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Statement of Strategy

As Chairperson of the Road Safety Working Group, I am pleased to present this draft strategy and action plan, which I believe will facilitate the development of a co-ordinated approach to the very important issue of road safety in our county.

This strategy document focuses on implementing engineering, education and enforcement measures. Its implementation will be dependent on the co-operation of the principle organisations charged with responsibility for road safety. These organisations include Clare County Council, An Garda Síochána, the National Roads Authority, the Road Safety Authority and the Health Service Executive.

The strategy will cover the period 2009 – 2012, while an action plan will be developed and implemented for the same period.

I firmly believe that a pro-active approach to educating people on road safety issues is the way forward. It is our intention to focus on schools, parents, community groups etc in order to instil the principle of being a responsible road-user. Creating awareness and changing the behaviour of road users is paramount to this principle. Of course, effecting engineering and enforcement measures will be vital to achieving success and in this regard the commitment of Clare County Council, An Garda Síochána and the National Roads Authority is well established.

It is our intention that fatalities and minor and serious injuries will reduce significantly as a result of the implementation of the strategy and resulting plans. We hope that this will be the reality and that the reduction of the carnage on our roads will be evident as a result of our actions.

I wish to thank the members of the Road Safety Working Group for their commitment and enthusiasm in working towards the completion of this Strategy document and action plan.

David Timlin,
Director of Service & County Engineer,
Transportation & Infrastructure

Mission Statement

“To reduce the incidence and severity of crashes, road user death and injury in County Clare”

Executive Summary

The Road Safety Working Group led by Clare County Council was re-constituted in July 2005. Its main role is to oversee the development and implementation of a Clare Road Safety Strategy. Membership of the group is drawn from Clare County Council, An Garda Síochána, the National Roads Authority, the Road Safety Authority, the Health Service Executive and the Community & Voluntary sector.

The NRA maintains the national records of road collisions as reported by An Garda Síochána. The latest report, “Road Collision Facts 2006” is a comprehensive analysis of the available information.

The known contributory factors to road collisions include driver and pedestrian error and road, vehicle and environmental factors, all of which continue to present challenges in trying to tackle the road safety issue.

The Road Safety Authority’s Road Safety Strategy 2007-2012 establishes a number of primary and secondary targets for achievements under the general headings of Education, Enforcement, Engineering and Evaluation. Based on these targets Clare Road Working group has developed a set of objectives around these strategic themes in an effort to increase road safety on Clare roads. These themes are further categorised to include the areas of community involvement, safer road users, safer roads and co-ordination and communication. In order to achieve the stated objectives an action plan has been developed for a three-year period. This action plan will be reviewed on an annual basis.

While it is acknowledged that the lead agencies have a responsibility to implement this Strategy, it must be stated that everybody has a role to play in the endeavour to realise the reduction of fatalities and minor and serious injuries on our roads.

Stakeholders



Clare Local Authorities:

Clare County Council plays a dual role in road safety in the county. It promotes activity in both education and awareness in addition to engineering measures.

The County Council currently promotes the Junior School Warden Scheme and the Cycling Safety Skills Programme in a number of primary schools throughout the County. It also employs Adult Wardens and organises media campaigns.

Engineering measures implemented by the Council include traffic calming schemes, road safety audits and low cost safety schemes including the installation of flashing school lights at schools throughout the county. As part of the Councils annual roads programme, lining and signing is upgraded on a regular basis on all roads in the county. 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.

In 2008 Clare County Council carried out National Secondary Safety Measures funded by the NRA to the value of €98,000, Specific Low- Cost Safety Measures funded by the Department of Transport to the value of €15,000, improvements in signing, lining and delineation etc. were also completed in 2008. As part of out on going maintenance works, an emphasis will be on cleaning signs, drainage schemes and the delivery of low cost safety measures in order to maximise funding allocations. The total expenditure in 2008 on road safety engineering measures was approximately €600,000.

The following extract from the Clare County Development Plan 2005 – 2011 re-enforce the Local Authorities road safety role. The plan states that:

“The Planning Authority will seek to provide a safe and convenient road network for pedestrians, cyclists, public transport, private and commercial vehicles and other road users”.



