

Kilkenny County Council

Road Safety Plan

2022-2030



**VISION
ZERO**
NO ROAD DEATHS
OR SERIOUS INJURIES BY 2050



Comhairle Chontae Chill Chainnigh
Kilkenny County Council

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Forewords and Vision



**Cllr. Michael Doyle,
Cathaoirleach**



**Cllr. Matt Doran,
Chair, Road Safety Working Together Group**

Kilkenny is a mostly rural county with 79% living in rural areas and 21% in urban areas. Therefore it is important that our Plan focuses on the needs of all our communities to keep them safe on our roads. This Plan has been prepared in consultation with the Road Safety Working Together Group (RSWTG) and reflects the objectives as detailed in the National Road Safety Plan 2022 to 2030 “Towards Vision Zero” which details a Safe Systems approach with seven intervention areas. Having the key stakeholders at the table ensures a joined up approach where we work with our funding partners, Gardai, Fire and Ambulance Services in developing and delivering our plan to 2030.

The RSWTG will meet four times per annum where engineering works, education, enforcement and campaigns will be discussed and developed over the course of the Plan. We will further review and evaluate our objectives and targets on an annual basis and present the achievements to the full Council in Q1 of each year improving and developing new metrics as required.

The National Plan has three distinct phases

- Phase 1: Action Plan 2022 to 2024,
- Phase 2: Action Plan 2025 to 2027, and
- Phase 3: Action Plan 2028 to 2030

Kilkenny County Council will update the Plan with the revised / updated requirements of the RSA in 2024 and 2027 respectively for Phases 2 and 3.

With the increased emphasis on active travel – walking and cycling, it is imperative that Kilkenny County Council continues to work to ensure that we protect vulnerable road users.

In addition, we will continue to work with An Taisce and the National Transport Authority under the Safe Routes to School Programme to promote safety in the vicinity of schools and encourage alternative methods of transport to schools where feasible. It is important that all our communities continue to work with us to promote and encourage the road safety message to assist in achieving the goals detailed in this Plan.

We would like to thank all of the Committee for their input into this plan and we look forward to working with you over the coming years.



Mr. Lar Power, Chief Executive of Kilkenny County Council

Kilkenny County Council is committed to continued maintenance and improvements of our road networks to ensure the safety of the Kilkenny public and of those who use, visit and pass through our City and County. Kilkenny County Council is acutely aware of the significant local and national concerns with regard to the rise in road collisions and fatalities over the last two years and the importance of road safety throughout our City and County.

The Road Safety Working Together Group (RSWTG) brings together the main players in relation to road safety, Local Authorities, Transport Infrastructure Ireland (TII), National Transport Authority (NTA), Road Safety Authority (RSA), An Garda Síochána and the Emergency Services in an effort to coordinate the safety of our road network. This Council, in preparing the Road Safety Plan for 2022 to 2030, is conscious of the phased approach of the Road Safety Plan “Towards Vision Zero”. The plan, which sets targets and actions will be updated in 2024 and 2027 to facilitate any changes recommended by the RSA.

There is an increased emphasis on active travel and public transport nationally and it is important that we work with the relevant agencies to protect vulnerable road users and to increase the levels of public transport which will, in turn, help to reduce the volume of traffic on our roads.

Traffic flows in our City and County continue to grow and are particularly busy on national routes close to Kilkenny City and environs and in South Kilkenny on the N24 Waterford to Cahir and N25 Waterford to New Ross. It is important that we continue to work with our partners in TII, NTA and the Department of Transport to ensure that we continue to make the necessary engineering improvements to keep our road network safe for all our road users, particularly vulnerable road users.

In partnership with the Roads and Transportation Strategic Policy Committee and the RSWTG, this Council will continue to take a joined-up approach to ensure the safety of all road users. With the implementation of the safe systems approach which underpins the Government's National Road Safety Strategy, we will strive to minimise collisions and reduce fatalities and serious injuries on all our roads.

In conclusion I would like to thank all the members of the RSWTG for their engagement and assistance in the preparation of this plan and look forward to working with them over the coming years.



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 behaviours, safer infrastructure and targeted enforcement. These measures have saved lives.

