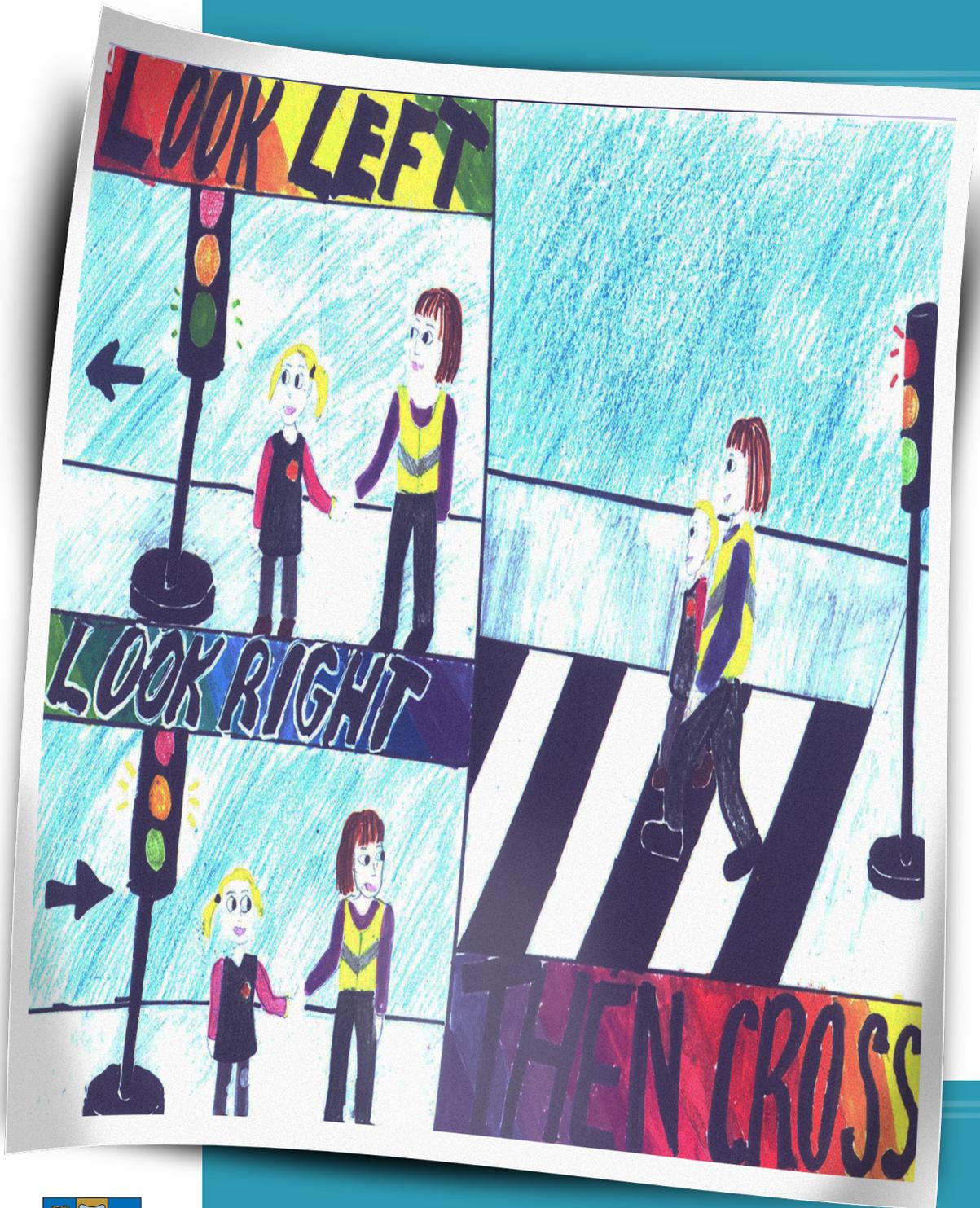


# Road Safety Strategy

2014 - 2020



Clare County Council



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## 1.0 FOREWORDS

### 1.1 Mayor of Clare

All too often we hear, read or see reports of road traffic collisions which have devastating consequences for so many people. The sad and hard part about these crashes is that they could all have been avoided, and the 36 people who lost their lives on Clare roads in the past seven years need not have died.

Education, enforcement and engineering are key tools in combating the alarming increase in road fatalities, but these three can't do it alone. Motorists, passengers, pedestrians and cyclists need to play their part also. From wearing a seatbelt, front and rear, to driving sober of alcohol or drugs to being alert and visible on the roads as a cyclist or pedestrian, we all need to take responsibility for road safety, and work together in reducing the appalling number of needless deaths on Irish roads.

I welcome this road safety plan and am confident that the elements and action plan within will assist in making our roads a safer and more enjoyable place to be.

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*John Crowe  
Mayor of Clare*

### 1.2 Chief Executive

In recent years we have witnessed significant improvements in our roads infrastructure and in the levels of enforcement which have made our roads a safer place to travel. However, we cannot be complacent and we, the Local Authorities, An Garda Síochána, the Road Safety Authority, the National Roads Authority and other agencies and bodies must continue to work in partnership to make our roads safer. This will require change in attitudes and behaviour.

This Road Safety Plan is a step in that direction. The objective of the Safety Plan is to contribute to a reduction in the levels of death and serious injury on our roads through an approach based on the "four E's" of road safety – Education, Engineering, Enforcement and Evaluation.

During the implementation phase of this Plan it was our intention to focus on schools, parents, community groups and other stakeholders to embed the principle of becoming "responsible road users" - to change attitudes and behaviour.

We appreciate that effective engineering and enforcement measures will also be essential to make our roads safer and Clare County Council is committed to working in partnership with other agencies to achieve that goal.

I am pleased to endorse the Clare Local Authorities Road Safety Plan 2014-2020.

