

December 2023



# COUNTY WICKLOW ROAD SAFETY PLAN 2023 – 2030



# The Journey Towards Vision Zero

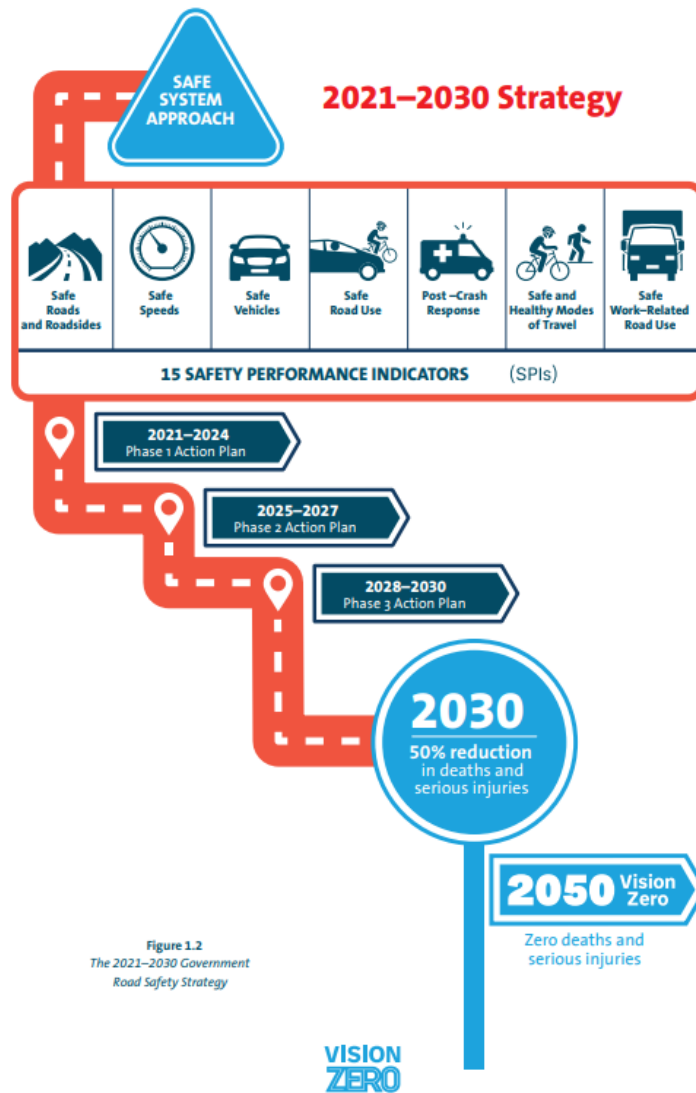
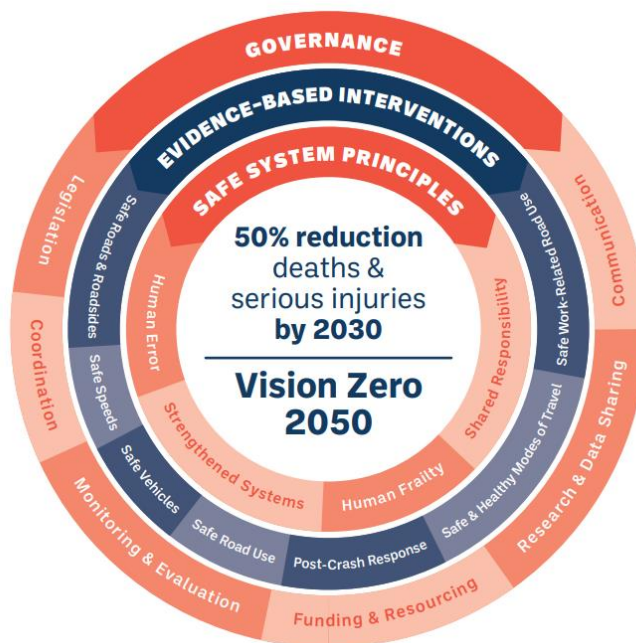


Figure 1.2  
The 2021-2030 Government  
Road Safety Strategy



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## Forewords



***Emer O’Gorman, Chief Executive, Wicklow County Council.***

As Chief Executive of Wicklow County Council I am pleased to present this Road Safety Plan for the county, for the period 2023 to 2030.