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

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

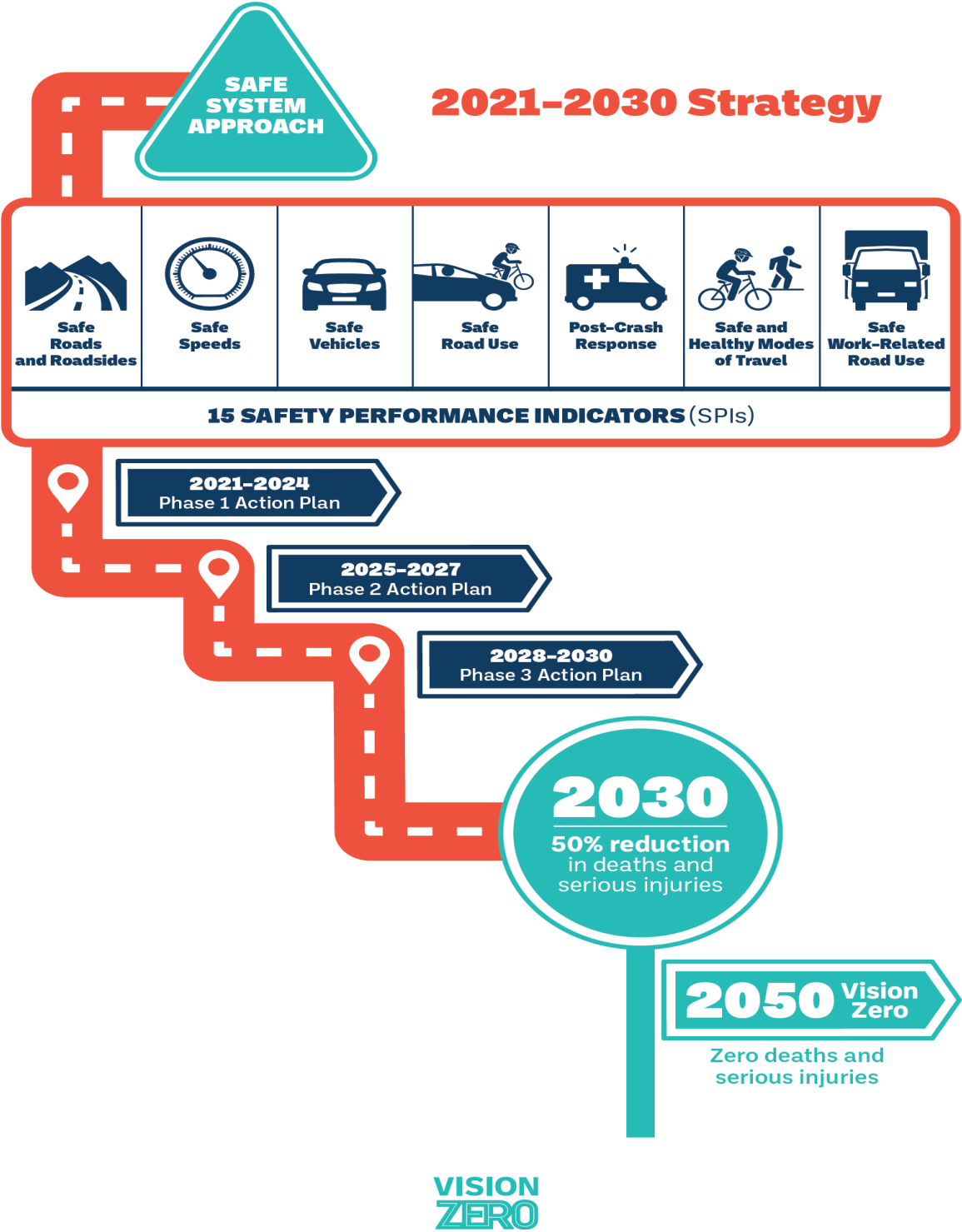
1. Safe roads and roadsides
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash response
6. Safe and healthy modes of travel
7. Safe work-related road use

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

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

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

Our Journey Towards Vision Zero



1. Introduction

Safe mobility for all who live and work and travel the roads and pathways of Kilkenny is of paramount importance. In line with the RSA’s Road Safety Strategy 2021 -2030 entitled “Our Journey Towards Vision Zero”, Kilkenny County Council have produced this seven year plan which sets out our vision for road safety and the policies and actions to be implemented to achieve this goal.

This Plan aims to identify areas to promote and improve road safety within Kilkenny through the provision of infrastructure, improved road user behaviour and better education and enforcement. The ‘Safe Systems’ approach is based on the premise that life and health should not be compromised to meet the demands of mobility. We are working towards a County which is safe for all to walk, cycle and travel safely and this plan sets out our route to achieving this.

