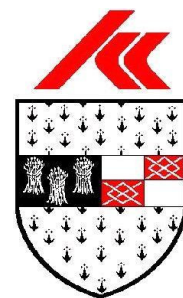


Kilkenny Road Safety Plan 2015-2020



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive



Kilkenny Road Safety Plan 2015-2020

JULY 2015

Kilkenny County Council

County Hall, John Street, Kilkenny
056 7794004

Acknowledgements

This plan has been compiled with the assistance and contributions from a number of different organisations and the individuals who represented them. Kilkenny Local Authorities wish to extend sincerest thanks to all of those who devoted their time and energy, including:

- Superintendent John Mulligan An Garda Síochána
- Sgt. Canice O’Gorman An Garda Síochána
- Ms. Eilish Mulhern Road Safety Authority
- Mr. Pat Drennan HSE Ambulance Service
- Ms. Jenny Coffey Regional Safety Inspector –Tramore Regional Design Office
- Mr. John Collins Acting Chief Fire Officer, Kilkenny County Council
- Cllr. Matt Doran Chairperson of Transportation Strategic Policy Committee
- Mr. Simon Walton Acting Director of Services, Kilkenny County Council
- Mr. Frank Stafford Senior Executive Engineer, Kilkenny County Council
- Mr. Hugh Hunter Road Safety Officer, Kilkenny County Council

**Foreword by Cathaoirleach of Kilkenny County Council,
Councillor Mary Hilda Cavanagh**

It is my great pleasure to lend my full support to Kilkenny County Council's Road Safety Plan, 2015 - 2020. This document demonstrates the continuous efforts of Kilkenny County Council to make our roads as safe as possible. Kilkenny County Council has put this plan in place in order to set out a clear blueprint for progress in the area of road safety within the defined time-frame of the document. This plan now builds on the success of the County Kilkenny Road Safety Plan 2007-2012.

This plan is underpinned by a series of well defined actions across the core areas of Engineering, Education, Enforcement and Engagement. Each year Kilkenny County Council identifies sets of key actions at specific locations to improve road safety. Simultaneously a set programme of road safety education measures is rolled out particularly focusing on linkages across our school network in Kilkenny. Opportunities to put road safety onto the school curriculum are welcomed by students and teachers alike. Enforcement of statute and good road-use behaviour is the realm of An Garda Síochána and this plan sets out the priorities in this field.

The matter of Road Safety, for one reason or another, touches on the daily lives of each and every one of us. As we go about our daily tasks we all undertake journeys, long and short, on our road network be it as pedestrians, cyclists or in motorised transport. We take such trips with the expectation of reaching our destination safe and sound.

In endorsing the Road Safety Plan 2015 – 2020 I wish to commend the Road Safety Together Committee for overseeing the preparation of the Plan and also commend the Transportation Strategic Policy Committee, chaired by Cllr Matt Doran, for reviewing the Plan and recommending it to Kilkenny County Council.

Councillor Mary Hilda Cavanagh,

Cathaoirleach,

Kilkenny County Council.

Contents

1	Introduction	1
1.1	General	1
1.2	County Kilkenny and Its Road Network.....	2
2	Review of Kilkenny Road Safety Plan 2007-2012	4
2.1	Overall Objective.....	4
2.2	The Mid-Term Review	4
2.3	Review of Road Safety Measures 2007-2012	6
	Measure No. 1 – Engineering	6
	Measure No. 2 – Education	9
	Measure No. 3 – Enforcement	11
2.4	Conclusion	13
3	Current Road Safety Status	14
3.1	National Road Safety Strategy	14
3.2	National and European Data on Road Collisions	14
4	Kilkenny Road Safety Plan 2015-2020.....	18
4.1	The Challenges.....	18
4.2	The Target.....	19
4.3	The Recommendations	20
	Education Measures	20
	Engineering Measures	21
	Enforcement Measures.....	23
	Engagement Measures	24
5	The Action Plan	25
5.1	Education.....	26
5.2	Engineering.....	29
5.3	Enforcement	31
5.4	Engagement.....	32
5.5	Evaluation	34
6	Monitoring and Evaluation	35
7	Funding	36

1 Introduction

1.1 General

In the period 2008-2012 in Ireland there were 982 fatal collisions and 2,132 serious collisions resulting in 1,076 fatalities and 3,002 people seriously injured, a reduction of 40% in fatalities and 36% in seriously injured compared to the previous 5 year period. In Kilkenny from 2007 to 2012, the period of the previous Kilkenny Road Safety Plan, there were 92 fatal and serious injury collisions resulting in 37 fatalities and 79 seriously injured. This was a 43% reduction in the number of collisions, a reduction of 23% in fatalities and 47% in seriously injured, compared to the previous 6 year period. The level of reduction in fatalities and seriously injured in Kilkenny compares favourably with the National trend.

The Road Safety Authority (RSA) has published the ‘Road Safety Strategy 2013-2020’. Section 9 of that document contains an Action Plan 2013-2020. Part of that Action Plan (actions 43 and 44) is reproduced in Table 1.

<i>No.</i>	<i>Action</i>	<i>Local Agency or Department</i>	<i>Responsibility</i>	<i>Completion Date</i>	<i>Support Department or Agency</i>
43.	Establish a RSTC in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.	CCMA	Chief Executive	Q4 2013	RSA/AGS/HSE /NRA
44.	Each Local Authority RSTC to publish a multi- agency Road Safety Action Plan and to publish an annual review on progress with implementation.	CCMA	Chair RSTC/ Designate Road Safety Officer	Annually	AGS/RSA/ NRA/HSE

Table 1

Kilkenny County Council has already established a Road Safety Together Committee (RSTC) and has published a Road Safety Plan 2007-2012. This Plan is intended to be the document that action 44 requires the Local Authority to produce.

Kilkenny Road Safety Together Committee (Kilkenny County Council in association with An Garda Síochána, RSA, the Department of Transport, Tourism and Sport, the National Roads Authority [NRA] and other relevant agencies) have prepared this Plan as part of a coordinated strategy to address the issue of road fatalities and serious injuries within the county.

1.2 County Kilkenny and Its Road Network

Kilkenny County is an inland county with an area of 2,062 square kilometres. The main urban centre is Kilkenny City; other urban areas are the Ferrybank area (adjacent to Waterford City) and the district towns of Callan, Castlecomer, Graiguenamanagh and Thomastown. The population of County Kilkenny in the 2011 census was 95,419. This represents an increase of 9% on the population recorded in the 2006 census.



It has an extensive road network with six National Primary routes (the M8, M9, N10, N24, N29, N25), two of which are motorway standard, and it has three National Secondary routes (the N76, N77 and N78). There is also an extensive network of Regional and Local roads which are of importance to the development of the regional and local economy.

Over the period of the last road safety plan there were significant changes in the national road network in the county; new motorways were constructed on the sections of the M8 (Dublin-Cork) and M9 (Dublin-Waterford) routes traversing the county, and the Waterford city bypass was constructed as a high-quality dual carriageway. Each scheme was a large infrastructural project and the associated benefits are expected to include an improvement in road safety on those routes.

The county is well served by rail. The Waterford to Dublin line serves Kilkenny City; the Waterford to Limerick line serves the south of the county.

The Southeast region is served by Belview Port which is located on the Suir estuary in the south of the county and also by New Ross Port located on the river Barrow also in the south of the county.