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*Tom Coughlan,  
Chief Executive  
Clare County Council*

## 1.3 Chief Superintendent

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

Clare Gardai will avail of all opportunities to highlight the importance of the safe use of our roads through targeted media campaigns during high risk periods and with the delivery of Road Safety education to schools, in association with the Road Safety Authority and Clare County Council's Road Safety Officer.

The Garda Traffic Units and all operational Gardai in the Clare Garda Division will enforce all elements of Road Traffic legislation and this will continue into the future with particular emphasis placed on drink / drug driving, speeding, dangerous driving, non-wearing of safety belts and drivers using mobile phones. The level of enforcement in these areas is matched with the number of detections made and prosecutions in our courts which has increased year on year.

Clare Gardaí continue to appeal to all road users to respect the speed limits and to exercise greater personal responsibility for their driving behaviour, thereby protecting their own lives and preserving the safety of all other road users.

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*John Kerins  
Chief Superintendent,  
An Garda Síochána.*

## 1.4 Chief Fire Officer

As part of our attendance at Road-Based Incidents (154 attendances in 2013), the Fire Service are to the fore when dealing with the suffering and devastation caused to road users and pedestrians.

Road Traffic Collisions are often the most traumatic event that will occur for persons involved, including for the Fire Responders, whom will have to carry out difficult and distressing tasks at the scene. At these incidents, Fire-fighters will have to deal with fatalities each year when performing its extrication and fire fighting duties.

The Fire Service is strongly committed to the Road Safety principles in order to reduce the carnage and tragedies on our roads. We have a substantial Driver Training Programme for our own personnel, together with ongoing preventative maintenance for all Fire Service vehicles to ensure that we do what we can to add to road safety.

As a result of our commitment to protecting and saving lives, we wish to be deeply involved in every effort to reduce road traffic collisions and to complement and encourage the work of the County Road Safety Group to achieve this goal.

The Fire Service encourages all road users to always drive safely within the speed limits, not to take any alcohol or drugs if intending to drive and most particularly to ensure that everyone especially children wear seatbelts in both the front and back of the vehicle.

---

*Adrian Kelly,  
Chief Fire Officer,  
Clare Fire & Rescue*

## 1.5 Chief Executive Officer, Road Safety Authority

Road safety has come a long way since the introduction of the first Government Road Safety Strategy back in 1998. This improvement is down to the efforts we all, as road users, have made to make the roads safer.

Despite this progress, we all need to remember that there is no room for complacency. Behind every statistic is a life lost or a life-altering injury which impacts on not just the individual but the family, the community, and society as a whole.

The main objective of the current Government Road Safety Strategy 2013-2020 is to continue to reduce fatalities but also to focus on serious injuries. Reduced fatalities and serious injuries will have major societal benefits not least for public health policy objectives but also for the lives saved and serious injuries prevented.

Remember, road safety is not only the sole responsibility of any one person or authority. It is a shared responsibility and it has to be based on co-operation and co-ordination by all state agencies, the general public, and the private/business sector working together at every level, national, regional, local and community. Road safety is also about taking personal responsibility for how we use the roads and by setting good example through our own behaviours and attitudes we can make our roads safer.

The Clare Road Safety Plan 2014-2020 reflects the National Strategy objectives by including clear targets for reducing both fatalities and serious injuries.

The Road Safety Authority would like to wish the Clare Road Safety Together Working Group well on the publication of the new Clare Road Safety Plan 2014-2020 and I am confident that if we all work together, we will increase the safety of all road users using the roads in Co. Clare.

Safer roads, only you can get us there!

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*Moyagh Murdock  
Chief Executive Officer  
Road Safety Authority*

## 2.0 Introduction

The Clare Road Safety Plan 2014-2020 is designed to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all road users. This plan will centre on the four E's of Road Safety: Education, Engineering, Enforcement and Evaluation. Its implementation will be dependent on the co-operation of the principal organisations charged with responsibility for road safety.

A countywide road safety working group was established to provide support to the local authority in its endeavours in promoting road safety in County Clare. The group, known as the Clare Road Safety Working Group is recognised by the Department of Transport, Tourism & Sport & the Road Safety Authority.

The working group meets three times a year for the development and implementation of the road safety initiatives and campaigns. Membership of the group are drawn from Clare County Council, An Garda Síochána, the Road Safety Authority, the National Roads Authority, Health Service Executive, Clare Fire & Rescue and elected members.

## 2.1 Mission Statement Vision Zero

"To reduce the number and severity of traffic collisions, and ultimately make the roads in Clare a safer place for all road users."



## 2.2 Objective of Plan

This plan will focus on the four main elements of road safety: Education, Engineering, Enforcement and Evaluation. This will involve every type of road user throughout the County, such as family members, educational providers, community members, employees, employers and road safety campaigners.

## 3.0 Profile of County Clare

Clare is situated on the West Coast of Ireland in the Province of Munster, covering an area of 318,784 hectares (787,715 acres) and is bounded by counties

Galway to the north, Limerick and Kerry to the south and Tipperary to the east. Clare, Limerick City and County and North Tipperary constitute the Mid-West Region of Ireland.

Clare has a diverse topography varying from bare limestone pavement to estuarial mudflats; from high Atlantic cliffs to lakes. It has a coastline of 360 km (225 miles) in length. This consists of 192 km (120 miles) of Atlantic seaboard and an estuarial freshwater coastline of approximately 168 km (105 miles).

## 3.1 Clare's Road Network

The total length of road in Clare by category is: -

Road Lengths	km
Local	3,399
Regional	633
National Primary	51
National Secondary	185
TOTAL	4,268

Clare County Council is responsible for maintaining and improving the road network in Clare. The Councils Annual Roadwork's Programme sets out priorities each year for improvements to national and non-national roads in the county. The Council in association with the NRA & Department of Transport continues to endeavour to implement engineering measures with a particular focus on road safety.