1.1 Government Road Safety Strategy (GRSS) 2021 – 2030

The primary aim of the government’s new road safety strategy is to reduce the number of road deaths and serious injuries on Irish roads by 50% by 2030. This strategy will be delivered in three phases as follows:
Phase 1 Action Plan 2021 -2024
Phase 2 Action Plan 2025 -2027 and
Phase 3 Action Plan 2028 -2030

Phase 1 runs from 2021 – 2024 and includes 50 high impact actions and 136 support actions. Local authority are the lead or support agency for a number of these actions.

1.2 Safe Systems Approach

The reduction of fatalities and serious injuries is a shared role between road users, and all those involved in road safety. The safe systems approach to road safety is built on the following key principles

1	2	3	4
Human Behaviour	Human Frailty	Shared Responsibility	All parts of the traffic system need to be strengthened
People make mistakes when using the roads which can lead to collisions	The human body has a limited ability to tolerate collision impacts	To be shared 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	in order to multiply their effects and to ensure that road users are protected if one part in the system fails

For the 2021 – 2030 strategy, **seven Safe System priority intervention areas** have been identified as follows:

1. **Safe Roads & Roadsides** - To improve the protective quality of our roads and roadsides.
2. **Safe Speeds** - To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.
3. **Safe Vehicles** - To enhance the safety features and roadworthiness of vehicles on our roads.
4. **Safe Road Use** - To improve road user standards and behaviours in line with traffic legislation, supported by enforcement.
5. **Post-crash response** - To improve the treatment and rehabilitation of collision casualties.
6. **Safe and healthy modes of travel** - To promote and protect road users engaging in public or active transport.
7. **Safe work-related road use** - To improve safety management of work-related journeys.

There are a total of 186 actions in the GRSS Phase 1 Action Plan and the Kilkenny County Council action plan will include a number of these actions which are linked to the GRSS. In addition, we will develop further annual plans to reflect the GRSS at local level in Kilkenny.

2 Profile of Kilkenny

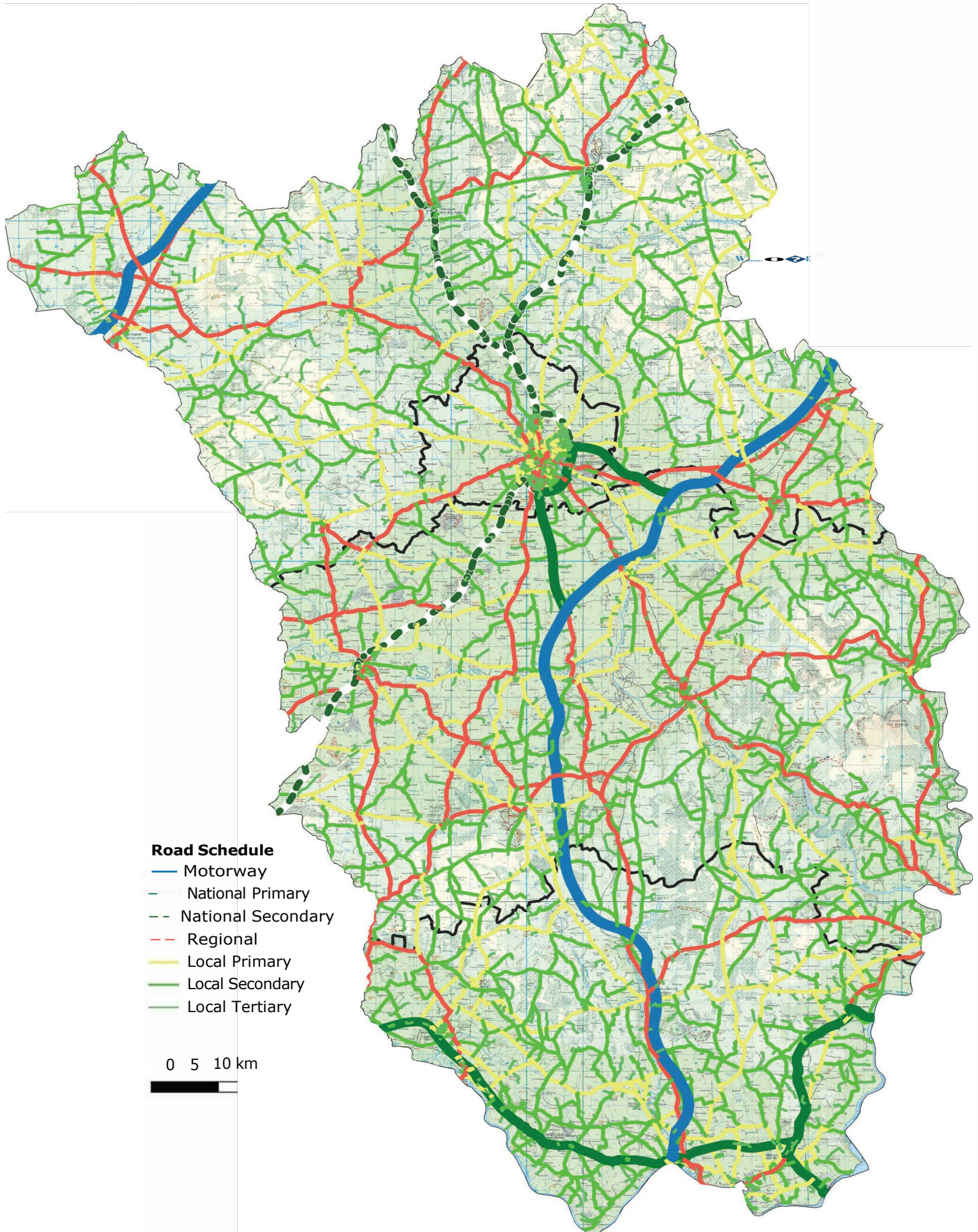
Kilkenny County is located in the South East of the Ireland, bordering five counties – Waterford, Wexford, Tipperary, Laois and Carlow. It has an area of 2,073 km². The population of County Kilkenny according to the 2022 CSO results is 104,160. This is an increase of 4.5% on the 2016 census figure.