An Garda Síochána:

An Garda Síochána is Ireland’s National Police Service and is committed to significantly reducing the incidence of road fatalities and serious injuries and to improve road safety. Operation Lifesaver is one of the principle Garda enforcement campaigns that principally focuses on speeding offences, the non-wearing of seat belts and drink driving. In each division throughout the country, there are Garda Traffic Corps units dedicated to the enforcement of road traffic legislation, the improvement of driver behaviour and traffic management generally. The numbers of Gardaí attached to Traffic Corps has been greatly increased in recent years as part of the Garda Síochána’s continuing commitment to enhancing overall road safety. An Garda Síochána aims to:

1. Reduce the incidence of fatal and serious injury traffic collisions
2. Target groups of drivers most likely to be involved in dangerous driving offences

3. To improve road safety. This will be achieved by:

Greater use of Mat (Mandatory Alcohol Testing) checkpoints and conducting 152 MAT Checkpoints per month.

Conduct 800 breath tests per month.

Conduct intelligence led operations targeting drivers under the influence in identified specific urban and rural areas.

Conduct 150 speed detection checks per month.

Conduct 20 high visibility static vehicle stops per month.

Continuing to improve public awareness through greater engagement , communication, visibility and enforcement.





Road Safety Authority

The Road Safety Authority (RSA) is a new agency established to take a lead role in the area of road safety. The RSA is a body under the aegis of the Department of Transport which is responsible for:

- promotion of road safety
- crash/collision and road safety research
- driver testing and licensing
- vehicle standards
- road haulage enforcement functions
- registration of driving instructors
- driver vocational training
- compulsory basic training for motorcyclists

The RSA intends to bring Ireland's road safety record into line with "best practice" countries throughout the World. The achievement of this objective will involve co-operation with many stakeholders working in the area of road safety, including the Gardai, education sector, health sector, local authorities, National Roads Authority, the media and of course the general public.

Overall Objective

To provide an environment for all road users that maximises safety and provides for efficient use of our road network.

Specific Objectives to:

- be at the leading edge in the drive to champion the cause of road safety for all road users
- carry out research into the causes of road accidents and to develop measures and practices to improve safety on our roads
- provide an efficient and secure driver licensing system
- provide a fair and efficient driver testing system
- undertake public awareness and education campaigns to inform and improve driver behaviour
- support enforcement measures
- establish and monitor a standard for driving instruction
- liaise with other organisation and bodies to maximise positive impact on road safety

The RSA will have responsibility for the delivery of functions across four critical areas of road safety Education, Enforcement, Engineering and Evaluation:

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Education;

- Develop age appropriate safety messages and programmes
- Deliver effective safety campaigns using media to target various groups
- Regulate the driving instruction industry to enable the delivery of quality tuition to learner drivers
- Implement a scheme of training for vocational drivers

Enforcement;

- Deliver an effective and efficient driver testing and licensing system
- Monitor compliance with tachograph rules
- Enforcement of rules relating to road haulage industry
- Oversee roadworthiness testing regimes for motor vehicles

Engineering;

- Contribute to EU rules on vehicle standards
- Feedback data to NRA and Donegal County Council to assist with road design

Evaluation;

- Develop a comprehensive road safety research programme
- Monitor road safety interventions for effectiveness
- Prepare data for Irish and International bodies on road safety



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.

Employing in excess of 130,000 people with an annual budget of €14.7 billion, the HSE operates 24 hours a day, seven days a week. Almost every one of us will use a service provided by the HSE during any given year. The objective of the HSE is to provide services that improve, promote and protect the health and welfare of the public. One of the key objectives is to work in co-operation with colleagues like the Road Safety Authority, Garda Síochána, Local Authorities etc. to improve road safety on our roads in order to reduce death and injury resulting from road collisions.

The approach to road safety taken by the HSE involves addressing the four core issues where road deaths and injuries are influenced by human behaviour, which are:

1. Wearing a seat belt
2. Speeding
3. Driving while under the influence of drugs or alcohol
4. Continuing to drive while fatigued.



National Roads Authority:

The National Roads Authority 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. Other areas of responsibility include:

Accident records: The nationwide accident database is compiled and maintained by the NRA in the National Road Safety Records Bureau, using the PC16 reports produced by Gardai for every reported collision. Information from this database can be used to identify locations where there might be a higher than average accident rate, or a pattern of certain types of accident. These locations might be single spots on the county's road network or entire routes.

Engineering Measures: The NRA funds the Low Cost Accident Remedial Measures programme, to enable the County Council to implement engineering solutions at locations where a high accident rate has been identified. The NRA also provides expertise to help with identifying these locations and devising remedial measures. This expertise is given for both national and non-national roads.

