	2	3	5
Pedestrian	3	0	0	2	1	0	1	1	1
Motor Cycle	1	1	0	1	1	0	3	2	2
Goods Vehicle	0	0	0	0	0	1	0	0	0
Pedal Cycle	0	0	1	0	0	0	0	1	0
PSV	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
Total	9	4	4	5	3	3	6	7	8

*Figures for 2014 & 2015 are provisional

For the above period 2007 to 2015 County Wicklow had one of the highest number of motorcyclist fatalities.



County Wicklow Road Safety Plan 2015-2020

Number of Vehicles in Local Authority Area 2014

Vehicle Type	Number	Vehicle Type	Number
Private Cars	62,724	Goods Vehicles	8,360
Tractors	1,726 (1,720 Agricultural)	Motorcycles	1,461
PSV Vehicles	610	Other Classifications	2,282
Exempt Vehicles	601	Total	77,764

Registration of new vehicles 2014

In 2014 2,563 new vehicles were registered in County Wicklow, representing 2.2 percent of all new vehicles registered in the state in the year.

Number of new vehicles licensed in Wicklow by year

1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
4,639	5,978	7,879	5,866	5,075	5,057	5,161	5,812	6,398	6,782	5,284
2009	2010	2011	2012	2013	2014					
1,793	2,550	2,316	2,020	1,933	2,563					

County Wicklow Road Safety Plan 2015-2020

Driving Test Data

The average waiting time for a driving test in Wicklow is 9 weeks. The following tables show the pass rate for the years 2010 to 2015.

Test Centre	Test Type	2010			2011			2012			
		Pass	Fail	2010 Pass %	Pass	Fail	2011 Pass %	Pass	Fail	2012 Pass %	
Wicklow	A - MOTORCYCLE	67	29	69.79%	51	12	80.95%	46	8	85.19%	
	A1 - SMALL MOTORCYCLE	3	4	42.86%	0	4	0.00%	2	2	50.00%	
	A2 - MOTORCYCLE	0	0	0.00%	0	0	0.00%	0	0	0.00%	
	AM - MOPED	0	0	0.00%	0	0	0.00%	0	1	0.00%	
	B - MOTOR CAR/ LIGHT VAN	635	840	43.05%	729	866	45.71%	667	786	45.91%	
	B - Veaineanna éadroma/Carr trí Ghaeilge	0	0	0.00%	0	0	0.00%	0	1	0.00%	
	BE - MOTORCAR/ LIGHT VAN AND TRAILER	7	5	58.33%	2	1	66.67%	9	4	69.23%	
	C - TRUCK	8	3	72.73%	36	22	62.07%	35	22	61.40%	
	C1 - LIGHT TRUCK / LARGE VAN	1	0	100.00%	2	1	66.67%	0	1	0.00%	
	CPC PRACTICAL TEST (BUS)	2	0	100.00%	1	0	100.00%	3	1	75.00%	
	CPC PRACTICAL TEST (TRUCK/ ARCTIC)	4	0	100.00%	28	2	93.33%	17	0	100.00%	
	D1 - MINIBUS	5	2	71.43%	6	2	75.00%	5	2	71.43%	
	Total		732	883	45.33%	855	910	48.44%	784	828	48.64%

Test Centre	Test Type	2013			2014			2015			
		Pass	Fail	2013 Pass %	Pass	Fail	2014 Pass %	Pass	Fail	2015 Pass %	
Wicklow	A - MOTORCYCLE	8	2	80.00%	18	3	85.71%	20	5	80.00%	
	A1 - SMALL MOTORCYCLE	0	2	0.00%	0	1	0.00%	2	1	66.67%	
	A2 - MOTORCYCLE	5	2	71.43%	4	0	100.00%	8	3	72.73%	
	AM - MOPED	1	0	100.00%	0	0	0.00%	0	0	0.00%	
	B - MOTOR CAR/ LIGHT VAN	732	930	44.04%	843	944	47.17%	858	1054	44.87%	
	B - Veaineanna éadroma/Carr trí Ghaeilge	0	0	0.00%	0	0	0.00%	1	0	100.00%	
	BE - MOTORCAR/ LIGHT VAN AND TRAILER	13	3	81.25%	17	6	73.91%	25	9	73.53%	
	C - TRUCK	68	39	63.55%	42	19	68.85%	50	35	58.82%	
	C1 - LIGHT TRUCK / LARGE VAN	0	1	0.00%	2	1	66.67%	3	0	100.00%	
	CPC PRACTICAL TEST (BUS)	4	0	100.00%	8	1	88.89%	8	4	66.67%	
	CPC PRACTICAL TEST (TRUCK/ ARCTIC)	68	0	100.00%	40	0	100.00%	48	0	100.00%	
	D1 - MINIBUS	7	0	100.00%	8	1	88.89%	7	4	63.64%	
	Total		906	979	48.06%	982	976	50.15%	1030	1115	48.02%