## 3.2 Population Profile of County Clare

In April 2011 Clare had a population of 117,196 consisting of 58,298 males and 58,898 females and this represents a 5.6% increase from 2006 census figures.

## 3.3 Travel to Work

The most popular means of travelling to work is by car (driver) with this mode accounting for 67% of all journeys, 554 persons commuted using public transport.

The following table provides statistics regarding the change in population from 2006 to 2011 broken down by urban area and rural area.

# Table 1

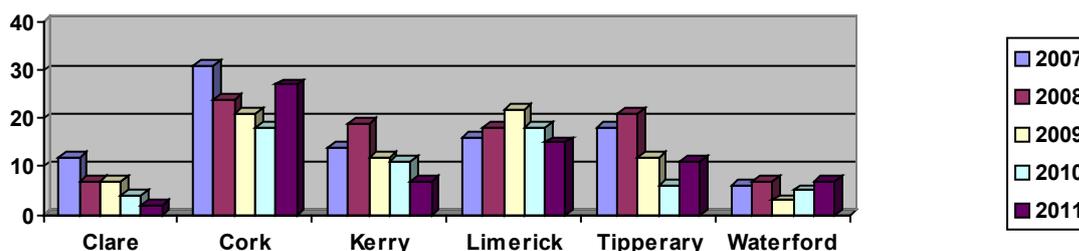
District	2006	2011	Change in Population
Ballyvaughan rural area, Co Clare	2,690	2,679	-0.4%
Corrofin rural area, Co Clare	3,309	3,590	8.5%
Ennis rural area, Co Clare	28,766	30,898	7.4%
Ennistimon rural area, Co Clare	9,792	10,223	4.4%
Killadysert rural area, Co Clare	4,502	4,762	5.8%
Kilrush rural area, Co Clare	10,739	10,652	-0.8%
Meelick rural area (formerly Limerick No. 2), Co Clare	15,069	16,375	8.7%
Scarriff rural area, Co Clare	6,747	7,326	8.6%
Tulla rural area, Co Clare	6,681	7,639	14.3%

Source: CSO, 2011

## 4.0 Statistics

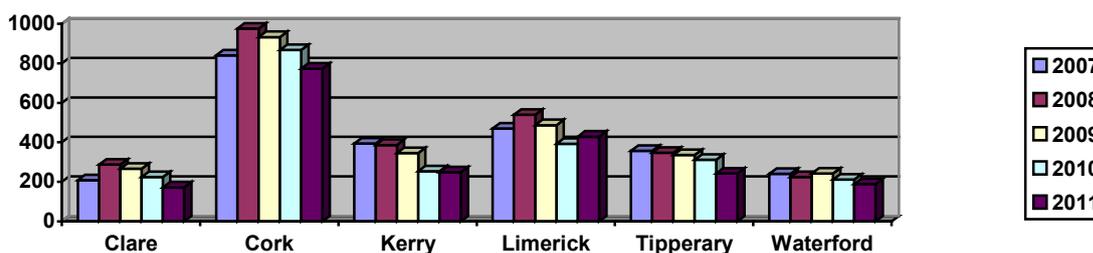
### 4.1 Persons Killed and Injured

\*Figure 1. Fatalities - Clare v Surrounding Counties



Year	Clare	Cork	Kerry	Limerick	Tipperary	Waterford	Munster Total
2007	12	31	14	16	18	6	97
2008	7	24	19	18	21	7	96
2009	7	21	12	22	12	3	77
2010	4	18	11	18	6	5	62
2011	2	27	7	15	11	7	69

\*Figure 2. Injuries - Clare v Surrounding Counties

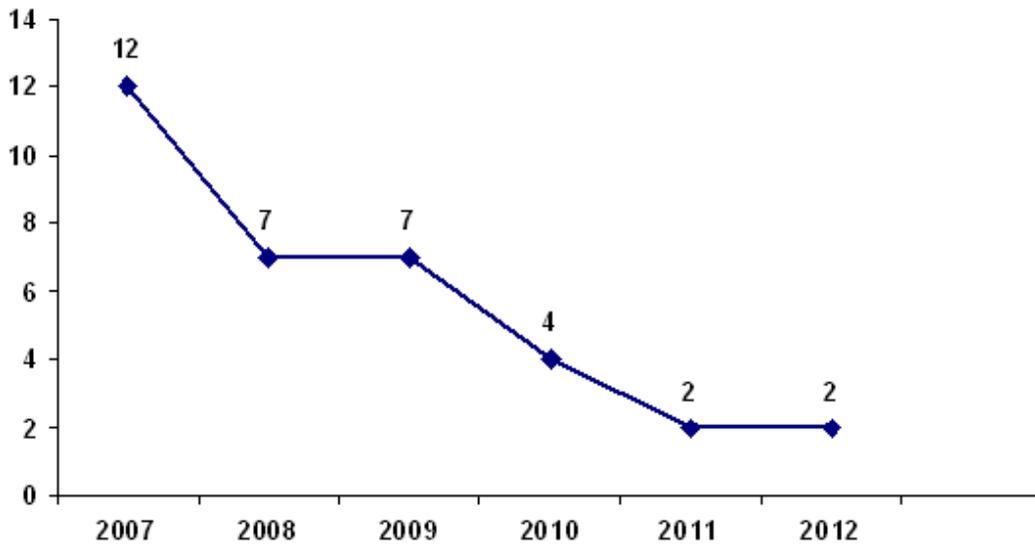


Year	Clare	Cork	Kerry	Limerick	Tipperary	Waterford	Munster Total
2007	209	840	394	470	355	240	2508
2008	288	976	387	539	348	225	2763
2009	267	933	345	487	336	243	2611
2010	225	867	254	393	312	211	2262
2011	172	773	249	429	243	189	2055