It is important for the safety of all road users that the road network in the county is maintained in a safe condition. The maintenance of the motorway network is the responsibility of a contractor who is under contract to the NRA. This is also the case with respect to the Waterford City Bypass (a high-quality dual carriageway) which is maintained by a Public Private Partnership (PPP) Company under contract to the NRA. Kilkenny County Council, in partnership with the NRA in the case of national roads, is responsible for maintaining and improving the remainder of the road network in the county. The Council will seek to ensure that robust liaison procedures are in place with the companies responsible for the motorways and the Waterford City Bypass. The

Council, in association with the NRA, the Department of Transport, Tourism and Sport and An Garda Síochána, continues to endeavour to implement engineering measures with a particular focus on road safety.

Road Type	Length (km)
National Primary Motorway	68
National Primary Dual Carriageway	7
National Primary Single Carriageway	55
National Secondary	68
Total National	198
Regional	385
Local Primary	790
Local Secondary	1,350
Local Tertiary	397
Total Non-National	2,922

Table 2 – Length of Road by Type in County Kilkenny

The length of Regional Roads in Kilkenny has increased by 98km because of the re-designation of a number of National Roads following the construction of the new off-line motorway network. This will add to the challenge faced by the county in attempting to reduce the number of fatalities and injuries on the road network.

The number of mechanically propelled vehicles registered in County Kilkenny has increased in 2013 after having fallen slightly in recent years. This parallels the situation in the country as a whole.

	Kilkenny		Ireland	
	Number	% Change	Number	% Change
2006	51,233		2,296,393	
2007	55,000	+7.4%	2,441,564	+6.3%
2008	56,137	+2.1%	2,497,568	+2.3%
2009	55,000	-1.2%	2,467,660	-1.2%
2010	54,441	-1.0%	2,416,387	-2.1%
2011	54,485	+0.1%	2,425,156	+0.4%
2012	53,943	-1.0%	2,403,223	-0.9%
2013	55,437	+2.8%	2,482,557	+3.3%

Table 3– Registered Vehicles – Kilkenny and Ireland

2 Review of Kilkenny Road Safety Plan 2007-2012

2.1 Overall Objective

There were 161 fatal and serious injury collisions in Kilkenny between 2001-2006, resulting in 48 fatalities and 150 serious injuries. The Road Safety Plan 2007-2012 sought to achieve a 25% reduction in the number of collisions.

There were 92 fatal and serious injury collisions between 2007-2012, resulting in 37 fatalities and 79 seriously injured. This represents a 43% reduction in number of such collisions, a 23% reduction in fatalities and a 47% reduction in seriously injured.

The target of the plan was to achieve a reduction of 25% in the average number of fatal/serious injury road accidents over the period of the Plan. That target was exceeded.



2.2 The Mid-Term Review

A mid-term review of the Kilkenny Road Safety Plan 2007-2012 was carried out by Kilkenny County Council to monitor progress in relation to implementation of the key provisions and achievement of targets.

2.2.1. Road Safety Together Committee: the establishment of the Road Safety Together Committee to oversee the development and implementation of the Kilkenny Road Safety Plan was a key provision. The review stated that the Committee had been established and had met on a number of occasions.

2.2.2. Reduction in the average number of fatal/serious injury road accidents: the review stated that the targeted 25% reduction in such collisions over the six year period of the plan was being achieved.

2.2.3. Establishment of Annual Objectives: the review stated that annual objectives were being established by individual agencies.

2.2.4. Make Roads Safer for Cyclists and Pedestrians: the review stated that since the Road Safety Plan was adopted in 2007 a total of 85km of cycle track has been constructed, 55km of which is within the City and Environs and 30km on the R712.

2.2.5. Review of Road Statistics and Identification of Accident Cluster Sites: the review listed a range of Low Cost Safety Improvement Schemes that have been implemented and stated that the total investment for the period 2007-2009 across the National, Regional and Local Road network in County Kilkenny was €950,000.

2.2.6. Various Measures to Enhance Road Safety including: engineering works, enforcement, special speed limits, education and awareness and traffic safety teams. In respect of this grouped objective the review listed the following achievements:

- The opening of the M8 and M9 through County Kilkenny, noting that motorways are 7 to 9 times safer than unimproved single carriageways;
- The Implementation of the School Safety Plan including individual school assessments and introduction of Special Speed Limits;
- The Winter Maintenance Plan;
- Collision Reporting Mechanisms whereby all sites of serious and fatal road accidents are reviewed jointly by Kilkenny County Council and An Garda Síochána;
- Traffic Calming measures at a range of locations throughout County Kilkenny;
- Education Campaigns operated by An Garda Síochána and the Road Safety Officer including:
 - ‘RSA Shuttle’ at Kilkenny Show in August 2010 at which 2000 visitors engaged in road skills knowledge and driver theory tests;
 - Prime time radio slots addressing aspects of road safety such as
 - Mobile Phone Usage,
 - Drink Driving,
 - Drug Driving and
 - Speeding;
 - Road safety leaflet distribution;
 - Distribution of Hi-Vis vests.

2.3 Review of Road Safety Measures 2007-2012

The Road Safety Plan contained three principal road safety measures. Progress in relation to their implementation is reviewed in the following sections.

Measure No. 1 – Engineering

The following major road improvement projects were completed during the plan timeframe:

- M8 Culahill to Cashel – open to traffic in December 2008;
- N25 Waterford City Bypass – open to traffic in October 2009;
- M9/N10 Knocktopher to Carlow – open to traffic in September 2010;
- M9 Knocktopher to Waterford – open to traffic in March 2010.



Other road improvement schemes completed within that period are:

- The N77 Ring Road Extension 2007;
- The footway and cycle track along the Ring Road, extending the cycle-network to approximately 55km in City and Environs, excludes the 30km on the Kilkenny Carlow Road;
- The Graiguenamanagh Relief Road 2008;
- The Ballybought Street Improvement Scheme 2008;
- The New Orchard / Golf-links Road Improvement Scheme 2010;
- The widening of R703 Kiljames Bridge 2011 and R694 Grange Bridge 2012;
- The roundabout at Hennebry's Cross 2013;
- The Kells Road Improvement Scheme 2013;
- The Newpark Drive Improvement Scheme 2008- 2013;
- The Dublin Road Improvement Scheme Q1 2014;
- The Graiguenamanagh Village Renewal Scheme Q4 2014;
- The Callan Village Renewal Scheme Q2 2014.

The contribution of these roads to road safety in the long term is expected to be significant.

The following major projects were brought to an advanced planning stage during the plan timeframe:

- Kilkenny Central Access Scheme;
- The Kilkenny Northern Ring Road Extension;
- The N24 Mooncoin Bypass – route selected;
- The N25 New Ross Bypass – construction expected to commence in 2015;
- N76 Tenny park to Brownstown – design and land compulsory purchase documentation prepared;
- N77 Ballynaslee – land purchased and fenced with construction contract ready to proceed.

Low-Cost Safety Schemes: In addition to the above major schemes a number of road safety remedial measures have been carried out in the county with the aim of improving sites with collision problems.

Cycle and Pedestrian Facilities: An extensive network of cycle facilities has been constructed, particularly in the environs of Kilkenny City. As previously stated, the total length of cycle facilities constructed was 85km, of which 55km were provided in the City and environs and 30km on the R712. Facilities for pedestrians, including pedestrian crossings, have also been improved as part of the Road Safety Plan.