In recent years there have been significant improvements to our road infrastructure which have contributed to safer journeys. However, we cannot become complacent and we the Local Authority working 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 for all users.

To date in 2023 six people have lost their lives on County Wicklow Roads, each of them a tragedy. In line with the Road Safety Authority’s Strategy ‘Vision Zero’ this plan will focus on reducing road deaths and serious injuries by 50% over the next ten years.

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 enjoyable place to be.

I would like to express my thanks to the members of the County Wicklow Road Safety Working Together Committee for their work in preparing this plan.



***Inspector Michelle Byrne Roads Policing Unit***

An Garda Síochána in County Wicklow under Chief Superintendent Derek Hughes is dedicated to the continued improvement of Road Safety in the county. An integral part of that improvement is to reduce the number of fatalities and serious injuries arising from collisions on our roads and the investigation of their causes.

The Garda Roads Policing Units and all operational Gardaí in the Wicklow Garda Division will enforce all elements of Road Traffic legislation.

Particular emphasis will be placed on checkpoints conducting random breath testing for alcohol and drug wipe swabbing for drug driving. Emphasis will also be on lifesaver offences; speeding, dangerous driving, non-wearing of safety belts and the use mobile phones while driving.

Forensic Collision investigators will be deployed where there is a fatality, and their expert views will be used to assist in enforcement and prosecutions where necessary.

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 urges 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.



***Sam Waide, CEO, Road Safety Authority***

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 behaviors, 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 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.

## 1. Introduction

### 1.1 Mission Statement

*County Wicklow Road Safety Working Together Committee is committed to achieving the actions set out in this road Safety Plan 2023 – 2030 to reduce the numbers of casualties and serious injuries on County Wicklow Roads and to provide focus on making Wicklow a safer county for all road users.*

Safe mobility is central to the quality of life of all who live and work in County Wicklow. This Plan sets out our vision for road safety and the policies and actions the Council pursue to achieve this goal. This new Road Safety Plan 2023 to 2030 will be delivered with an increased focus on the provision of better infrastructure, improved road user behaviour, and better enforcement.




Residents of County Wicklow should be able to go about their daily lives without being placed under undue risk of injury from traffic. A ‘safe systems’ approach to road safety is based on the principle that life and health should not be compromised to meet the demands of mobility. County Wicklow should be a County where it is safe for everyone to walk and cycle and travel to their destination safely.

### 1.2 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 improving 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 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.

The Road Safety Strategy 2021-2030 will be delivered in three phases as follows:

-  Phase 1 Action Plan: 2021-2024,
-  Phase 2 Action Plan: 2025-2027,
-  Phase 3 Action Plan: 2028-2030.

Phase 1 runs from 2021 to 2024 and is backed by a projected €3.8bn investment, it includes 50 high-impact actions and 136 support actions. Local authorities are the lead agency or the support agency for a number of these actions.

### 1.3 Safe Systems Approach

The national Road Safety Strategy is led by a Safe System approach, which is viewed as best practice globally in the delivery of road safety strategies. 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 all those involved in road safety, e.g., vehicle producers and infrastructure managers. The basic ethical assumption is that it is not acceptable to pay a price in deaths for the mobility that society needs. 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** – 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.

System priority areas have been identified that will be the focal points during the period of the strategy, as follows:

- A. Safe Roads & Roadsides
- B. Safe Speeds
- C. Safe Road Use
- D. Safe and Healthy Modes of Travel
- E. Safe Vehicles
- F. Post-crash Response
- G. Safe Work-Related Road Use

### 1. Profile of County Wicklow

County Wicklow is located in the province of Leinster, and has a population of 155,485 9.2% growth persons as stated in the preliminary 2022 census figures on the CSO website <https://www.cso.ie/en/csolatestnews/presspages/2022/censusofpopulation2022-preliminaryresults/>



Wicklow shares its border with four other counties and has a total land area of 2,027 km<sup>2</sup>. The topography of Wicklow is largely mountainous, with the Wicklow Mountains being the largest continuous upland region in Ireland. Wicklow is the 13th largest of the Republic of Ireland's 26 Counties and is the 13th largest Local Authority area in terms of population.