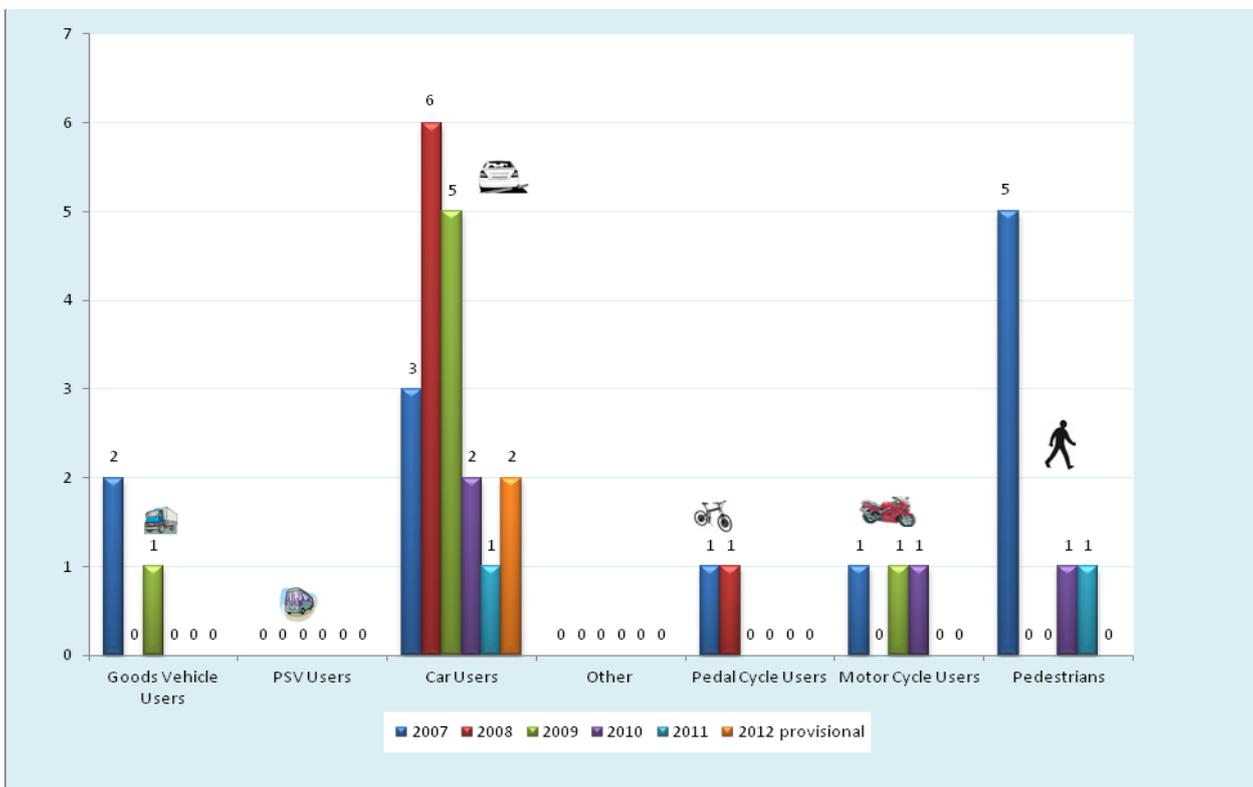
Reference: \*RSA Collision Facts 2011.

## 4.2 Clare Road Deaths

Figure 3. Clare Fatalities 2007 - 2012



## Clare Road Deaths, 2007-2012 by Road user



## ROAD DEATHS IN CLARE FALL BY 79%

- *79% reduction in road deaths in Clare during the Government Road Safety Strategy 2007 to 2012 when compared to the period of the previous strategy*
- *National average reduction in road deaths of 57% during most recent Government Road Safety Strategy when compared to the previous strategy*
- *Clare among the top 5 best performing counties in terms of the reduction in road deaths*

Road fatality figures show that there was a 79% reduction in road deaths in Clare during the Government Road Safety Strategy 2007 to 2012 when compared to the period of the previous strategy which ran from 2004 to 2006.

Between 2007 and 2012, the national average reduction in road deaths was 57% when compared to the number of fatalities between 2004 and 2006. Clare was in the top five best performing counties in terms of the reduction in road deaths which fell from 12 in 2007 to two in 2012.

The report, "2007 to 2012 road traffic deaths by user type and county", highlights the lives saved in Clare over the past five years. Since 2007 22 drivers, 5 motorcyclists and cyclists and 7 pedestrians have been killed on roads in the county. Regrettably in 2013, 2 people died on Clare roads, a similar figure to the two previous years.

### 5.0 Road Safety – What is it?

#### 5.1 Local context

The 'Road Safety Plan' for County Clare is a six-year plan and is designed to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all road users. Education, Engineering, Enforcement and Evaluation all play a crucial role in terms of road safety.

**The aims of the Clare Road Safety Plan in the coming years are as follows:**

- Develop objectives for the reduction and prevention of road collisions
- Develop strategies to achieve these objectives
- Involve other agencies in the process
- Develop a monitoring system for implementation
- Agree actions to be progressed over the lifetime of the plan

**The Road Safety Working Group led by Clare County Council has a significant and pivotal role in:**

1. Overseeing the development and implementation of the Clare Road Safety Strategy.
2. Endeavouring to secure funding for the implementation of the resulting plans
3. Agreeing actions to be progressed over the life-time of the plan
4. Ensuring that all agencies/representatives on the Group work together to achieve the objectives of the plan
5. Recommending road safety policies to the Transportation Strategic Policy Committee
6. Inputting into the County Speed Limit Review process
7. The Group will meet three times each year and will be chaired by the Director of Service.

### 5.2 National Context

Ireland has adopted a strategic approach to road safety since 1998, and has achieved considerable success under a number of key target areas such as speeding, driving under the influence of alcohol, seat-belt wearing and also significantly reducing the number of deaths and serious injuries on our roads.