Road maintenance: Road maintenance is an important component of any road safety programme. Kilkenny County Council in partnership with the NRA and the Department of Transport, Tourism and Sport has endeavoured to provide a high standard on all roads in the county.



Winter Maintenance: Kilkenny County Council has a winter maintenance programme in place and carries out salting/gritting of roads based on data received from an ice detection prediction system which is installed on major roads in the county.

Road Safety Inspections: These have been carried out on all national roads in the county with a view to identifying road safety issues that can be addressed during the maintenance programme.



Passive Safety: Roadsides are being made more forgiving where possible by providing frangible sign posts and lighting columns and removing or protecting other hazards.

Annual road resurfacing scheme: This regime is in place to address any sections of roadway that fall below a minimum threshold for skid resistance.

Hedge cutting: This is another important part of a road maintenance policy. In partnership with adjoining landowners the County Council ensures that adequate maintenance of roadside hedges is carried out particularly where visibility requirements of motorists are compromised.



School Safety Programme: The multi-annual school safety programme was rolled out over the period 2007-2009. This programme saw the introduction on Periodic 30km/h Speed Limit Signs (standard and illuminated), pedestrian crossings, improved roadmaking and signage at school entrances and approach roads. The total level of investment over that period was €840,000. The feedback from the schools and Gardaí was very positive.



Safety Camera Project: This An Garda Síochána project commenced in 2010. There are currently 22 zones across County Kilkenny. In the period since the introduction of the zones nationally the number of speeding offenders has reduced from 17.5% of total traffic to 3.5%.

Measure No. 2 – Education

Kilkenny County Council has established a number of education initiatives with schools in the county. Pupils are involved in road safety awareness as part of their curriculum through the following:

- Sponsorship of a **cycle training programme** open to all primary schools in County Kilkenny.
- Secondary schools avail of the Council’s range of **road safety awareness** initiatives, throughout the school year.
- **Transition year students** form the main cohort for the road safety message due to their ambition to join the motoring public as the opportunities emerge to take driving lessons.
- Schools avail of a visit from a combined team consisting of Kilkenny County Council and its Fire Service, Ambulance and An Garda Síochána. The vulnerability of a vehicle’s occupants is fully demonstrated through a **crash rescue simulation**.
- The Council facilitates visits from the **RSA’s Shuttle**, an interactive display unit. This self-contained unit provides an entire road safety awareness programme.
- **Schools road safety debates** are sponsored and facilitated by Kilkenny County Council, in conjunction with a wide cross-section of secondary schools throughout Kilkenny.
- **Road safety training** for transition year students.
- The **‘Streetwise’ Civic, Social and Political Education resource pack**.
- A **road safety quiz** for schools.



The County Council also works closely with local newspapers and radio stations in order to promote road safety and to support the campaigns of the RSA. Prime time radio slots have been used to address aspects of road safety such as:

- mobile phone usage,
- drink driving,
- driving under the influence of drugs, and
- driving at excessive speed.



Furthermore, the deployment of the Council's range of variable message signs in support of these messages at critical times of the year increases safety awareness across all road-user groups.

Kilkenny County Council and An Garda Síochána host the Road Safety Roadshow as an annual event. Transition year classes are invited to attend a comprehensive and realistic briefing on the consequences of road crashes.

The Road Safety Quiz offers students an opportunity to test their road safety knowledge and their memory of the content of the Roadshow. Schools compete as teams and winners and runners-up are awarded prizes.

Road safety leaflets and hi-vis vests have also been distributed and at the Kilkenny Show in 2010, at which 2000 visitors engaged in road skills knowledge and driver theory tests.



Measure No. 3 – Enforcement

The Garda Traffic Corps (based in Thomastown and Kilkenny) with the assistance of regular Gardaí, carried out enforcement based on the ‘Lifesaver’ policy which concentrates on speed, seatbelt usage, mobile phone usage and drink driving. Enforcement under these headings was aimed specifically at areas with a poor collision history.



In order to ensure road worthiness of the commercial vehicle fleet, Gardaí, in partnership with RSA Inspectors, were also involved in roadside checks of heavy commercial vehicles. Visits to haulage companies and bus depots were also included as part of this initiative.

There are now 727 sections of road nationally that are identified as speed enforcement zones, 22 of which are in County Kilkenny. These zones are the focus areas for speed enforcement by either the Gardaí or Go-Safe vans. An additional 12 Mobile Safety Camera zones have been created recently, many of them on the Regional road network, due to the relatively high collision rate evident on Regional roads in the county.

The following two tables from the RSA publication, ‘Road Safety Strategy 2013-2020’, show that while there are still significant speed limit compliance issues with articulated vehicles on urban roads, there has been significant progress in seatbelt wearing compliance.

Vehicle Type	Road Type	2007—2012 Target Compliance %	2012 Actual Compliance %
Articulated Vehicles	Urban National – 50km/h	70	22
	National Primary 2 lane	60	30
	National Secondary 2 lane	60	68
	Regional Roads	95	98
	Local Roads	95	100
Buses	National Primary 2 lane	85	51
	National Secondary 2 lane	86	91
Cars	Urban National – 50km/h	60	15
	Urban Arterial – 60km/h	60	38
	Urban Arterial – 50km/h	60	26
	National Primary 2 lane	90	84
	National Secondary 2 lane	90	94
	Regional Roads	90	66
	Local Roads	95	87
Rigid Vehicle	Urban National – 50km/h	70	24
	National Primary 2 lane	60	47
	National Secondary 2 lane	60	79
	Regional Roads	90	90
	Local Roads	95	99

Table 4: Compliance with Speed Targets in Ireland

	2007—2012 Target Compliance %	2012 Actual Compliance %
Adult front wearing rate	95	92
Adult rear wearing rate	95	89
Primary school front wearing rate	95	98
Primary school rear wearing rate	95	97
Secondary school front wearing rate	95	93
Secondary school rear wearing rate	95	93

Table 5: Compliance with Seatbelt Wearing Targets in Ireland

Figure 1 shows the effect that legislation, enforcement and engineering milestones (both national and local) have had on fatality numbers in Ireland (County Kilkenny milestones are marked in red).