Traffic Calming: the NRA provides funding and design advice for traffic calming schemes in towns and villages on national roads. The objective of these schemes is to slow traffic travelling through the villages and towns. The effects of these measures on traffic speeds and numbers of collisions are continually monitored, and designs are amended accordingly.

Flashing School Warning Signs: The nationwide programme of installing electronic flashing school warning signs was implemented by the NRA between 1999 and 2001. These signs are now annually maintained and programmed by the NRA to ensure that each school's signs are activated at the correct times each day. The NRA is currently carrying out a pilot study connecting these signs to periodic speed limit signs, which would be activated at the same times.

Road Safety Audit: The NRA provides expertise and advice on road safety auditing and arranges the necessary training for County Council staff. It requires that all changes to road layouts on national roads undergo a road safety audit, and thus all proposed changes to the road network are checked for potential road safety hazards that may arise from the proposed works.

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Road Safety Research: the NRA collates the nationwide accident data to produce “Road Collision Facts”, and regularly produces research documents monitoring the effects of engineering measures and traffic calming. International research on road safety matters is continually monitored by the NRA and is taken into account when devising road safety measures.

Winter Maintenance: The NRA installed and continues to maintain all weather stations nationwide and collates weather information daily for all local authorities. The County Council uses this information in deciding whether or not to treat the roads.

Profile & Population 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).

The population of Clare increased by 7.4% between 2002 and 2006. In 2006, 110,950 people made up the population of Clare represented by 56,048 males and 54,902 females.

The following table provides statistics regarding the change in population from 2002 to 2006 broken down by urban area and rural area.

Table 1

District	2002 Persons	2006 Persons	Change in Population 2002 – 2006
Ennis Town	18,830	20142	7%
Kilrush Town	2,699	2657	-2%
Ballyvaughan RA	2,622	2690	3%
Corrofin RA	3,102	3309	7%
Ennis RA	26,043	28622	10%
Ennistymon RA	9,482	9792	3%
Kiladysart RA	4,193	4502	7%
Kilrush RA	10,344	10739	4%
Meelick RA	13,548	15069	11%
Scarriff RA	6,600	6747	2%
Tulla RA	5,814	6681	15%

Source: CSO, 2006

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The number of cars on Irish roads has increased threefold since 1971. In the 2006 Census, approximately 1.2 million households had at least one car each, compared to just over a million households in 2002 and 670,000 in 1996. The table below indicates the level of car ownership per household in Clare.

Year	No. of Households	Cars per household				Households with at least 1 car	% of households with a car
		1	2	3	4 or more		
2006	38026	14,534	14,205	2565	948	32,252	85%

Clare's Road Network

An efficient road network is essential to the economic development of any County. Two National Primary Routes and three National Secondary Routes traverse Clare. The N18 Limerick-Ennis-Galway road and the N19 link to Shannon Airport form part of the National Western Corridor, which has benefited from major improvement works.

National Secondary Routes include the N67 which follows the Atlantic coast north/south from Ballyvaughan to Killimer, the N85 east/west from Ennis to Ennistymon and the N68 southwest from Ennis to Kilrush.

The total length of road in Clare, by category is as follows:

Road Category	Km	
Local	3,399	80% of Network
Regional	604	14.5% of Network
National Primary	53	1% of Network
National Secondary	180	4.5% of Network
Total	4236	

Clare County Council is responsible for maintaining and improving the road network in Clare. The Councils Annual Roadworks Programme sets out priorities each year for improvements to national and non-national roads in the county. The Council in association with the NRA, the Department of the Environment, Heritage & Local Government and An Garda Síochána continues to endeavour to implement engineering measures with a particular focus on road safety.

Road Safety – National Context

The first national road safety strategy, “The Road to Safety 1998 – 2002” set a main target of a reduction of a minimum of 20% in road deaths and serious injuries. Other targets related to speeding, driving under the influence of alcohol, seat-belt wearing and engineering measures to reduce collision rates at high collision locations. The introduction of the penalty points system in late 2002 had a significant impact on raising road safety awareness.

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The current “Road Safety Strategy 2004 - 2006 targets a reduction in the average level of fatalities. The main target is “a 25% reduction on the average number of road deaths between 1998 and 2003, which should result in no more than 300 deaths per annum by the end of the period of the strategy”. Secondary target areas to be addressed include speeding (speed limit review), seat-belt use, driving while intoxicated, engineering measures and vulnerable road users (motorcyclists, children, pedestrians, elderly, cyclists).