## 2.1 Road Network

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

Road Type	Length in KM	
National Primary (NP)	53	2.22%
National Secondary (NS)	39	1.63%
Regional Roads (R)	466	19.48%
Local (L)	1834	76.67%
<b>Total</b>	<b>2392</b>	<b>100.00%</b>

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.

## 2.2 Active Travel

The Census Population of 2022 found that:

- ✚ The numbers of people choosing to walk or cycle to work, school or college has increased nationally between 2016 and 2022.
- ✚ In 2022 there were 88% more primary school children commuting by bicycle than in 2016.
- ✚ The number of students aged 13 to 18 cycling to school was up to 79%.

## 2.3 Travel Patterns and Licensed Vehicles

- ✚ 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.
- ✚ Over 1 million cars or vans (1.067m) were recorded as available for use. This is a four-fold increase from the 1971 Census (0.27m) and a 21% increase on Census 2011 (0.88m).

## 2.4 Commuting

### Information from the 2022 Census - Employment, Occupations and Commuting

In 2022, there were 747,961 people working from home for at least one day a week, representing 32% of workers.

In Census 2022, Dún Laoghaire-Rathdown had the highest proportion of people working from home for at least one day a week at 57%.

In Census 2022, Monaghan and Longford had the lowest proportion of people working from home for at least one day a week at 21%.

Travelling by car was the main way of commuting to work in Census 2022, with around 1,280,000 people, or 63% of all commuters using this means of transport.

Walking and cycling were the next main ways of commuting to work in Census 2022, with around 240,000 people, or 12% of all commuters.

Public transport was the next main way of commuting to work in Census 2022, with around 180,000 people, or 9% of all commuters, using this means of transport.

There were 2,320,297 people at work in Census 2022, up 16% since 2016.

There were 657,790 retired people in Census 2022, up 21% since 2016.



## Employment, Occupations and Commuting



## 2.5 Collision & Causality trends for County Wicklow 2010 – 2023

Year	2010	2011	2012	2013	2014	2015	2016
Fatal	5	3	3	6	7	8	2
Serious	11	13	11	8	18	8	*25
Minor	148	141	136	125	127	134	*117

Year	2017	2018	2019	2020	2021	2022	2023
Fatal	2	5	3	2	1	2	6
Serious	27	23	42	29	52	37	*31
Minor	123	99	114	73	79	83	*90

\*Figures for 2023 are up to 4/12/23 and are provisional

## 2.6 Review of the Road Safety Plan 2015 to 2020

The 5-year plan, covering the period 2015 to 2020, provided a focus on the reduction in road collisions under the headings of Education, Enforcement, Engineering and Encouragement. It was designed to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all road users.

Among the main actions carried out each year of the previous plan were the following:

- ✚ Regular meetings of the Road Safety Working Together Committee were held. The Committee consists of representatives from Wicklow County Council, the Road Safety Authority, An Garda Síochána (AGS), Fire Service and Transport Infrastructure Ireland (TII).
- ✚ Targeting enforcement activities to reduce deaths and serious injuries.
- ✚ The development of new and upgraded pedestrian and cycle infrastructure on roads throughout the County.
- ✚ The provision of a school warden service.
- ✚ Road safety awareness campaigns including the hosting and facilitation of the Road Safety Events.
- ✚ Ensuring road safety is a key consideration in the planning, design, construction and maintenance of the road, footpath and cycle network within the county.




## 3.Role of Key Stakeholders

The following provides a description of the key stakeholders on the Road Safety Working Together Committee that will be responsible for overseeing the implementation of this 8-year plan.

### 3.1 Road Safety Working Together Committee

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. As part of the Road Safety Plan 2015 to 2020, the Road Safety Working Together Committee continued to meet in line with the Road Safety Strategy. This included representatives from Wicklow County Council, the Road Safety Authority, the Gardaí, and Transport Infrastructure Ireland.

The main objectives of the Road Safety Working Together Committee are:

-  To oversee the implementation of the Road Safety Plan.
-  To discuss road safety priorities and communicate good practice.
-  To enhance the knowledge of all those on the Working Committee.