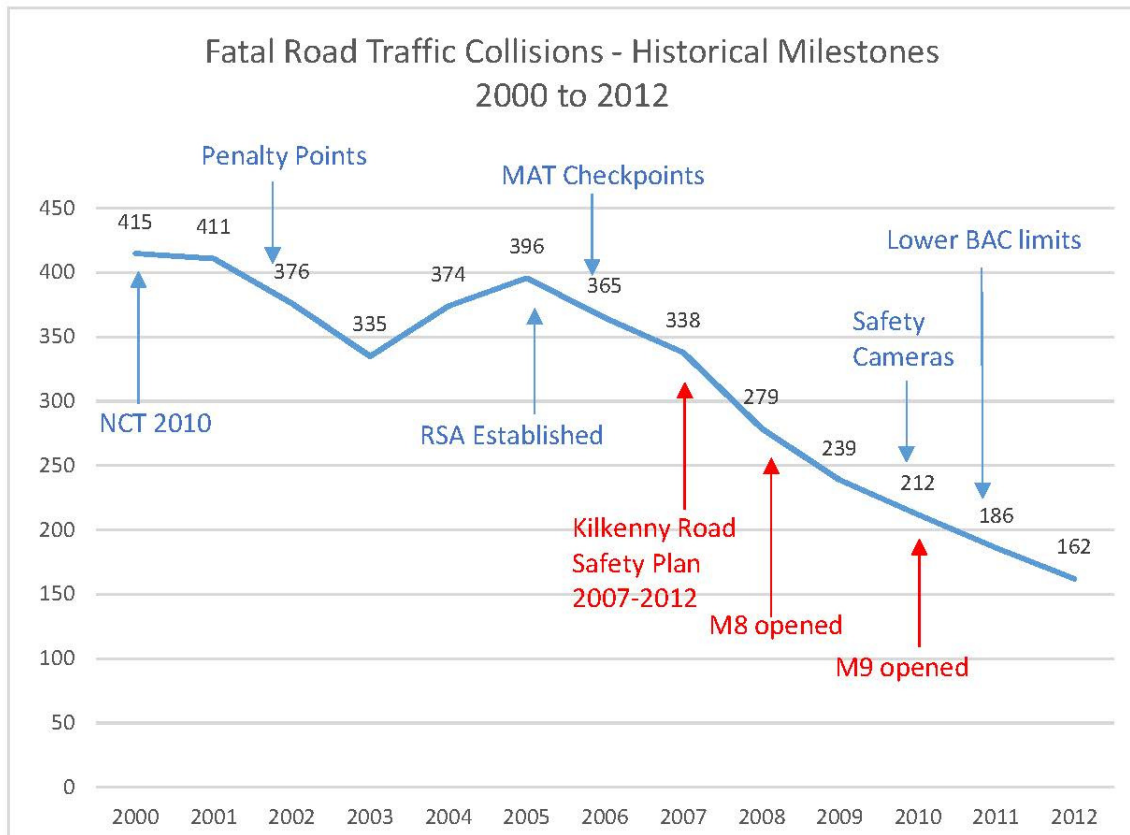


Figure 1 - Fatal Road Traffic Collisions in Ireland – Historic Milestones

2.4 Conclusion

As a result of the measures in the plan and the establishment of the Road Safety Together Committee, significant progress has been made on road safety in County Kilkenny. The targets set in the plan have been achieved and relationships have been developed between the Local Authority, Gardaí, Local Press and Media and Schools which will be of great benefit in achieving any future road safety targets.

3 Current Road Safety Status

3.1 National Road Safety Strategy

The RSA was established by Act of the Oireachtas in 2006. Paragraph 7 of the Act requires the RSA to publish a comprehensive programme of measures for the enhancement of road safety and in particular for the reduction of fatalities and serious injuries due to road traffic collisions. The current publication is the 'Road Safety Strategy 2013-2020' which sets out road safety targets for the period of the plan. The targets are:

'A reduction of road collision fatalities on Irish roads to 25 per million of population or less by 2020'

'A provisional target for the reduction of serious injuries by 30% from 472 (2011) to 330 or fewer by 2020'.

This document also highlights the significant progress achieved since Ireland first began to pursue a strategic approach to road safety in 1998. Road deaths are down by 60% (1997-2011) despite there being an increase of 66% in the number of cars in the same period.

The document also lists 144 measures to be carried out in the areas of Education, Engineering, Enforcement, Evaluation and Research in order to achieve the targets.

3.2 National and European Data on Road Collisions

National data on road collisions was supplied by the NRA and An Garda Síochána (AGS). European data is available from CARE (European road accident database). The data for European road fatalities by population for 2001 and 2012 is shown in Figure 2. The improvement in the figures for Ireland can be clearly seen. In 2001 the figure for Ireland was just below the EU average, indicated by the grey horizontal line on Figure 2. The figure for 2012 is significantly below the EU average (the blue horizontal line on Figure 3).

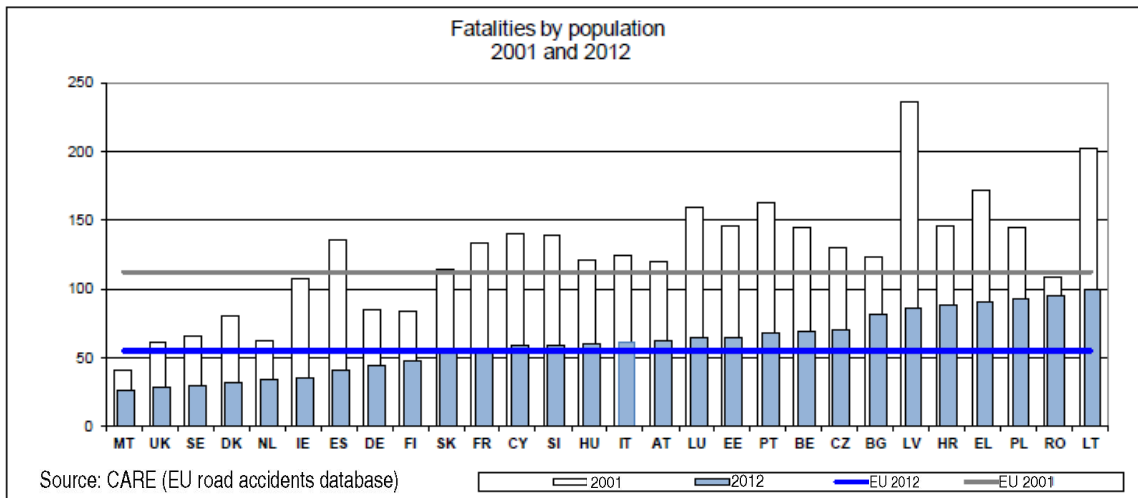


Figure 2: European road fatalities by population for 2001 and 2012

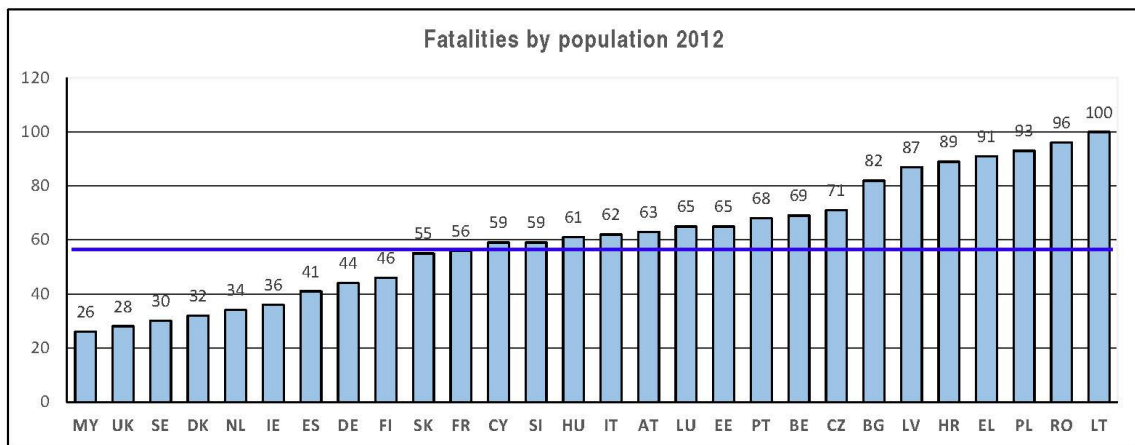


Figure 3: European road fatalities by population for 2012

Table 6 shows the total road fatalities in Ireland and Kilkenny from 2006 to 2013. There is a clear downward trend in the figures for Ireland. The downward trend is also there for Kilkenny but, because of the small sample size, the trend is less clear.