The new Government "Road Safety Strategy 2013—2020" has the objective of sustainably improving safety on Irish roads. The Strategy requires a reduction of road collision fatalities on Irish roads to 25 per million population or less by 2020. This means reducing deaths from 186 in 2011 to 124 or fewer by 2020.

A provisional target for the reduction of serious injuries by 30% from 472 (2011) or fewer to 330 by 2020 or 61 per million population has also been set.

The broad monitoring arrangements that were instrumental in the success of the previous strategy will be maintained. A mid-term evaluation of the

Strategy will be implemented in 2016 and this will provide an opportunity to recalibrate targets and to implement adjustments to the education, engineering and enforcement measures as required.

The Ministerial Committee on Road Safety will continue to oversee the implementation of the strategy. Ongoing monitoring and outcome measurement will be augmented by the mid term review. The review will include an analysis of all socio economic costs and burdens in relation to road safety as well as congestion/disruption costs.

## 6.0 The Causes of Collisions

The primary cause of road collisions, deaths and injuries in Ireland are:

- Speed inappropriate for, or inconsistent with, the prevailing circumstances or driving conditions.
- Impaired driving through alcohol, drugs or fatigue.
- Failure to use or properly use seatbelts and child safety restraints.
- Unsafe behaviour towards/by vulnerable road users (pedestrians, Motorcyclists, cyclists, young children and older people.)
- Driver fatigue – driving while over-tired and/ or unable to remain awake.

Research on fatal collisions nationwide indicates:

- Excessive speed is a contributory factor in 1 in 3 fatal collisions.
- Alcohol is a contributory factor in 1 in 3 fatal collisions.
- Driver fatigue is estimated to be a factor in 1 in 5 fatal collisions.
- 1 in 3 of those killed in cars in the last 6 years was not wearing a safety belt or child restraint.
- 1 in every 3 children travels unrestrained in a car.
- 3 out of 4 people killed on the roads are male.
- Young men aged 17 to 34 are consistently over-represented in death and serious injury statistics.

## 7.0 Road Safety Working Group

Road safety is not only the sole responsibility of any one person or authority. It is a shared responsibility and it has to be based on co-operation and co-ordination by all state agencies, the general public,

and the private/business sector working together at every level, national, regional, local and community.

The Clare Road Safety Working Group is a steering committee which is drawn from Clare County Council, An Garda Síochána, the National Roads Authority, the Road Safety Authority, Clare Fire & Rescue and the Health Service Executive. Members of the Committee are as follows:

### Member Organisation

Councillor	Joe Cooney	Clare County Council
Councillor	Tony O'Brien	Clare County Council
Councillor	PJ Ryan	Clare County Council
Ms	Anne Haugh	Clare County Council
Mr	Tom Tiernan	Clare County Council
Mr	Barry Keating	Clare County Council
Mr	Adrian Kelly	Clare Fire & Rescue
Ms	Aisling Leonard	Road Safety Authority
Ms	Aine Montgomery	Health Service Executive
Superintendent	Pat Murray	An Garda Síochána
Sergeant	John Ryan	An Garda Síochána
Ms	Lucy Curtis	National Roads Authority
Mr	Noel Carmody	Civil Defence Office

## 7.1 Stakeholders



### Clare Local Authorities

Clare County Council is responsible for the construction and maintenance of public roads in the County. This involves responsibility for the planning, design, development and maintenance of roads in Clare. This includes safety considerations and ongoing maintenance in order to provide a safe and efficient network to serve the needs of the County for Industrial, Agricultural, Tourism and Community Development.



### An Garda Síochána

The mission of An Garda Síochána in its Corporate Strategy 2013-2015 is "to achieve the highest attainable level of personal protection, community commitment and state security". This includes a number of strategic goals in the area of Traffic and Road Safety in an attempt to significantly reduce the incidence of fatal and serious injuries and improve road safety. Clare County Council and An Garda Síochána are closely linked in terms of road safety initiatives



### Road Safety Authority

The aim of the Road Safety Authority is to save lives and prevent injuries by reducing the number and severity of collisions on the road. Working to Save Lives is the stated goal adopted by the Board of the RSA. The functions for which the RSA is responsible are set out in the legislation. The RSA is organised into three directorates as follows:

- Driver Testing and Licensing
- Road Safety, Research and Driver Education
- Vehicle Standards and Enforcement.

The Road Safety Authority (RSA) acknowledges the important role played by Clare's Road Safety Committee in the drive to reduce the level of death and injury occurring on our roads. The RSA has given its full support and co-operation to the Clare Road Safety Working Group in its implementation of the Road Safety Strategy locally.

Feidhmeannacht na Seirbhíse Sláinte Health Service Executive



### Health Service Executive:

The Health Service Executive (HSE) is responsible for providing health and personal social services for everyone living in the Republic of Ireland.

The HSE recognises that it has a key role to play in Road Safety. Road Traffic Collisions are a significant social problem resulting in death, injury and long term disability which impacts the health system as well as society as a whole. The Irish Health Service deals with the many health related outcomes of road crashes and collisions from the Ambulance Service, A&E Services, hospital services, rehabilitation, longer term and community care. The health service deals with the trauma, tragedy and results of crashes and collisions on our roads on a daily basis. The HSE fully supports and endorses the aims and objectives of the National Road Safety Strategy 2013-2020.

## National Roads Authority:

The National Roads Authority (NRA) was formally established as an independent statutory body under the Roads Act, 1993 with effect from 1 January 1994. The Authority's primary function, under the Roads Act 1993, is 'to secure the provision of a safe and efficient network of national roads'. For this purpose, it has overall responsibility for planning and supervision of construction and maintenance works on these roads.



## Clare Fire & Rescue

The purpose of the fire operations section of the fire authority is to respond quickly and efficiently to fires and other emergencies 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. Turnout involves the mobilisation of the fire-fighting crews and the appropriate fire appliances.