Driving Licences Issues in County Wicklow 2010 – 2015

YEAR	Learner Permit	Full
2010	8460	73485
2011	8215	74296
2012	7769	75241
2013	6552	74518
2014	7544	77784
2015	7875	79563

National Statistics in relation to Road safety in 2015

- ✓ As of 31st December 2015 there were 166 fatalities in 159 collisions on Irish roads. This represents 27 fewer deaths compared to the same period in 2014 with reductions in all road-user groups.
- ✓ 130 males and 36 females were killed on our roads.
- ✓ 29% of drivers and passengers killed were not wearing a seat belt.
- ✓ Vulnerable Road User fatalities showed a decline overall, but no real change for motorcyclists and pedal cyclists.
- ✓ December was the most dangerous month with 21 fatalities.
- ✓ April saw the fewest road fatalities of 8 which was the safest month since November 2012.

Road User Profile Comparison 2014 & 2015

	Drivers	Passenger	Pedestrian	Motorcyclist	Pedal Cyclist	Total Fatalities
2014	76	39	41	24	19	193
2015	76	27	32	22	9	166

Profile of Driver Fatalities 2015 (76)

- ✓ The majority of fatalities were among male drivers (76%)
- ✓ Older and younger drivers were more at risk (19 killed in the 16 – 25 age group & 23 killed in the 61 and older age group)
- ✓ The majority of fatalities occurred on higher speed roads.
- ✓ 20 drivers were not wearing seatbelts.
- ✓ 39% were single vehicle collisions.

Profile of Pedestrian Fatalities 2015 (32)

- ✓ Majority of fatalities were among male pedestrians (23 men & 9 women)
- ✓ The age profile of the pedestrians killed indicates that those aged 26 – 35 were at most risk (22%), followed by those aged 16-25 (19%) in 2015. Those over the ages of 55 remain at high risk.
- ✓ More fatalities occurred on higher speed roads than lower (19 on 80km/h or more).
- ✓ More pedestrian fatalities occurred in hours of darkness (19) of which 12 were in areas with poor or no lighting.
- ✓ Where known, twenty four pedestrians had no taken any high-visibility precautions, of which 12 happened in hours of darkness; four pedestrians were recorded as having done so.
- ✓ 12 occurred between the hours of midnight and 6am.

Profile of Passenger Fatalities 2015 (27)

- ✓ There were more male passengers killed (56% men)
- ✓ Older and younger people were most vulnerable (11 killed 20 years and younger; 7 killed over 60 years)
- ✓ More fatalities occurred on higher speed roads (26 at 80km/h or more).
- ✓ Almost the same number of rear as front seat passengers were killed (13 front, 12 rear).
- ✓ Where known, 9 passengers were no wearing seatbelts, 6 of whom were rear seat passengers. 11 were wearing a seatbelt.

Role of Stakeholders



Wicklow County Council

The goal for the Transportation & Roads Infrastructure Department of Wicklow County Council is *“to promote and facilitate the provision of all modes of transport in an integrated manner and so to foster social and economic development, having due regard to environmental considerations, sustainable development and social inclusion.”*

Wicklow County Council is the roads authority responsible for the construction, operation and maintenance of public roads throughout the County. It has a wide range of regulatory functions under the Roads Act and Road Traffic Acts, principally, the power to prosecute any individual or company causing damage to the roads.