Road Safety – Local Context

1. Develop objectives for the reduction and prevention of road accidents
2. Develop strategies to achieve the objectives
3. Involve other agencies in the process
4. Develop a monitoring system for implementation

In July 2005, the Road Safety Working Group led by Clare County Council was re-constituted. The agreed Terms of Reference of the Group are to:

1. Oversee the development and implementation of a Clare Road Safety Strategy.
2. Endeavour to secure funding for the implementation of the resulting plans
3. Agree actions to be progressed over the life-time of the plan
4. Ensure that all agencies/representatives on the Group work together to achieve the objectives of the plan
5. Ensure that each electoral area in Clare benefits from the implementation of the plan
6. Recommend road safety policies to the Transportation & Infrastructure Strategic Policy Committee
7. Input into the County Speed Limit Review process
8. The Group will meet three times each year
9. The Group will be chaired by the Director of Service & County Engineer
- 10.

Membership of the Group is drawn from Clare County Council, An Garda Síochána, the National Roads Authority, the Road Safety Authority, the Health Service Executive and the Community & Voluntary sector.

Members of the Committee are as follows:

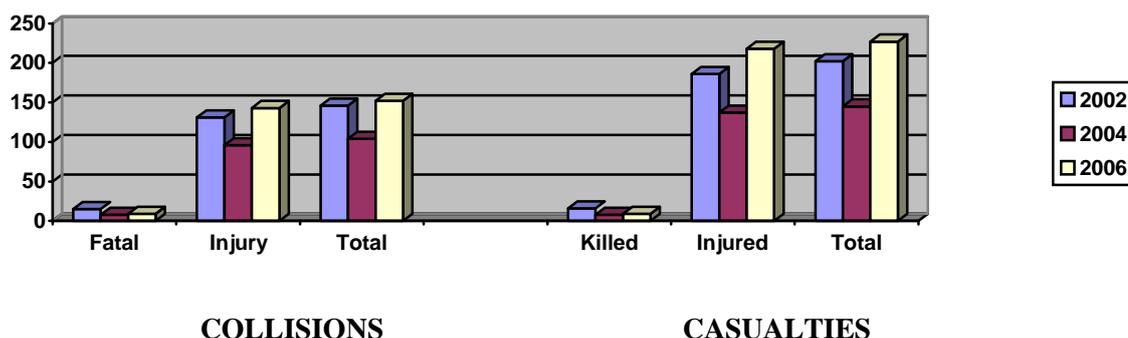
Member			Organisation
Councillor	Tony	Mulcahy	Clare County Council
Councillor	Brian	Meaney	Clare County Council
Councillor	Tony	O'Brien	Clare County Council
Ms	Fiona	Mooney	Clare County Council
Mr	David	Timlin	Clare County Council
Mr	Tom	Tiernan	Clare County Council
Mr	Barry	Keating	Clare County Council
Mr	Garry	Cunningham	Clare County Council
Mr	Eugene	O'Shea	Clare County Council
Mr	Anthony	Considine	Clare County Council
Ms	Angela	Teehan	Road Safety Authority
Ms	Geraldine	Quinn	Health Service Executive
Inspector	John	Galvin	An Garda Síochána
Sergeant	Matty	Molyneaux	An Garda Síochána
Ms	Lucy	Curtis	National Roads Authority
Mr	Patrick	Murphy	Community & Voluntary sector

Road Fatalities and Injuries – The Facts

The National Roads Authority maintains the national records of road collisions as reported by An Garda Síochána.