## Critical Success Factors

### 8.0 The Four 'E's of road safety

**Education-** raising awareness of road safety by imparting knowledge and developing and understanding of the risks with a view to changing attitudes and behaviour at individual, community and organisational levels. Clare's road safety officer undertakes many initiatives at all levels of schools across the county. A number of programmes are delivered to schools for road safety education.

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

**Engineering-** making the road network safer and more forgiving of inevitable errors by road users. Vehicle engineering to improve occupant and pedestrian/cyclist safety and minimize harm. The Local Authority and the National Roads Authority are responsible for engineering issues on the roads.

**Evaluation-** ensuring sustainable reduction in road deaths and serious injury by constant research into the efficacy of actions undertaken. The RSA continues to carry out surveys and evaluations in an effort to ascertain the value and quality of certain campaigns and road behavior.

### 9.0 Education

The core element of road safety awareness happens in schools of all levels. The road safety officer delivers a number of programmes to suit the varied schools and student ages. Some of these programmes are delivered by the Road Safety Authority and the road safety officer assists Primary schools receive the following programmes:

#### Pre-Primary

Clare County Council will work collaboratively with the Road Safety Authority and the Clare County Childcare Committee to ensure that all pre-schools in Co. Clare receive road safety education  
Primary Schools

## A school-goers guide to road safety

This deals with all aspects of young students travelling to school by bus, car, on foot or by bicycle. It also deal deals with high visibility awareness, seatbelt wearing and walking on roads.

### Our Road to Safety

This programme deals with the practical elements of road safety for Primary school students. A number of crossings have been adapted onto rolled up mats and using cones and traffic/pedestrian lights, we provide students with the reality of how to cross roads at various crossings such as zebra, pedestrian, pelican and school warden crossings.

### Be Safe

Be Safe targets 5 to 12 year olds at primary level. This programme covers aspects of road, fire and water safety in an activity based resource pack. It is aimed at children from infants up to sixth class.

### Seatbelt Sherriff & Hi Glo-Silver

This programme is aimed at the 7 to 9 year old students in first class. This successful programme allows children to become Seatbelt Sheriff's by taking a pledge to always wear their seatbelt and also ensure that everyone else in the vehicle wears theirs. The programme has expanded to incorporate 'Hi-Glo Silver'. He encourages children to wear high visibility clothing and to remind their parents that they should wear high visibility jackets or belts when out walking.

### Street smart

Street-Smart is a new initiative from the Road Safety Authority which aims to bring issues of road safety to life for young schoolchildren. The Streetscape is in the form of a giant mat (9.5 metres x 10.5 metres) with a number of props provided to simulate a real street and which is assembled in the school hall

### Walking Bus

The road safety officer also encourages and promotes the walking bus programme at many schools. A number of parents and students use a walking bus regularly.

## WOW Days – Walk on Wednesdays/ Park & Stride

Many schools in conjunction with An Taisce as part of their travel flag of the green schools programme hold a WOW day. Park & Stride day's takes place on a number of occasions during the school term. This encourages Parents/Guardians/Drivers of school children to park their vehicle at a designated parking area and walk with their child to the school.

### Cycle Safety skills

Clare County Council co-ordinates cycle training in primary schools in Clare. Cycle Safety skills are received very well in schools and it allows students to learn the basics of bicycle safety, maintenance, stability and handling. It also gives them safe cycling skills for life.

### Junior School Warden scheme - JSW

There are currently 191 Junior School Wardens operating in six schools in Co. Clare. The role of each warden is an important one, and one that holds responsibility and trust. The JSW scheme is invaluable to any school and a team of six wardens on any school crossing is saving a life on the road every day. A member of the Gardaí assists the road safety officer in providing training to the Junior School Wardens every year. This takes place both in class and on the public road, at the crossing itself.

### Secondary Schools

Road safety education at second level schools is far more advanced and graphic than primary schools. Although the same principles apply in many cases, the programmes in second level are more graphic and hard-hitting. Transition year are generally targeted at second levels. A number of programmes are delivered throughout the year at second level schools.

### 'Your Road to Safety'

This programme is aimed at 16 to 18 year olds. It provides the option to teachers to run the course over a 20 hour or 45 hour period. The programme is interactive and provides valuable safety information for pedestrians, cyclists, passengers, drivers and motorcyclists. It deals with issues such as seatbelts, drink/drug driving, driver fatigue, enforcement, rehabilitation among others. The road safety officer visits TY classes during the programme and provide any additional information to students.

### **It Won't Happen to Me!**

This programme was developed by the Garda National Traffic Bureau and is delivered by a member of the Gardaí locally. The programme is 1 and half hours long and incorporates all aspects of road safety, it illustrates to students the effects and consequences of a collision, it provides images and videos for students to watch and debate. It also enforces the message of road safety, dealing with the main killers on Irish roads: Speed, drink/drug driving and seatbelt wearing. Gardaí relay real life stories, some of which are from incidents they encountered themselves.

### **Road Safety Show:**

This is aimed at transition year students in Secondary Schools and involves road safety ads from around the world, personal accounts from people who have survived serious injury collisions and footage of the families of those who have died. It is a very honest and hard hitting account of the reality of Road Safety in Ireland today. During the show young people will have an opportunity to benefit from presentations by representatives of the Emergency services, a Garda, a member of the Fire Service and an Advanced Paramedic. These emergency services personnel recount some of their own first hand experiences at the scenes of collisions and also the follow-on effects and how it changes people's lives fore

This is complemented by a traffic crash simulation and also the road safety shuttle and roll over car is present at the event, in excess of 500 students & Youthreach members from across the County attended the event.

### **Check it Fits:**

The RSA 'Check it Fits' Service aims to save lives by ensuring that child seats are properly fitted in cars. The 'Check it Fits' team is there to help parents and guardians to correctly fit their child car seats. Clare County Council arranges suitable locations for the RSA 'Check it Fits' Service that travels all over Ireland on a fulltime basis, checking child car seats everywhere it goes.