Kilkenny County Council maintain a road network of approx. 3282km, broken down as follows:

Local Roads	2658 km
Regional Roads	427 km
National Primary Roads	61 km
National Secondary Roads	67 km
Motorway	69 km

Kilkenny County Council actively promotes walking, cycling, public transport and other more sustainable forms of transport as alternatives to the private car, together with the development of the necessary infrastructure as we aim to address our climate action objectives and sustainability goals, Funding of works to improve pedestrian & cycle facilities are mainly funded by the National Transport Authority (NTA).

Kilkenny Road Schedule



2.1 Travel Patterns

The move to electric vehicles has also gathered pace nationally. There were 47,054 electric vehicles (EVs) on the road in Ireland at the end of 2021, an increase of 81.9% from 2020. The vast majority of these vehicles (44,756) were private cars, with the remainder made up of goods vehicles, small public service vehicles (such as taxis), and large public service vehicles (such as buses).

The CSO census 2016 provides details of national travel data and the table below shows travel data by means of travel to work or education for Kilkenny. It can be seen that 45.4% of trips in Kilkenny are by car with 43.5% by sustainable travel mode (including car passengers).

Census 2016: Population age 5 and over by means of travel to work and education - KILKENNY		
Means of Travel	Total (Work & Education)	Percentage excluding not stated
On Foot	7,237	11.8%
Bicycle	814	1.3%
Bus, Minibus or Coach	5,014	8.2%
Train	307	0.5%
Motor Cycle or scooter	116	0.2%
Car Driver	27,878	45.4%
Car Passenger	13,354	21.7%
Other (incl. working from home)	6,746	11.0%
Not stated	1,965	
Total	63,431	100%