	2006	2007	2008	2009	2010	2011	2012	2013
Fatalities								
- Ireland	365	338	279	238	212	186	161	182
- Kilkenny	4	12	5	5	6	6	3	4
Serious Injuries								
- Ireland	907	860	835	639	561	472	495	478
- Kilkenny	20	9	13	18	4	10	5	4

Table 6– Road Fatalities and Serious Injuries Ireland and Kilkenny – 2006 - 2013

Table 7 shows the number of road fatalities per 1m population. Because of the small population of Kilkenny relative to the national population a small increase in the number of collisions will result in a large increase in the rate per 1m population.

	2006	2007	2008	2009	2010	2011	2012	2013
EU Average							55	
Ireland	86	80	66	56	46	41	35	40
Kilkenny	46	137	57	57	63	63	31	42

Table 7 – Road Fatalities per 1,000,000 of population Ireland and Kilkenny

Table 8 shows the number of fatal and serious injury collisions per 10 million vehicle kilometres of travel for road types in Ireland and Kilkenny between 2008 and 2011.

	National Primary	National Secondary	Regional	All Roads
Ireland	0.78	1.18	unknown	1.15
Kilkenny	0.61	0.80	1.15	unknown

Table 8 – Fatal and Injury Collisions per 10 million vehicle kilometres of travel

The figures for Kilkenny on national roads are below the national figures. The figure on regional roads however is significantly above that for national roads in the country.

Figure 4 compares the Fatal and Serious Injury Collisions by Vehicle Type for Ireland with that for County Kilkenny.

Figure 5 shows the relative proportions (by Road User Type) of Killed and Seriously Injured in Ireland, and Figure 6 shows that same data for County Kilkenny (as three-year rolling averages).

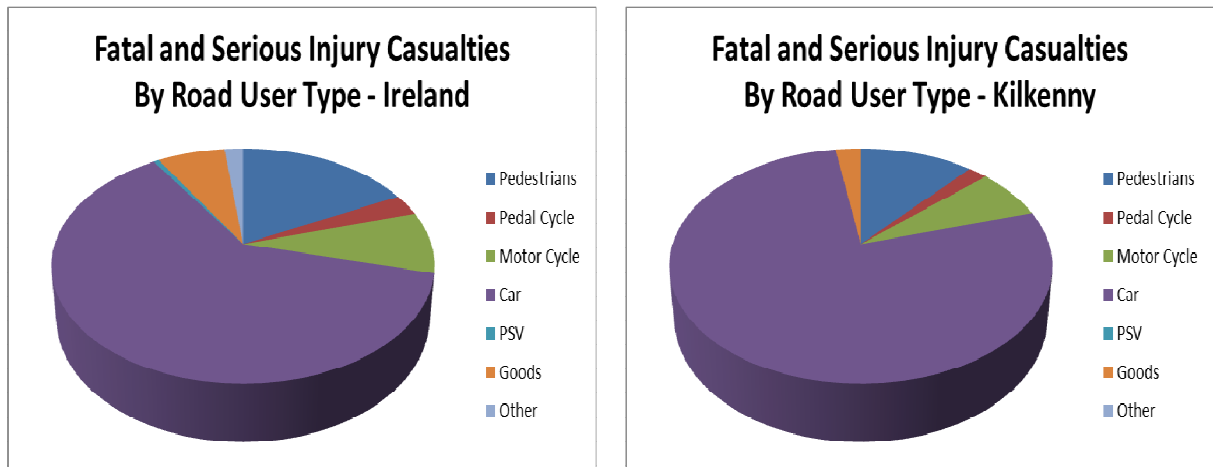


Figure 4: Fatal and Serious Injury Collisions by Vehicle Type Ireland and Kilkenny

Figures 5 and 6 show the downward trend in people killed and seriously injured in both Ireland and Kilkenny in the period 2001 to 2013.

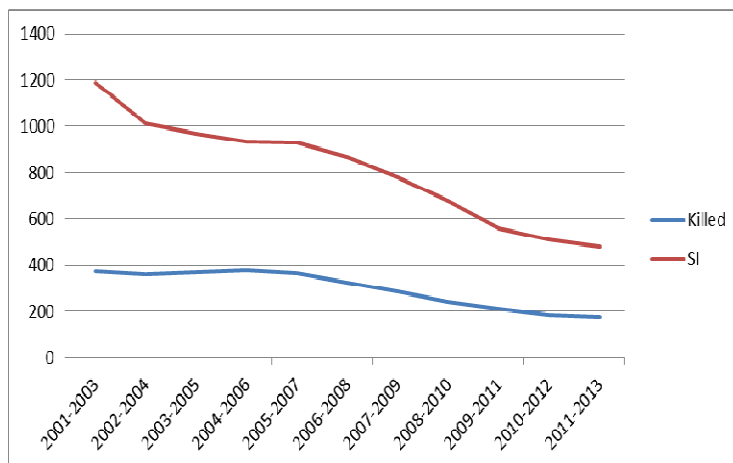


Figure 5: Killed and Seriously Injured Ireland

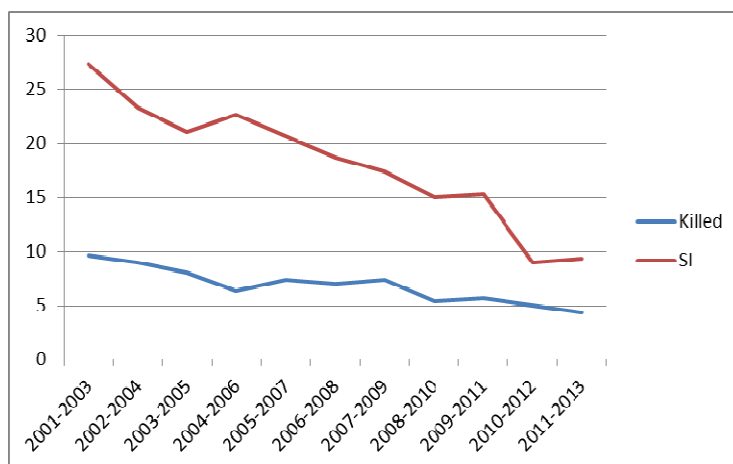


Figure 6: Killed and Seriously Injured Kilkenny

4 Kilkenny Road Safety Plan 2015-2020

4.1 The Challenges

Significant progress has been made in County Kilkenny over the period of the previous Road Safety Plan. One of the big challenges facing the Kilkenny Road Safety Together Committee is to prevent complacency and to continue with the good work that has been done in making the roads in County Kilkenny safer. The challenges identified in the RSA Strategy 2013-2020 will need to be addressed in the Kilkenny Road Safety Plan 2013 -2020. The challenges of particular relevance to County Kilkenny are:

- **The increase in traffic flows** - The number of vehicles registered in Kilkenny has increased in recent years and is likely to increase further as the economy recovers.
- **Collisions on the way to or from work** - these account for a third of all fatal and serious injury collisions in Kilkenny and tackling this particular journey type is a specific challenge.
- **Drink and Drug Driving** – These continue to be significant factors in collision occurrence. Gardaí have commenced roadside testing for drivers who may be impaired by drugs.
- **Fatigue** – Kilkenny has an extensive network of national roads. Drivers on these routes may have travelled long distances on the motorway network when they reach County Kilkenny and fatigue may be a significant road safety challenge.
- **Mobile Phone Use** – Use while driving has become a significant road safety concern. Enforcement will continue to be a challenge for the Gardaí.
- **Vulnerable Road User Safety:**
 - **Pedestrians** – Collision rates in Kilkenny for pedestrians are below the national average, 11% of total injuries in Kilkenny compared to 18% nationally; however, collisions in Kilkenny involving pedestrians account for 1 in 5 of all fatalities which is the same as the national figure. The safe interaction of pedestrians and mechanically propelled vehicles is an ongoing challenge.
 - **Cyclists** – Collision rates for cyclists in Kilkenny are below the national average. The challenge into the future will be to maintain or even reduce this low rate as cycling becomes more popular.
 - **Children** – The Fatality rate for children due to road collisions in Kilkenny is low and the challenge is to effect improvement on a low rate. There is no doubt that education has a big role to play in this.