Other functions of Wicklow County Council’s Transportation & Roads Department include:

- ✓ Road Construction
- ✓ Road Maintenance
- ✓ Road Safety
- ✓ Regulatory Functions
- ✓ Planning for future Road Development
- ✓ Implementation of Government Policy in relation to Roads and Transportation



County Wicklow Fire Service.

Wicklow County Council is the Fire Authority for all of County Wicklow including the Municipal Districts of Arklow, Baltinglass, Bray, Greystones and Wicklow. Wicklow Fire Service has 99 Firefighters based throughout the county, in 10 Fire Stations. Fire Stations are located in the following towns Arklow, Baltinglass, Blessington, Bray, Carnew, Dunlavin, Greystones, Rathdrum, Tinahely and Wicklow.

Each year the Authority's Brigades attend, approximately, 80 road traffic accidents.

Each Fire Appliance carries a full range of hydraulic cutting equipment enabling them to deal with a range of Road Traffic Accidents. This is further supplemented by the presence of two Emergency Tenders located on the East of the in the County covering the M11. The west of the County, in particular the line of the N81, is supported by Emergency Tenders from neighbouring counties i.e. Naas, Newbridge, Athy and Carlow. These appliances are intended to carry specialist heavy crash rescue equipment, materials for dealing with such incidents and other personal protective and specialist equipment. Two fire engines are automatically dispatched to all Road Traffic Accidents in Wicklow. Incident Commanders can order an Emergency Tender if and when required. First aid equipment, personnel trained in its use and lighting equipment is carried on all front line vehicles. The type and quantity of equipment held at any particular Station is subject to on-going review to take account of changing circumstances and new technologies.

All Firefighters are trained First Responders and can carry out first response casualty care until a casualty is extricated and they are in the care of the ambulance service.

In addition the fire service can be mobilised to other road based incidents such as trees down and oil spills. In these circumstances the fire service will provide emergency traffic management to prevent accidents from occurring until such time as the road can be handed over to Gardai and / or Local Authority staff.



An Garda Síochána

The main responsibility of Garda Traffic is to significantly reduce the incidence of fatal and serious injuries and improve road safety. An Garda Síochána's Traffic Mission Statement is to *develop a national culture of safe road use*.

The Garda National Traffic Bureau (GNTB) was established in 1997 to formulate policy and oversee traffic policing throughout the state. The Bureau is headed by Chief Superintendent Aidan Reid and is based at Garda Headquarters in the Phoenix Park.

Operational Traffic Corps Units based in each Garda Division enforce the policies developed by GNTB. The two key factors in policy formulation are:

- Prioritised enforcement
- 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 Traffic Corps is dedicated to the enforcement of road traffic legislation and also to assisting the free flow of traffic. The first Traffic Corps Unit was established in Dublin in 1953 and was extended nationwide in 1973. The current strength stands at 803 Garda members as of 1st February 2014.



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Road Safety Authority (RSA)

The Road Safety Authority (RSA) is a statutory organisation created by the Road Safety Authority Act 2006. It was established in September 2006 and its functions were transferred from the Department of Transport (DoT), the National Roads Authority (NRA) and the National Safety Council (NSC).

The aims of the Road Safety Authority is to save lives and prevent injuries by reducing the number and severity of collisions on the road. Working to Save Lives is the stated goal adopted by the Board of the RSA.

The RSA works to improve road safety in Ireland by:

Developing and implementing information and education campaigns to increase awareness of road safety and promote safer driving,

Improving vehicle standards,

Establishing and monitoring a standard for driver instruction,

Delivering the driving licence and learner permit service - National Driver Licensing Service (NDLS),

Working with stakeholders to ensure a co-ordinated strategic response and ensure our collective resources are used wisely and efficiently,

Undertaking collision and road safety research in order to develop measures and recommendations to improve road safety,

Advising the Minister for Transport on road safety policy,

Overseeing the implementation of the Government Road Safety Strategy 2013 – 2020.



Transport Infrastructure Ireland

Transport Infrastructure Ireland's mission is to deliver transport infrastructure and services, which contribute to the quality of life for the people of Ireland and support the country's economic growth.

Establishment of TII took place in August 2015 following the merger of the National Roads Authority and the Railway Procurement Agency. Transport Infrastructure Ireland is funded by a number of national and European bodies within a strategic context.