2.2 Collision & Casualty Trends 2013 – 2021

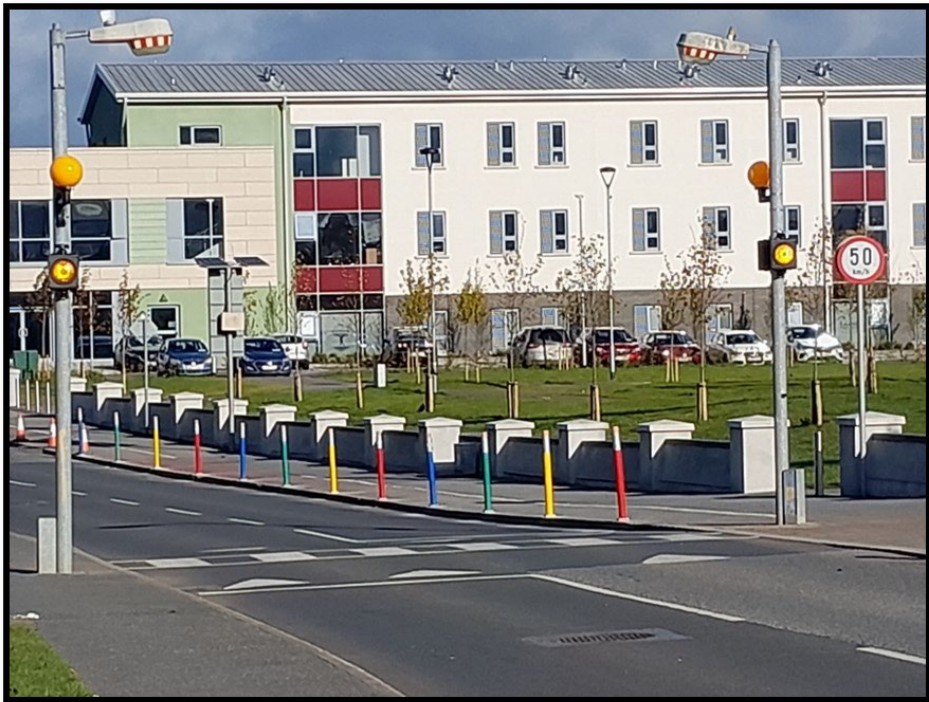
The tables below provide an overview of the reported collision and casualty trends in Kilkenny over the period 2013 – 2021. This data was obtained from the Road Safety Authority (Collision Fact Reports). Collision data is compiled by An Garda Síochána at the scene of a collision and forwarded to the RSA.

Road Casualties Kilkenny 2013 -2021				
Year	Killed	Fatal Collisions	Seriously Injured	Serious injury collisions
2013	4	4	9	8
2014	3	3	11	11
2015	2	2	24	23
2016	6	6	29	24
2017	4	4	13	13
2018	2	2	21	18
2019	6	6	18	16
2020	5	5	17	16
2021	2	2		

Killed and seriously injured Kilkenny				
Road Users	2017	2018	2019	2020
Drivers	9	3	10	13
Passengers	3	6	4	2
Motorcyclists	2	5	4	3
Cyclists	2	5	4	3
Pedestrians	1	4	2	1
Other	0	0	0	0
Total	17	23	24	22



Bohernatounish Road Cycle Infrastructure



Ballybought Street Pencil Bollards

2.3 Review of Kilkenny Road Safety Plan 2015 – 2020

Kilkenny County Council adopted a Road Safety Plan for the County in 2015. This plan set out a clear blue print for progress in the area of road safety within the County up to 2020. The main objective of the plan was to achieve a reduction of 25% in the number of fatalities and serious injuries as a result of road collisions under the headings of Education, Engineering, Enforcement and Engagement. Among the main actions carried out under the plan were the following:

- New and upgraded pedestrian & cycle infrastructure on roads throughout the county.
- Urban renewal schemes in various towns county wide with a focus on greater pedestrian connectivity and traffic management.
- Completion of two national road realignment schemes to deal with poor visibility & to improve infrastructure for vulnerable road users.
- Completion of 2 major pavement improvement schemes
- Introduction of 30km/hr speed limits and slow zones in residential areas across the county
- Facilitation of An Garda Síochána Road Safety Show in the Watergate Theatre – aimed at TY students to prepare them for learning to drive
- Continued provision of a school warden scheme
- Placement of VMS on major routes with Road Safety messages for bank holiday weekends
- Completion of 76 low cost safety schemes across our regional & local roads



Overhead View of the Tower Road Project

2.4 Collision Comparison with other County Councils

To examine how Kilkenny is performing with regard to road safety and preventing fatalities per population, it is helpful to compare with other counties. The table below, based on the 2016 census data shows a notable improvement in Kilkenny from 2016 to 2021, being one of the counties with the lowest per capita rates of collision fatalities in 2021.