- **The Elderly** – With an increasingly older population, maintaining road safety for that cohort will be a challenge.
- **Motorcyclists** – The number of fatalities and serious injuries from collisions involving motorcycles in Kilkenny is similar to the national figure. The risk of a fatal outcome in a traffic collision per vehicle kilometre travelled is about 24 times higher for a motorcyclist than it is for a car occupant. The challenge is to reduce the road safety risk for this specific road user group.
- **Roadworks** - Their presence complicates the driving task and can lead to collisions if safety aspects are not properly managed. As network management and associated temporary traffic management becomes frequent, managing road safety risk will be a challenge.
- **Kilkenny Road Safety Together Committee** - The establishment of that committee has ensured that there is good cooperation between the various authorities and organisations involved in the gathering of data related to road collisions in Kilkenny. It will be a challenge to sustain the present high level of cooperation and progress so that the necessary analysis, evaluation and post collision investigation can be carried out to ensure that programmes which target collision reduction are properly focused.
- **Regional Road Network** - A further challenge facing Kilkenny County Council is the additional 95km of that network in the county (arising from the reclassification of the old National roads following the opening of the M8 and M9). This has increased the length of Regional road in the county by 34%.

4.2 The Target

The overall objective of this plan is to achieve a reduction in the number of fatalities and serious injuries due to road collisions over the period of the plan (2015 to 2020). The national Road Safety Strategy 2013 – 2020 seeks to achieve a reduction of 23.5% in the number of fatalities and 30% in the number of serious injuries by 2020. This plan proposes that the target for County Kilkenny should be a 25% reduction in the number of fatalities and serious injury collisions.

The level of improvement in road safety achieved in Kilkenny over the period of the last plan significantly exceeded the target. Milestone events of a level of significance comparable to those that occurred during the currency of the last plan (the introduction of penalty points, the establishment of the RSA, the building of the motorway network) are unlikely to happen during the period of this plan. It is likely that those events had a significantly positive impact on road safety and repeating that road safety improvement performance in the period of this plan will therefore be a major challenge.



4.3 The Recommendations

The strategy for achieving that ambitious target is based on four key areas of intervention:

- Education;
- Engineering;
- Enforcement;
- Engagement.

The strategies relating to each area of intervention are set out in the following sections. The particular actions recommended for each area of intervention, including the identification of the responsible party, the implementation timeframe and the intended outcome are contained in the tables in Section 5.

Education Measures

Kilkenny Road Safety Together Committee will continue to encourage schools throughout the county to participate in a number of its road safety programmes. These programmes will support the RSA's education measures. The programmes will target issues such as excessive speed, impaired driving, lack of restraint use and safety of vulnerable road users. Teachers in schools in Kilkenny will be encouraged to avail of the resources provided by the RSA in order to integrate the road safety message into the school routine.

The school road safety quizzes, which have proved to be successful in the previous plan, will be continued, as will the cooperation with local radio stations. The focus of the radio message will echo that of the RSA communication strategy:

- Tackling public attitudes towards mobile phone use and drug driving;
- Targeting cyclists, pedestrians and motorcyclists to remind them of their vulnerability;
- Tackling drivers' attitudes towards inappropriate speeding, particularly in the context of vulnerable road users.

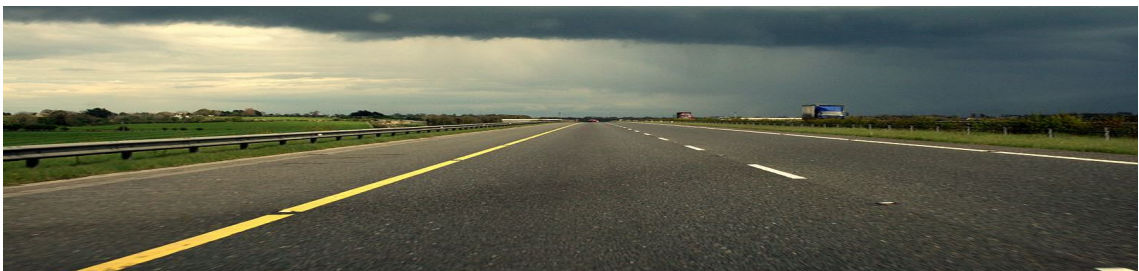
Road user awareness programmes organised by the Road Safety Together Committee will particularly consider elderly road users and motorcyclists.

Engineering Measures

The completion of two motorways, the M8 and M9, has contributed to making travel on the National Road network in Kilkenny safer. The County Council, with the support of the NRA, with respect to national road schemes, is progressing a number of road projects to further improve the safety of the network within County Kilkenny, including:

- N77 Ballynaslee Realignment. – Advance Works Completed Q1 2014 – Main Contract Completion date Q4 2015.
- N76 Tennypark – Brownstown Realignment. CPO 2014 – 2015; construction 2016.
- N25 New Road Bypass. Projected start date is Q42015/Q12016 and the construction period is 3 years.
- Kilkenny Northern Ring Road Extension (N77 Castlecomer Rd Roundabout to R693 Freshford Rd). EIS & CPO approved Q4 2014; construction 2019.
- Kilkenny Central Access Scheme – Phase One (Vicar Street to Castlecomer Rd) 2014-2016.
- Bohernatounish Road Roundabout at Supervalu – Construction Q2 2015.
- N24 Mooncoin Pavement Rehabilitation & Traffic Calming Scheme – Completion Q4 2015.
- Completion of the Thomastown Village Renewal Scheme – Q3 2015.
- Completion of the N77 Ballyragget Village Renewal Scheme and Pavement Improvement Scheme – Q3 2015.

A Road safety audit examines issues within the design of a new scheme that may affect the road safety of the scheme in operation. The audit team makes recommendations to improve the safety of the scheme and to avoid collision occurrence. Kilkenny County Council will carry out road safety audits on road projects as prescribed in *NRA HD19/15, Road Safety Audit* and will also require that road safety audits are an integral part of all planning applications for new developments, with the exception of single houses.



The provision of safe facilities for pedestrians and cyclists will continue to be a priority for Kilkenny County Council who will endeavour to augment the already extensive network of footpaths and cycle routes in the county. All new urban road construction projects will, where feasible and appropriate, include facilities for vulnerable road users, and will also seek to address the particular needs of elderly pedestrians and drivers.

Kilkenny County Council is currently undertaking a review of all housing estates in order to determine whether this introduction of 30km/h speed limits is appropriate. This review is being carried out in line with the Department of Transport, Tourism and Sport current National Policy. In many instances, the lower speed limit will improve safety for the most vulnerable road users such as pedestrians, cyclists and especially children. The County Council will also ensure that effective measures to reduce speeds in housing estates are taken into account at the initial design and planning application stages of developments.