M11 Motorway

Critical Success Factors

The following list contains the elements that this Road Safety Working Together Committee considers necessary to achieve the objectives set out in the plan.

- ✚ Funding
- ✚ Public Support
- ✚ Policy Implementation
- ✚ Collaborative Approach
- ✚ Garda Traffic Corps
- ✚ Road Engineering
- ✚ Media
- ✚ Support Legislation



Action Plan

IMPLEMENTING THE ROAD SAFETY PLAN 2015 – 2020

Taking its lead from the RSA's Road Safety Strategy 2013 – 2020 the County Wicklow Road Safety Plan 2015 - 2020 is centred around Education, Enforcement, Engineering and Evaluation. The inter relationship of the four E's is an important concept particularly in the areas of Engineering and Education. The Challenges which need to be addressed under these headings are as follows:-

- ✚ Vulnerable Road Users
- ✚ Pedestrians
- ✚ Cyclists
- ✚ Motorcyclists
- ✚ Older Road Users
- ✚ Children
- ✚ Roadworks



Rathdrum Main Street

1. EDUCATION

The aim of education is to educate all road users in the proper and safe use of roads in order to change user attitudes and behaviour and to stimulate an awareness of the need for improvement in road safety. International research has consistently identified human behaviour and human error, as the main contributory factor in all collisions.

The Lead Stakeholder in the actions listed under Education will be Wicklow County Council who will be supported by An Garda Síochána and the Road Safety Authority.

Action 1 Support schools in delivering road safety education to young road users throughout the county.

Measure

- Promote Road Safety Awareness in pre-primary, primary and secondary schools with the assistance of the Road Safety Authorities Promotion Officer for County Wicklow.
- Represent RSOs on a working group set up by the RSA to develop a Safe School Gate Policy.
- Utilise the Councils website to promote road safety within schools and the community.
- Liaise with School Traffic Wardens in relation to training and risks involved in carrying out their duties.

Action 2 Implement Road Safety campaigns for vulnerable road users.

Measure

- Promote road safety awareness through the local media i.e. radio, website and social media on an ongoing basis.
- Promote Road Safety Week annually.
- Include regular articles on Road Safety in the quarterly edition of Countywise Newsletter which is delivered to every residence in the county.
- Provide high viz material as required.

Action 3 Liaise with all Stakeholders.

Measure

- Arrange, Road Safety Together Committee Meetings on a quarterly basis.
- Ensure that each District Engineer attends one Road Safety Together Committee meeting per year.
- Ensure that all representatives on the group work together to achieve the objectives of the plan.
- The Road Safety Officer to be the contact person for Stakeholders.
- Inform the Gardaí at all times of upcoming works and road closures.

2. ENGINEERING

Wicklow County Council in association with Transport Infrastructure Ireland and the Department of Transport continues to endeavour to implement engineering measures with a particular focus on road safety. These developments all play a critical role in assisting to make the road network safer for all road users.

Action 1 **Improve road safety at high accident locations.**

Measure

- Identify areas where there is a safety concern and apply for funding on the safety improvement scheme.
- Arrange required works once funding has been obtained.

Action 2 **Traffic calming measures.**

Measure

- Identify areas where speed is a problem and introduce appropriate traffic calming measures, in accordance with WCC traffic calming policy.

Action 3 **Improve skid resistance on road surfaces.**

Measure

- Implement restoration maintenance programme on regional and local roads identified on the pavement management system as needing resurfacing.
- Work with TII to implement the HD28 programme on national roads to improve skid resistance at locations identified as needing intervention.

Action 4 **Conduct Road Safety Audits on New Road Schemes.**

Measure

- Road safety auditing of new road schemes

3. ENFORCEMENT

The main area of responsibility of An Garda Síochána is to ensure the free movement of traffic and enforcement of all aspects of traffic legislation. Visible and appropriate enforcement acting as a deterrent and increasing compliance with traffic laws and this will continue through the duration of this plan.