Fatality Rate per 10,000 Population 2016 to 2021						
County Council	2016	2017	2018	2019	2020	2021
Kilkenny	0.6	0.4	0.2	0.6	0.5	0.2
Laois	0.4	0.2	0.6	0.1	0	0.2
Waterford	0.7	0.4	0.3	0.3	0.2	0.1
Wexford	0.3	0.5	0.1	0.5	0.5	0.5
Carlow	0	0.5	0.4	0.4	0.5	0
Tipperary	0.8	0.4	0.6	0.8	0.4	0.7

3 Kilkenny Road Safety Plan 2022 - 2030

3.1 Road Safety Working Together Group

To ensure that Kilkenny County Council produce and implement a Road Safety Plan that will succeed in introducing initiatives and producing results with regard to the reduction in the number of collisions on our roads, we will operate a Road Safety Working Together Group. This group comprises the main stakeholders involved in road safety in Kilkenny as follows:

- An Garda Síochána
- Kilkenny Fire Service
- Kilkenny Ambulance Service
- Road Safety Authority
- TII
- Kilkenny Engineering; Roads; Active Travel; Major Emergency Management

3.2 Aims & Objectives

The main objective of Kilkenny County Council's Road Safety Plan 2022 -2030 is to reduce the number of collisions and casualties on our roads in line with the National Targets.

Our aim is;

- To develop an action plan to improve safety for all road users in Kilkenny.
- To provide a focus on road safety that is reflected in all transportation policy measures and active travel schemes in Kilkenny.
- To develop initiatives to ensure the safety of more vulnerable road users.
- To meet the national road safety targets set out in the National Road Safety Strategy 2021-2030.

3.3 Action Plan

The Government Road Safety Strategy 2021-2030 sets out three distinct phases for reaching Vision Zero.

- Phase 1 2021 - 2024
- Phase 2 2025 – 2027
- Phase 3 2028 - 2030

Action plans in each phase are underpinned by the seven Safe System priority intervention areas.

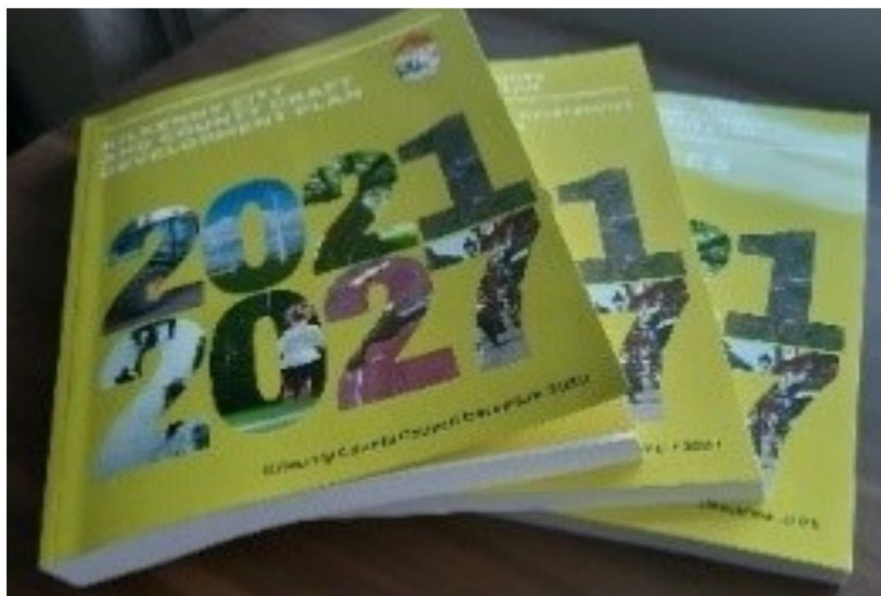
Phase 1 Action Plan includes two types of road safety actions:

- High Impact actions (50 actions) – Direct impact on collision reduction
- Support actions (136 actions) – Evidence based and small interventions

Kilkenny County Council has a role in delivering a number of these actions. Achieving these will be dependent on a dedicated collaborative approach and data sharing across key stakeholders.

Our actions will be informed by the Kilkenny City and County Development Plan 2021 – 2027

and the Climate Change Adaptation Strategy 2019 - 2024.



3.4 Elements of a Safe System

The following 4 tables provide an overview of actions outlined in the GRSS 2021 -2030 where Kilkenny County Council has a lead or support role.

Safe Roads & Roadsides -involves planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.