Kilkenny County Council, through the Kilkenny Road Safety Together Committee, will have regular communication with the Gardaí in order to discuss all road collisions and any locations that are of concern from a road safety viewpoint. This information will help to identify and prioritise sections or locations on the road network, particularly the national and regional roads, which have a high concentration of collisions. Kilkenny will work closely with the NRA and the Department of Transport in order to obtain funding to carry out suitable remedial works.

The emphasis with the road network is now shifting to the impact of maintenance and operational aspects. Single vehicle collisions account for 35% of fatalities and serious injuries in Kilkenny so it is important that the roadsides are as forgiving as possible. With this in mind the NRA has introduced a programme of road safety inspections on the national road network in order to identify any road safety problems which might be addressed as part of road maintenance.

Kilkenny County Council will seek funding to further extend the roll-out of driver feedback signs on its network, erecting them at locations where they would be of benefit in reducing road safety risk at hazardous locations.

Traffic Management at Roadworks in the county will be carefully designed and monitored to ensure high standards of road safety.

Enforcement Measures

Maintaining a high level of enforcement is critical for further progress in reducing collisions. An Garda Síochána in the southeast region, through the Garda Roads Policing Operation Plan, are committed to supporting the RSA strategy for road safety.

The strategy will target enforcement on key high-risk behaviours such as speeding and impaired driving resulting from alcohol and drug abuse.

An Garda Síochána, in partnership with Kilkenny County Council, will operate a mobile weighbridge to ensure heavy goods vehicles comply with weight limits set in road traffic legislation.



The Traffic Corps Units in Kilkenny, in conjunction with regular officers, will continue to carry out targeted traffic enforcement throughout the county. This will focus on areas with a poor road safety history.

Safety Camera Project: There are currently 22 zones across County Kilkenny and it is proposed to introduce a further 12 zones in the County bringing the number of safety camera zones to:

- Motorway 1
- National Roads 14
- Regional Roads 19



An Garda Síochána will host a number of awareness events aimed particularly at young drivers to highlight the dangers of impaired driving, speeding and use of mobile phones while driving.

In order to assist in the implementation of the Kilkenny Road Safety Plan, An Garda Síochána will prepare data sheets for all fatal and serious injury collisions occurring in County Kilkenny.

Through the Road Safety Together Committee, there will be close engagement in relation to the selection of sites under the Go-Safe initiative.

Engagement Measures

Kilkenny County Council and all bodies participating in the Road Safety Together Committee will commence a process of engagement with businesses which interact with the public, particularly in the service industry, clubs and other places where people gather in order to promote the road safety message. This process of engagement will include:

- Discussion with owners/managers of premises where alcohol is served, in order to:
 - a) Encourage proactive involvement in road safety with respect to their customers by providing hi-viz vests to those walking home, particularly elderly customers;
 - b) Request that road safety posters, outlining the dangers of walking home under the influence of alcohol, be prominently displayed.
- A leaflet drop to all residents of housing estates highlighting the need for reduced speed while driving through estates and the need to be aware of the presence of children and other vulnerable road users. This leaflet drop should utilise couriers, refuse bin collection services, An Post and other services that access housing estates on regular basis.
- Contact with clubs and other organisations where children or elderly people congregate, in order to emphasize their vulnerability when walking or cycling.

5 The Action Plan

The particular actions to be taken in furtherance of this Plan are tabulated in the following pages. Abbreviations contained in the following tables are:

- KCC: Kilkenny County Council
- RSA: Road Safety Authority
- AGS: An Garda Síochána
- KF&R: Kilkenny Fire & Rescue
- HSA: Health & Safety Authority
- NRA: National Roads Authority
- DTTAS: Department of Transport, Tourism & Sport
- RSTC: Road Safety Together Committee
- MAT: Mandatory Alcohol Testing
- ANPR: Automatic Number Plate Recognition
- NCT: National Car Test
- CVR: Commercial Vehicle Roadworthiness Test
- CSPE: Civic, Social and Political Education
- TSM: Traffic Signs Manual

5.1 Education

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.1.1 Pre –School	KCC	RSA	Promote the use of RSA Simon and Friends safety module	Ongoing	Deliver 10 talks to crèches annually
5.1.2 Primary School	KCC	RSA	Deliver Road Safety talks to primary schools, promote the use of roads safety modules “Be Safe, Seat Belt Sherriff, Hi Glo Silver and Safe Cross Code”	Ongoing	4 schools per term
	KCC	AGS	Junior School Warden	Each Term	-
	KCC	RSA	Cycle training programme	Annually	8 schools per term
	Schools	An Taisce / KCC	Walking Bus	Annually	Promotion of walking bus as part of Green Schools Programme
	KCC	Schools	Junior Road Safety Officer	Annually	Develop and implement a junior road safety officer programme in 5 schools per term
	KCC		Adult School Wardens	Ongoing	Continue to provide school warden service at identified schools and have wardens trained as prescribed.
	KCC	Schools	Road Safety Poster Competition	Annually	4th – 6th classes in all primary schools to be invited
	KCC	Schools	Text Alert	2015	Request mobile contact no. for each school so they can be notified via text alert system during severe weather events

Kilkenny Road Safety Plan 2015- 2020

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.1.3 Post Primary	RSA	KCC	Encourage roll-out of Transition Year road safety module	Annually	5 new schools to undertake programme each year
	KCC	KF&R AGS	Crash rescue simulation	Annually	1 show
	RSA	KCC	Deliver Streetwise Programme to schools	Annually	Junior cycle students
	RSA	Local Secondary Schools	'Streetwise' CSPE resource pack	Annually	1 module in all schools
	KCC	AGS/RSA/ KF&R	Deliver Road Safety Show for young drivers including rollover car and RSA Shuttle	1 show	Senior cycle students in all schools
5.1.4 Road safety Awareness Promotion	RSA	HSA/AGS/KCC	Implement public education campaigns which target the main causal factors for collisions, deaths and serious injuries for all road users but in particular the high risk groups.	Annually	Utilise national/ local media to increase public awareness of road safety issues
	KCC	Local Radio Stations and Newspapers	Cycle Road Safety promotion	Ongoing	Media campaign to raise awareness
	KCC	Local Radio Stations and Newspapers	Address aspects of road safety such as: mobile phone usage, drink driving, driving under the influence of drugs, and driving at excessive speed	Ongoing	Media campaign to raise awareness
	KCC	Local Secondary Schools	Secondary Schools Road Safety Debates	Annually	One series of debates per year

Kilkenny Road Safety Plan 2015- 2020

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
	KCC	Local Secondary Schools	Road Safety Quiz	Annually	One quiz per year
	KCC	RSA	Hi-viz Material	Ongoing	Distribute hi-viz and road safety resources as required/ planned and in conjunction with other media campaigns
5.1.5 Safety at schools gates	RSA	KCC/AGS/ DTTAS	Develop a standardised guide to reducing road safety school gate risks and implement nationally	Q4 2015	Q4 2015
5.1.6 Road Safety Officer	KCC	RSA	Provide a full-time Road Safety Officer	2015	One appointment