### 3.2 Key Stakeholders

#### Wicklow County Council ([www.wicklow.ie](http://www.wicklow.ie))

Wicklow County Council is responsible for the construction and maintenance of public roads in the County. This involves ensuring road safety is a key consideration in the planning, design, construction and maintenance of roads to provide a safe and efficient road network. The Council also has a road safety awareness role in schools and among the general population in terms of creating awareness and addressing road safety issues.

#### An Garda Síochána

The mission of An Garda Síochána in its Strategy Statement 2022-2024 is to “Keep People Safe”. This includes a number of strategic goals in the area of road safety in an attempt to reduce the incidence of fatal and serious injuries, improve road safety and commit to working in partnership on education and targeting enforcement activities to reduce deaths and serious injuries. Wicklow County Council and An Garda Síochána work closely together on traffic issues, road safety campaigns and sustainable mobility initiatives in the County.

#### Road Safety Authority (RSA)

The RSA’s mission 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 is recognised as the leading voice for road safety in Ireland and 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.

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.

### **Transport Infrastructure Ireland ([www.tii.ie](http://www.tii.ie))**

TII are responsible for the management of the Road Infrastructure Safety Management Directive, EU RISM 2008/96/ECRISM (new EU 2019/1936) which includes, GE-STY-01022 (HD 15) Network Safety Ranking, CC-STY-04002 (HD 16), Temporary Safety Measures Inspections, Road Safety Inspections CC-STY-06044 (HD 17), Road Safety Impact Assessment PE-PMG-02001 (HD 18).

#### **GE-STY-01022 (HD15) High Collision Locations/HCL**

TII carry out annual collision Cluster analysis (HD15) along the national routes and they identify all sections of high collisions to Wicklow County Council.

Wicklow County Council's role is to review all the sites identified and the reports provided. Where engineering works are warranted a Feasibility and Options report is prepared to seek funding from TII. Road Safety Improvement schemes are managed under the RSIS procedure GE-STY-01037.

#### **CC-STY-06044 (HD 17) Road Safety Inspections/RSI**

TII undertake Road Safety Inspections (HD17) on all national routes on the network. The primary purpose of the RSI is to identify issues along the road network that relate to road safety. RSI is a proactive approach to improving the safety of the existing national road network.

Issues/hazards identified in these inspections are forwarded to Wicklow County Council to develop suitable road improvements and seek funding from TII, where required. The development of schemes is managed under the RSIS procedure GE-STY-01037.

TII has overall responsibility for planning, oversight of construction and maintenance standards on the National Road network.

TII allocate a Regional Road Safety Engineer and a Road Safety Inspection Engineer to each local authority; these engineers liaise with Wicklow County Council regarding road safety issues on national roads in their respective county.

TII is adopting a safe systems approach to road safety.  
The major focus is on improving the safety of vulnerable road users.  
TII will be liaising with Wicklow County Council regarding reporting on key performance indicators (KPI).

### **County Wicklow Fire Service**

The purpose of the Fire Service is to respond quickly and efficiently to fires and other emergencies, including road traffic incidents, throughout the County. This response consists of a pre-determined turnout of appliances and equipment based on the nature, magnitude and severity of the incident. There are 10 fire stations throughout County Wicklow.

## **4. Road Safety Plan 2023 – 2030**

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

The principal aims of the Wicklow 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 the Road Safety Working Together Working Committee.
- ✚ To highlight the scale of the fatal and injury collisions that are occurring at present on the County road network.
- ✚ To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures and is a key consideration in the planning, design, construction and maintenance of the road, footpath and cycle network within the county.
- ✚ To develop new initiatives to focus on specific vulnerable road user Committees.
- ✚ To play a role in meeting national road safety targets set out in the National Road Safety Strategy 2021 to 2030.

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

## 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’ (EC, 2020b). Aligning with these, Ireland’s Vision Zero goal is that by 2050 no one will be killed or seriously injured on Ireland’s roads.

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 fatality 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

<b>Table 4.1 National Road Safety Strategy – Interim Targets (baseline 2017-2019)</b>		
	<b>By 2024</b>	<b>By 2030</b>
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 Injuries	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

<b>Table 4.2 Casualty Trends in Wicklow 2019 to 2022</b>					
<b>Year</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Average</b>
Fatalities	3	2	1	2	2
Serious Injuries	42	29	52	37	40

Applying percentages from Table 4.1 to the figures in table 4.2, interim and longer terms targets have been set for the Wicklow Road Safety Plan as shown in Table 4.3 below.