At present, 3 out of 4 child car seats are incorrectly fitted in cars and an incorrectly fitted child car seat could lead to serious injury or death in the event of a collision.

There are trained experts who are familiar with almost every child car seat on the market and who

can check your car seat and answer any questions at the free 'Check it Fits' Service.

## **10.0 Engineering**

The Council in association with the NRA & Department of Transport continues to endeavour to implement engineering measures with a particular focus on road safety. These developments all play a critical role in endeavouring to make the road network safer for all categories of road users.

### **Road Safety Schemes:**

These works are done at high-risk locations on the road network and can be divided into two categories: Low Cost Safety Schemes and Safety Improvement Schemes.

Low Cost Safety Schemes generally consist of lining, signing and small junction improvements, or the provision of pedestrian facilities.

Safety Improvement Schemes generally consist of short lengths of road realignment.

The criteria for both these categories of scheme are based on the collision history and inspection of sites; schemes are implemented at locations showing treatable solutions to the cause of the collisions. These improvements are carried out on an annual basis in accordance with the NRA's Regional Road Safety Engineer and Clare County Council's roads design team.

### **Road Safety Inspections:**

These are systematic inspections of routes to identify existing issues relating to road safety. It is a proactive approach to reducing collisions, in that it targets known hazards along a route and seeks to remove or reduce these hazards before a collision occurs. It is part of the concept of a "safe systems" approach to road safety engineering as set out in the current national Road Safety Strategy, providing "self-explaining roads" which will make the road easier to understand for road users, and "forgiving roadsides", which will minimise the consequences of any errors that a driver may make.

All National Roads in Clare are scheduled for inspection in 2014, and the identified hazards will be addressed by NRA and Clare County Council Roads section according to the collision risks identified in the inspections.

## Road Safety Audit:

NRA requires that all changes to road layout on the National Road network undergo a Road Safety Audit, and thus all proposed changes to the roads are checked for potential road safety hazards that may arise from these works. NRA provides expertise and advice on road safety auditing, arranging training and experience for Clare County Council staff.

## Winter Maintenance Policy:

Clare County Council is responsible for implementing a winter maintenance programme throughout the County. The Vaisala Weather Transmitter is currently being used in area offices in Mayo. The ice detection and prediction system, in conjunction with thermal mapping, facilitates the Council in establishing areas that are most likely to freeze. The system is used to determine whether or not to carry out salting or gritting depending on the circumstances.

## Periodic Special Speed Limits:

As part of the Speed Limit Review, periodic special speed limits have been installed at schools on National and Regional roads where necessary. Clare County Council currently has a number of these speed limits in operation across the county.

## Driver Feed Back Signs:

Clare County Council has installed a number of these signs across the road network to alert drivers of their speed. They have proven a very useful mechanism for reducing speed.

Signage:

Clare County Council has an ongoing programme of installing appropriate signage and line marking to help reduce collisions.

## 11.0 Enforcement

The Traffic Corps' main area of responsibility is ensuring the free movement of traffic and enforcement of all aspects of traffic legislation. Visible and appropriate enforcement acting as a deterrent and increasing compliance with road traffic laws and this will continue through the duration of this plan.

An Garda Síochána are responsible for enforcement of the road traffic law. This includes setting up checkpoints for the purpose to carry out Mandatory Alcohol Tests (MAT), speeding, seatbelt wearing and other violations of traffic offences.

In 2013, Gardaí in Clare issued 22,510 penalty points to motorists for a variety of offences. These penalty points were issued to the following categories:

1.	Driver	21,983
2.	Other	3
3.	Undefined	482
4.	Vehicle	42

The main penalty point offences were:

- 17,553 points were issued for speeding.
- 2,555 points were issued for use of mobile phones.
- 670 points were issued for non wearing safety belts
- 205 points have been issued to drivers who fail to obey traffic lights

## 12.0 Evaluation

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

## 13.0 Conclusion

The stakeholders under the auspices of the Road Safety Working Group have a vital role in promoting road safety in addition to their relevant statutory obligations under the roads and traffic legislation. The strategy to be adopted in this plan focuses on Education, Engineering, Enforcement & Evaluation. Key Actions that will form the basis of the implementation and success of this plan are indicated, and in meeting these targets the objective and mission statement of this plan will be achieved, "To reduce the number and severity of traffic collisions, and ultimately make the roads in Clare a safer place for all road users"

The effectiveness of this plan will be monitored by collating and reviewing the Collision Data annually.

## 14.0 Action Plan

### Appendix 1 Education

Project	Lead Dept or Agency	Support Department or Agency	Action	Timeframe	Target
1.1 Pre –School	CCC	RSA/CCCC	Promote the use of RSA Simon and Friends safety module	Ongoing	Deliver 10 talks to crèches annually
1.2 Primary School	CCC	RSA	Deliver Road Safety talks to primary schools, promote the use of roads safety modules “Be Safe, Seat Belt Sherriff, High Glo Silver and Safe Cross Code”	Ongoing	4 schools per term
	CCC	AGS	Junior School Warden	Each Term	Train and continual assessment of JSW.
	CCC	An Taisce/ RSA	Cycle Skills Training	Annually	8 schools per term.
	Schools	An Taisce/ CCC	Walking Bus	Annually	Promotion of walking bus as part of Green Schools Programme
	CCC	Schools	Junior Road Safety Officer	Annually	Develop and implement a junior road safety officer programme in 5 schools per term
	CCC	Town Councils	Adult School Wardens	ongoing	Continue to provide school warden service at identified schools and have wardens trained as prescribed.
	CCC	Schools	Road Safety Poster Competition	Annually	4th – 6th classes in all primary schools to be invited
	CCC	Schools	Text Alert	Q2 2015	Request mobile contact no. for each school so they can be notified via text alert system during severe weather events
1.3 Post Primary	RSA	CCC	Encourage roll-out of Transition Year road safety module	Annually	3 new schools to undertake programme each year
	RSA	CCC	Deliver Streetwise Programme to schools	Annually	Junior cycle students
	AGS	CCC/RSA	It won't Happen to me	Annually	Deliver programme to TY students in each school