Road Safety Strategy Actions under Safe Roads and Roadsides.		
Action Number	Action	Lead / Support Agency
4 (i)	Fund and implement a minimum of 150 low-cost safety schemes as identified by local authorities on the regional and local road network per year and progress the implementation of a minimum of 4 larger specific safety schemes per year.	DOT, CCMA, KCC
4 (ii)	Address National Road High Collision Locations, identified under TII's Network Safety Analysis programme (in accordance with GE-STY-01022 of TII Publications). Schemes will be progressed where engineering measures are deemed appropriate.	KCC, TII
4 (iii)	Address hazards on the National Road Network, identified under TII's Road Safety Inspections programme (in accordance with AM-STY-06044 of TII Publications). KCC will address identified hazards based on priority ranking for treatment.	KCC, TII
4 (iv)	Carry out Road Safety Audits on proposed road, greenway and active travel schemes, in accordance with GE-STY-01024 of TII Publications.	KCC, TII, DOT
4(v)	Comply with TII's inspection requirements for temporary safety measures at road works, in accordance with CC-STY-04002 of TII Publications).	KCC, TII
4 (vi)	Continue to progress timber post and rail fencing retrofit programme on National Roads, with a view to completion by 2025 subject to landowner agreement.	KCC, TII
5	Over the period 2021 to 2025, 1,000km of segregated walking and cycling facilities on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.	DOT, NTA, CCMA, LA
56	Review and make recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals.	DOT, NTA, LA
61	Complete a minimum of 70% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	DOT, LA, TII
62	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	DOT, CCMA, LA
63	Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy actions.	DOT, LA
66	Deliver training to key stakeholders to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective, and to provide guidance on the design of roads utilising the safe system approach	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

The following is a list of actions to be undertaken by Kilkenny County Council in the area of Safe Roads and Roadsides:

1. Carry out 5 low-cost safety and accessibility improvements each year.
2. Progress 3 cycling improvement schemes each year as part of the development of a cycle network.
3. Carry out 10 road improvements (under RI and RM schemes) each year
4. Carry out 10 footpath improvements each year.
5. Complete LA16 fatal collision forms in conjunction with An Garda Síochána.
6. Work closely with An Garda Síochána and the Road Safety Authority to identify collision prone locations in the County.
7. Publish/renew a prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) each year.
8. Minimise street clutter as part of all pedestrian and cycle and public realm enhancement schemes and maintain clear footways in the interest of accessibility by reducing obstructions.
9. Work closely with the National Transport Authority in the development of guidelines for the design of walking and cycling facilities and provide training to key staff.
10. Upgrade 5,000 public lights to LED lighting under the public lighting retrofit plan.

Safe Speeds – central to 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.

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

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

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

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

Road Safety 300 Actions under 34 2 50		
Action No.	Description	Lead Support
22	Develop and implement a communications strategy and plan to raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe Systems approach and enrol the public into the Vision Zero objective.	RSA, LA
94	Establish a Road Safety Working Together Group (RSWTG) in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.	LA, various agencies
95	Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	LA, various agencies
133	Implement specific educational measures aimed at protecting vulnerable road users.	RSA, various agencies
136	Develop and launch a standardised guide to reducing road safety school gate risk.	RSA, various agencies
140	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	LA, various agencies
151	Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	AGS, various agencies

The following is a list of actions to be undertaken by Kilkenny County Council in the area of Safe Road Use:

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



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

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

The following is a list of actions to be undertaken by Kilkenny County Council in relation to safe and healthy modes of travel:



New Pedestrian Bridge in Castlecomer

Of the seven safe system priority areas, Kilkenny County Council has no lead or support role in the following priority areas:

Safe Vehicles – the safe vehicles element of the safe systems approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.

Safe work-related road use – this involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries.

Post-Crash Response – this 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.

Monitoring and Evaluation

This road safety plan, in order to be effective, needs to be reviewed annually to ensure that targets are being met in relation to our aims and objectives. The Road Safety Working Together Group (RSWTG) will meet twice annually and a sub-group consisting of KCC and An Garda Síochána will meet a further twice per annum. A report will be prepared annually, in conjunction with the RSWTG, in relation to the monitoring and implementation of the plan and will be presented to the Transportation Policy SPC and the full Council to ensure that we are meeting our targets.

In addition, any statistical information required by the RSA or the CCMA will be co-ordinated by Kilkenny County Council.

The Road Safety Plan will be delivered in the following stages and may be subject to change: 2021 -2024; 2025 – 2027 and 2028 -2030.

Summary

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

This Road Safety Plan 2022 to 2030 will focus on the holistic Safe System approach to road safety management. The Safe System approach emphasises the shared responsibility amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury. This approach is being followed in the Road Safety Plan through the Road Safety Working Together Group and other agencies, with actions outlined under four of the seven Safe Systems priority intervention areas.

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

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

notes

reminder