Table 4.3 Wicklow Road Safety Plan –Targets		
Year	Target 2024	Target 2030
Fatalities	To reduce deaths on Wicklow’s roads to 1 or lower	To reduce deaths on Wicklow’s roads to zero
Serious Injuries	To reduce serious injuries on Wicklow’s roads to 36 or lower	To reduce serious injuries on Wicklow’s roads to 20 or lower

The targets being set as part of the road safety plan are ambitious and will require a concerted effort by all stakeholders.

## 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 are achieved. These include:

- 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 the National Strategy, the Wicklow Road Safety Plan 2023 to 2030 is designed to ensure a coordinated, 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, the Road Safety Working Together Committee will continue to oversee and steer the implementation of the Road Safety Plan 2023 to 2030.

### 5.2 Action Planning

There are three distinct phases set out in the Government’s Road Safety Strategy 2021-2030 as follows:



Phase 1	2021-2024
Phase 2	2025-2027
Phase 3	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 Phase 1, 2030 and 2050 targets. Completion of all these crucial activities will be dependent on several critical success factors, including dedicated partnership-working and data sharing across our key stakeholders.

### 5.3 Elements of a Safe System

The County Wicklow 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 encouragement) 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 the Safe System Approach, reduce the severity of those accidents that do take place.

System priority areas have been identified that will be the focal points during the period of the strategy, as follows:

- A. Safe Roads & Roadsides
- B. Safe Speeds
- C. Safe Road Use
- D. Safe and Healthy Modes of Travel
- E. Safe Vehicles
- F. Post-crash Response
- G. Safe Work-Related Road Use

### 5.4 Action Plan

The following tables list actions related to these priority areas as outlined in the

Government Road Safety Strategy 2021-2030 and the local actions which have been identified as being deliverable by the Wicklow Road Safety Action Plan.

**Priority Area: A - 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.

<b>A – SAFE ROADS &amp; ROADSIDES</b>		
<b>Action Number</b>	<b>Action</b>	<b>Lead /Support Agency</b>
4	Fund and implement low-cost safety schemes as identified by local authorities on the regional and local road network per year and progress the implementation larger specific safety schemes per year.	DoT, CCMA / LA
5	Over the period 2021 to 2025, 1,000km of segregated walking and cycling facilities will be constructed or under construction 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 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 appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	RSA, 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	Deliver training to key stakeholders. <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</li> <li>• to provide guidance on the design of roads utilising the safe system</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
71	Facilitate the improvement of rural bus stop facilities in line with a Safe System approach as funded by the NTA	NTA/WCC
72	Facilitate NTA works to Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	NTA/WCC

The following list of actions is to be undertaken as part of the Wicklow Road Safety Action Plan within the priority area Safe roads and roadsides.

1. Carry out low-cost safety improvements at 10 locations throughout the five Municipal Districts, each year.
2. Progress cycle improvements schemes each year as part of the development of the primary and secondary cycle network.
3. Carry out road and footpath improvement on 10 main schemes each year.
4. Complete 100% of LA16 fatal collision forms in conjunction with An Garda Síochána,
5. Work closely with An Garda Síochána and the Road Safety Authority to identify collision prone locations in the County.
6. Publish/renew a prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) each year.
7. Minimize street clutter as part of all road enhancement schemes.
8. Maintain clear footways in the interest of accessibility by reducing obstructions.
9. Work closely with An Garda Síochána to enforce legislation in respect to illegal and dangerous parking on pavements, roadsides and other locations.
10. Facilitate the improvement of rural and urban bus stop facilities in line with a Safe System approach as funded by the NTA.

#### **Priority Area: B - Safe speeds.**

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

## Government Road Safety Strategy (GRSS) Actions

<b>A – SAFE SPEEDS</b>		
<b>Action Number</b>	<b>Action</b>	<b>Lead /Support Agency</b>
10	Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.	RSA/AGS/TII
76	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.	RSA/LA
78	Extend the number of 30kmh speed limit zones in high-risk locations (urban city/town centers) for Vulnerable Road Users in line with best practice models.	LA/DoT
79	Examine the feasibility of 30kmh speed limit or lower in school vicinities and report on progress.	LA/DoT

The following actions are to be undertaken as part of the Wicklow Road Safety Action Plan within the priority area ‘Safe Speeds’.