5.2 Engineering

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.2.1 Identify, prioritise and implement low cost safety improvement schemes on non-national roads	KCC	DTTAS	Based on collision data, prioritise and submit the collision prone locations on non-national roads for inclusion in low-cost safety programme	Annually	Complete locations identified and funded in road works programme each year.
5.2.2 Implement HD15 and HD17 Road Safety Improvement Schemes on national roads	KCC	NRA	Based on collision data, prioritise and submit the collision prone locations on national roads for inclusion in road safety programme	Annually	Complete locations identified and funded in Road works programme each year.
5.2.3 Carry out road safety inspections and implement recommendations on national roads	NRA	KCC	Based on inspection of existing national road network	Every 3 to 5 years based on NRA requirements	Continue inspection programme
5.2.4 Road safety audit	KCC	NRA	Carry out road safety audits on roadworks as prescribed in NRA HD 19/15	As required	-
5.2.5 Quality Audit	KCC	Planning Department	Ensure a quality audit is carried out on all developments as prescribed by the Design Manual for Urban Roads and Streets	As required	-
5.2.6 Complete LA 16 forms following fatalities	AGS	KCC	LA16 forms to be completed as soon as possible following fatality	As required	Within 1 month following fatality
5.2.7 Winter Maintenance	KCC	NRA	Carry out salting as required on the route identified in winter service plan	As required	Publish winter service plan on website annually

Kilkenny Road Safety Plan 2015- 2020

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.2.8 School Lights	KCC	-	Maintain School Flashing Lights around Primary Schools	Annually	Undertake survey of lights and repair as required
5.2.9 Road Works	KCC	Local media / Website	Keep public informed of road works, traffic restrictions and road closures.	Ongoing	In advance of proposed works
	KCC	-	Design, implement and monitor Traffic Management Plans in accordance with TSM Chapter 8	Ongoing	Carry out works in a safe and professional manner
5.2.10 Road Maintenance	KCC	NRA/ DTTAS / MMarC / PPP	Maintain public roads	Ongoing	
5.2.11 Speed Limits	KCC	AGS / NRA	Commence Speed limit review public consultation process, including 30km/h zones	Q1 2016	Q2 2016
5.2.12 Access Points	NRA	KCC	Reduce, by road realignment, the number of access points outside speed limit areas on national roads by 2020	Q4 2020	Reduction
5.2.13 Road Works Programme	KCC	DTTAS/NRA	Kilkenny County Council will publish their annual road works programme identifying road improvements being carried out	Annually	Complete roadworks plan in prescribed year in a safe manner and to a high standard.
5.2.14 Driver Feedback Signs	KCC	DTTAS	The installation of signs in known high speed locations	Annually	2 locations per year
5.2.15 Go Safe Van locations	AGS / Go Safe	KCC	Identify high collision locations and provide hard stand if necessary	Annually	1 review per year
5.2.16 Mobile Weighbridge	KCC	AGS	Identify and provide / construct mobile weighbridge sites	2016	2 sites

5.3 Enforcement

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.3.1 Go Safe	AGS	KCC Go Safe	Deployment of Go Safe Units and Garda Units to detect and deter speeding; develop a joint approach in identifying collision prone zones.	Ongoing	12 no. additional Go Safe zones
5.3.2 ANPR	AGS	-	Continued use of Automated Number Plate recognition system	Ongoing	-
5.3.3 MAT	AGS	-	Mandatory Alcohol Test Checkpoints.	Ongoing	Inform media of annual statistics
5.3.4 High Visibility Presence	AGS	-	Increase the level of targeted enforcement of road traffic and road transport legislation in the Division	Ongoing	-
5.3.5 Traffic Management & Road Safety	AGS	KCC	Ensure the effective policing of major events in terms of Road Safety and Traffic Management	As required	-
5.3.6 Commercial vehicle checks	AGS	RSA	Increase the number of checkpoints and inspections for abnormal load and safety checks on commercial vehicles	Annually	As agreed with RSA
5.3.7 Hedge cutting	KCC	Landowners / AGS	Ensure all hedge rows are maintained and do not become a road safety problem for road users.	Sep – Mar annually	Obtain high level of compliance from landowners and other stakeholders.
5.3.8 Mobile Weighbridge	AGS	KCC	Check HGVs for excessive loads	Ongoing	As agreed with RSA
5.3.9 NCT / CVR Test	AGS	-	Checkpoints for vehicle documentation	Ongoing	As agreed with RSA

Kilkenny Road Safety Plan 2015- 2020

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.3.10 VMS dedicated to deliver road safety messages	KCC	-	Purchase of VMS boards	Over the life of the plan	3 No.
	KCC	AGS	Erect temporary VMS signs displaying road safety text at weekends.	Annually	All Bank Holiday weekends / other major events

5.4 Engagement

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.4.1 Safety of Pedestrians leaving premises where alcohol is served	KCC	Service Industry	Make high visibility vests available to customers walking home in darkness	Ongoing	Contact all premises over the duration of the plan
	KCC	Service Industry	Display posters highlighting dangers of walking on roads while under the influence of alcohol	Ongoing	Contact all premises over the duration of the plan
5.4.2 Speed reduction in housing estates	KCC	-	Prepare and distribute leaflet urging reduced speed in housing estates	Ongoing	Contact all estates over the duration of the plan
5.4.3 Safety of pedestrians and cyclists	KCC	-	Visit clubs and organisations to highlight the vulnerability of children and older people when walking or cycling	Ongoing	Visit all clubs and organisations over the duration of the plan

5.5 Evaluation

Project	Lead Department or Agency	Support Department or Agency	Action	Timeframe	Target
5.5.1 Monitor the implementation of the Kilkenny Road Safety Plan	KCC	RSTC	Place as item on agenda for each meeting of the Road Safety Working Group	Ongoing	4 meeting per annum
5.5.2 Monitor Action Plan	KCC	RSTC	Provide report annually on progress of plan	Annually	1 report per annum
5.5.3 Identify areas where actions have not been met	KCC	RSTC	Identify the reasons why actions were not met and if solution cannot be found, amend action plan accordingly	Annually	-
5.5.4 Mid- term review	KCC	RSTC	Carry out a mid-term public consultation inviting feedback on safety plan	2017	1 Public Consultation

6 Monitoring and Evaluation

While this plan sets an overall target to be achieved at the end of the period of the plan it is important that monitoring and evaluation of progress is carried out on an annual basis. It is critical, in a time of limited funding, that measures that are achieving results are prioritised. Kilkenny Road Safety Together Committee will work closely with the NRA, DTTAS, RSA and An Garda Síochána to seek funding for their initiatives.

It will be the responsibility of the Kilkenny Road Safety Together Committee to publish and review Annual Action Plans which will set out targets for each year. There will also be a mid-term review, which will inform if the targets are being achieved and if the actions prescribed in the Plan are delivering on the overall objective of same.

7 Funding

Kilkenny County Council, An Garda Síochána, the National Roads Authority, DTTAS, the Road Safety Authority along with the other participating organisations recognise that funding is essential to the promotion of road safety and the delivery of the objectives set out in this document.

Kilkenny County Council, with the support of the National Roads Authority and the Department of Transport, Tourism and Sport, will make provision in the Council's Annual Roadwork's Programme to fund and/or co-fund projects listed in the Action Plan. The funding will be targeted at engineering, educational and engagement actions; enforcement, in the main, will be a function of An Garda Síochána.

In addition, under the RSA's Road Safety Strategy 2013-2020, it is confirmed that dedicated funding is available for the work of the Road Safety Authority, National Roads Authority, the Medical Bureau of Road Safety, and the Garda Traffic Corps. This brings together the funding for critical road safety interventions over the lifetime of the National Strategy. This commitment to fund the key national agencies will feed into and support the delivery of the action plan as set out in this document.