Project	Lead Dept or Agency	Support Department or Agency	Action	Timeframe	Target
	CCC	AGS/RSA/CF&R	Deliver Road Safety Show for young drivers including roll over car and RSA Shuttle		
	1 show	Senior cycle students in all schools			
1.4 Community Groups	RSA/CCC	Tidy Towns/ Voluntary Groups	Protecting our community "A call to action"	As required	Promote this programme and carry out training of interested groups
1.5 Road safety Promotion	RSA	HSA/AGS/CCC	Implement public education/awareness 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
	CCC	RSA	High Viz Material	Ongoing	Distribute high viz and road safety resources as required/ planned and in conjunction with other media campaigns
	RSA	CCC	Check it fits Road Show	Annually	Have event at 3 locations in Clare each year.
1.6 Road Safety Week	RSA	AGS/LA	Organise an annual road safety week with a series of local and national events	Annually	

## 14.0 Action Plan

### Appendix 2 Engineering

Project	Lead Dept or Agency	Support Department or Agency	Action	Timeframe	Target
2.1 Identify, prioritise and implement low cost safety measures	CCC	DTTAS	Based on collision data, prioritise and submit the accident prone locations on non national roads for inclusion in low cost safety programme	Annually	Complete locations identified in Road works programme each year.
2.2 Implement low cost safety measures and Road Safety Improvement Schemes	NRA	CCC	Based on collision data, prioritise and submit the accident prone locations on national roads for inclusion in road safety programme	Annually	Complete works each year.
2.3 Carry out road safety inspections and implement recommendations	NRA	CCC	Based on inspection of existing national road network	Every 3 years	Inspection in 2015
2.4 Road safety audit	CCC	NRA	Carry out road safety audit on all new road schemes	As required	
2.3 Complete LA 16 forms following fatalities	CCC	AGS	LA16 forms to be completed as soon as possible following fatality	As required	Within 1 month following fatality
2.4 Winter Maintenance	CCC	NRA	Carry out salting as required on the route identified in winter service plan	As required	Publish winter service plan on website annually

Project	Lead Dept or Agency	Support Department or Agency	Action	Timeframe	Target
2.5 School Lights	CCC		Maintain and fix School Flashing Lights around National Schools	Annually	Procure company and carry out relevant survey /works
2.6 Road Works	CCC	Local Media / Website	Keep public informed of road closures	Ongoing	In advance of proposed works
2.7 Driver Feedback Signs	CCC		The installation of signs in known high speed locations	Annually	2 to be installed be year
2.8 Go safe Van locations	CCC	AGS/ Go Safe	Identify suitable high accident locations on regional roads and provide hard stand	Annually	1 site to be identified per annum
2.9 Speed Limits	CCC / NRA	AGS	Carry out review of existing speed limits	Q3 2015	Q3 2015
3.0 Speed Limits	CCC	AGS / NRA	Commence Speed limit review public consultation process	Q4 2015	Q4 2015
3.1 Access Points	NRA	CCC	Reduce the number of access points outside speed limit areas on national roads by 5% by 2020	Q4 2020	5% reduction.
3.2 Road Works Programme	CCC	DTTAS/NRA	Clare County Council will publish there annual road works programme identifying road improvements being carried out	Annually	
3.3 Safety at schools gates	RSA	LA/AGS/DES	Develop a standardised guide to reducing road safety school gate risks and implement nationally	Q4 2014	Q4 2014

## 14.0 Action Plan

### Appendix 3 Enforcement

Project	Lead Dept or Agency	Support Department or Agency	Action	Timeframe	Target
3.1 Go Safe	AGS	Go Safe	Deployment of Go Safe Units and Garda Units to detect and deter speeding	Ongoing	
3.2 ANPR	AGS		Continued use of Automated Number Plate recognition system	Ongoing	
3.3 MAT	AGS		Mandatory Alcohol Test Checkpoints	Ongoing	
3.4 High Visibility Presence	AGS		Increase the level of targeted enforcement of road traffic and road transport Legislation in the Division	Ongoing	
3.5 Traffic Management & Road Safety	AGS	CCC	Ensure the effective policing of major events in terms of Road Safety and traffic management	As required	
3.6 Commercial vehicle checks	AGS	RSA	Increase the number of checkpoints and inspections for abnormal load and safety checks on commercial vehicles	Annually	
3.7 Hedgecutting	CCC	Landowners	Ensure all hedge rows are maintained and do not become a road safety problem for road users.	Sep – Mar annually	

## 14.0 Action Plan

### Appendix 4 Evaluation

Project	Lead Dept or Agency	Support Department or Agency	Action	Timeframe	Target
4.1 Monitor the implementation of the Clare Road Safety Plan	CCC	RSWG	Place as item on agenda for each meeting of the Road safety Working Group	Ongoing	3 meeting per annum
4.2 Monitor Action Plan	CCC	RSWG	Provide report annually on progress of plan	Annually	1 report per annum
4.3 Identify areas where actions have not been met	CCC	RSWG	Identify the reasons why actions were not met and if solution cannot be found, amend action plan accordingly	Annually	
4.4 Mid- term review	CCC	RSWG	Carry out a mid term public consultation inviting feedback on safety plan	2017	

#### Acronyms;

CCC: Clare County Council

RSA: Road Safety Authority

AGS: An Garda Síochána

CF&R: Clare Fire & Rescue

HSA: Health & Safety Authority

NRA: National Roads Authority

DTTAS: Department of Transport, Tourism & Sport

RSWG: Road Safety Working Group



Clare County Council