1. Work closely on day-to-day road safety and traffic matters and ensure road safety is a key agenda item as part of the quarterly public Joint Policing committees.
2. Work closely on road safety awareness campaigns and promote greater use of social media to promote various awareness campaigns and educational resources.
3. Review and update the Speed Limit Byelaws with a view to introducing a 30kph speed limits in residential areas, towns and village and near schools.
4. Develop a Traffic Calming Policy and introduce various forms of traffic calming measures around the County, where deemed necessary.
5. Work closely with An Garda Síochána and the Road Safety Authority on road safety awareness campaigns related to speed such as ‘Go-slow’ days.
6. Work closely with An Garda Síochána to identify suitable locations for speed detection and speed alert cameras.

**Priority Area: C - 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.

<b>C – SAFE ROAD USE</b>		
<b>Action Number</b>	<b>Action</b>	<b>Lead /Support Agency</b>
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 System and enroll the public into the Vision Zero objective.	RSA/LA
92	Work with the Road Safety Together Working Committee to actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by recommending the inclusion of a youth representative on the Road Safety Together Working Committee.	RSA
94	Establish a Road Safety Working Together Committee (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
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
113	Implement specific educational measures aimed at protecting vulnerable road users. use of scooters and e-scooters, the rules of the road.	RSA/various agencies
113	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
151	Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	AGS/various agencies

The following actions are to be undertaken as part of the Wicklow Road Safety Action Plan within the priority area ‘Safe Road Use’.

1. Sign up to the European Road Safety Charter following the adoption of the Road Safety Plan
2. 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 committees
3. Greater use of social media to promote various awareness campaigns and educational resources throughout the year.

**Priority Area: D - Safe & Healthy Modes of Travel.**

Safe and healthy modes of travel acknowledge that there is a substantial difference in fatal and serious injury risks across different modes of travel. To promote and protect road users engaging in public or active transport.

<b>D – SAFE &amp; HEALTHY MODES OF TRAVEL</b>		
<b>Action Number</b>	<b>Action</b>	<b>Lead /Support Agency</b>
40	Continue to implement an 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
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

The following actions are to be undertaken as part of the Wicklow Road Safety Action Plan within the priority area ‘Safe and healthy modes of travel.





1. Progress active travel infrastructure schemes each year in line with best practice.
2. Work with various agencies to promote sustainable and active modes of travel.
3. Work with the National Transport Authority to develop a Cycle network plan for County Wicklow.
4. Carry out front of school works to enhance safety at schools in line with the NTA Best practice guide and road safety initiatives.

By implementing these four priority intervention areas (A – D) of the Safe System Approach, County Wicklow Road Safety Together Committee will endeavour to deliver international best practice.

Of the seven safe system priority areas, Wicklow County Council has no lead or support role under the remaining 3 priority areas.

<b>E - 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>F - 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>G - 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.

The following actions are deemed relevant to these priority areas and will continue to be undertaken by the Health & Safety Officer of Wicklow County Council.

-  Training: LA staff to have relevant HS training completed for the dept. activities that they complete e.g., safe pass, first aid, MSIC, CSCS tickets, driving for work.
-  Driving for Work/Training:
-  Driving for Work/Technology:
-  Communication & Consultation: Circulate Monthly Safety Reports to staff and discuss content at team meetings.

## 6.Evaluation and Monitoring

The effectiveness of a particular service refers to the extent which it achieves its objectives. It is vital that the progress of Road Safety Plan 2023 - 2030 is reviewed annually to assess if it is effective in meeting the objectives and carrying out its actions. As part of the Road Safety Plan 2023-2030, a report will be carried out annually to monitor the implementation of the plan and will be presented to the Transportation, Water & Emergency Services 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 continued 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 County Wicklow Road Safety Plan 2023 to 2030 will focus on the holistic Safe System approach to road safety management. The Safe System Approach emphasizes 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 Committee and other agencies with actions outlined under the Safe Systems priority intervention areas.

**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.**