Action 1 Resources and Location

The strength of the Wicklow Garda Divisional Traffic Unit stands at 1 Inspector, 3 Sergeants and 15 Gardaí, which is 10% of the total resources allocated to the division. Personnel attached to the unit are based at three centres in the county, Bray, Ashford and Baltinglass. The unit has access to a number of vehicles including a jeep, motorcycles, patrol cars and speed detection vans. Two patrol cars are fitted with Automatic Number Plate Recognition equipment.

Action 2 Deployment

While the unit is primarily concerned with the enforcement of road traffic legislation it provides assistance to regular and specialist units in joint operations targeting mobile criminals, persons involved in organised crime and the sale and distribution of drugs. These operations include national operations such as Operation Thor. Members of the unit also provide assistance to regular units in dealing with public order and other incidents throughout the division. The unit also provides assistance at local events such as funerals, which generate increased traffic volumes.

Action 3 Liaison with other Agencies

Members of the Divisional Traffic Unit carry Multi-Agency Checkpoints with the Road Safety Authority, the Health and Safety Authority, Custom and Excise, The Taxi Regulator and local Waste Management Enforcement Officers.

The Divisional Traffic Inspector and a Sergeant from each district are members of the Wicklow County Council Road Safety Together Committee who meet each quarter to discuss road traffic matters. Details of local traffic collisions are provided to council engineers at these meetings and any remedial works that are considered necessary are discussed.

County Wicklow Road Safety Plan 2015-2020

A number of members of the Divisional Traffic Unit are trained in the delivery of the Road Safety Talk “It won’t happen to me” to students in second level schools and a number of talks have been delivered.

Action 4 **Event Management**

The Divisional Traffic Unit in consultation with local officers is responsible for drawing up traffic management plans for local festivals, sporting fixtures and events that originate or pass through the division. These include Summer Festivals at Bray, Wicklow and Arklow and sports fixtures at the Carisle Grounds and at Aughrim. The county is a popular venue for cycling events and these range from local fund raising / fun events to international events attracting professional cyclists from all over the world.



4. EVALUATION

The effectiveness of a particular service refers to the extent it achieves its objectives. It is vital that the Road Safety Plan be evaluated to establish its effectiveness.

The Lead Stakeholder in the action listed hereunder will be Wicklow County Council who will be supported all stakeholders represented on the Road Safety Together Committee.

Action 1 **In order to ensure a sustainable reduction in road deaths and serious injury an evaluation of the plans effectiveness will be carried out.**

Measure

- A review of the Road Safety Plan to take place annually.
- Collection of collision data for County Wicklow to be reviewed on a regular basis.



Membership of the County Wicklow Road Safety Together Committee

Mr. Sean Quirke, Director of Services, Transportation & Roads Department WCC

Mr. Declan Marnane, A/Senior Engineer, Transportation & Roads Department WCC

Ms. Helena Dennehy, Senior Executive Officer, Transportation & Roads Department WCC

Ms. Theresa O'Brien, A/Senior Executive Officer, Transportation & Roads Department WCC

Ms. Margaret Malone, Administrative Officer, Transportation & Roads Department WCC

Aiden Dempsey, Chief Fire Officer, WCC

Inspector Michael Walsh, Wicklow Traffic Division

Sgt. Pat Costello, Wicklow Traffic Unit

Sgt. Brian Foley, Baltinglass Traffic Unit

Sgt. Gabriel Plower, Bray Traffic Unit

Linda McDonald, Road Safety Officer , WCC

District Engineers for Arklow, Baltinglass, Bray, Greystones & Wicklow

Christine Hegarty, Road Safety Authority

Orlaith Maguire, Road Safety Promotion Officer

Forbes Vigors, Transport Infrastructure Ireland

CONCLUSION

The County Wicklow Road Safety Together Committee has prepared this plan for road safety based on what is known as the four Es, Education, Engineering, Enforcement and Evaluation. This requires a co-ordinated approach between Wicklow County Council and the Gardaí to provide focus on collision reduction in the County.

The Committee plays a vital role in promoting road safety along with their relevant statutory obligations under the roads and traffic legislation. The Key actions defined in this plan will assist in achieving the aim of this plan, which is “ ***To reduce the number and severity of fatal traffic collisions and reduce the number of serious injuries on County Wicklow roads which will make Wicklow a safer place for all road users***”.

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