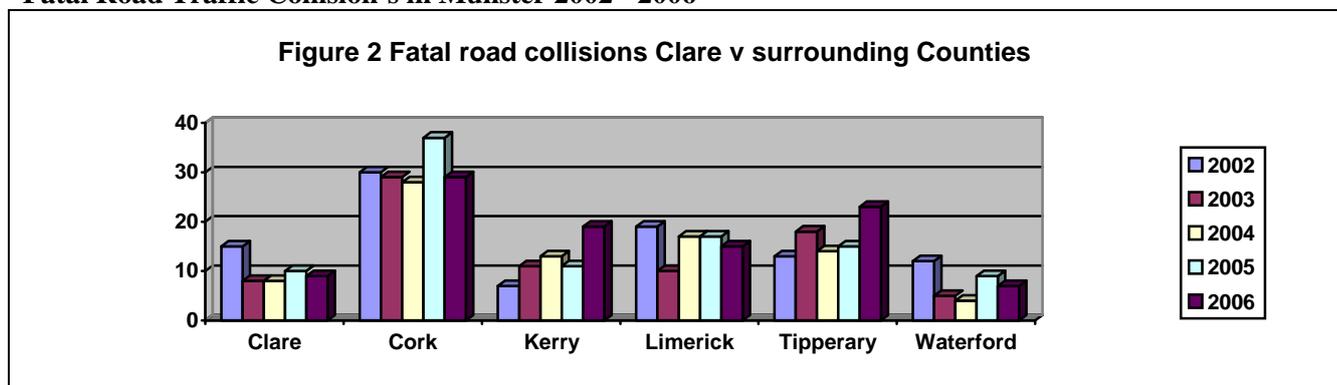
Collisions			Casualties					
Year	Pop (000's)	Reg(000's) Motor vehicle	Fatal	Injury	Total	Killed	Injured	Total
2002	103	52	15	131	146	16	186	202
2004	103	58	8	96	104	8	137	145
2006	111	65	9	143	152	9	218	227

Figure 1 Traffic collisions and casualties in Clare



Clare v Surrounding Counties

Fatal Road Traffic Collision's in Munster 2002 - 2006



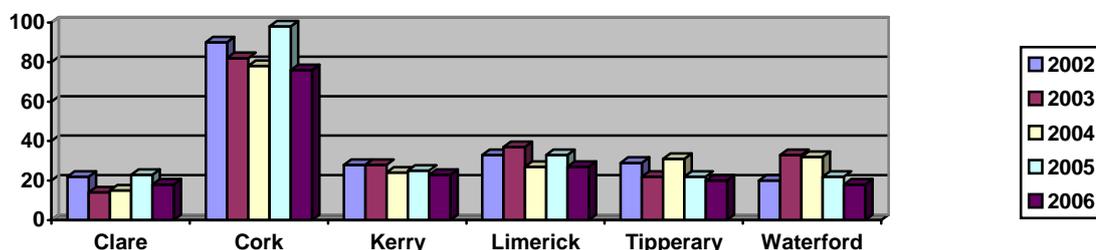
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Year	Clare	Cork	Kerry	Limerick	Tipperary	Waterford	Munster Total
2002	15	30	7	19	13	12	96
2003	8	29	11	10	18	5	81
2004	8	28	13	17	14	4	84
2005	10	37	11	17	15	9	99
2006	9	29	19	15	23	7	102
Total	50	153	61	78	83	37	462
% of Fatal	11%	33%	13%	17%	18%	8%	

The total number of fatal Road Traffic Collisions for Munster from 2002 – 2006 accounted for 25% of the national number during this period.

Serious Injury in Munster 2002 – 2006

Figure 3 Serious injury Clare v surrounding Counties



Year	Clare	Cork	Kerry	Limerick	Tipperary	Waterford	Munster Total
2002	22	90	28	33	29	20	222
2003	14	82	28	37	22	33	216
2004	15	78	24	27	31	32	207
2005	23	98	25	33	22	22	223
2006	18	76	23	27	20	18	182
Total	92	424	128	157	124	125	4621050
% of Fatal	9%	40%	12%	15%	12%	12%	

The total number of serious Road Traffic Collisions for Munster from 2002 – 2006 accounted for 24% of the national number during this period.

Road Fatalities and Injuries – The Causes

On a regular basis, the NRA publish national surveys of Free Speeds (urban and rural). Free Speed is defined as the speed at which drivers choose to travel when unconstrained by either road geometry (e.g. sharp bends), weather conditions (e.g. rain) or traffic conditions (e.g. congestion). Statistics on seat-belt wearing rates are also recorded. The latest report records such statistics for 2003 and shows a remarkable improvement in rural areas regarding car speeding rates on dual carriageways and two-lane national primary roads. The report highlights that the number of free-speeding cars breaking the posted limit fell from 43% in 2002 to 29% in 2003 on dual carriageways and from 44% to 30% on national primary roads for the same period. In urban

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areas, the proportion of cars exceeding the speed limit on urban arterial and residential roads fell sharply over the previous year.

Driver seatbelt wearing rates increased from 71% in 2002 to 85% in 2003, while front seat-belt wearing rates averaged 68% for primary school children and 62% for secondary students. Rear seat-belt wearing rates were 48% for primary school children and 44% for secondary school children.

It is important to note that these trends may have been substantially influenced by the introduction of penalty points for speeding violations and seat belt wearing offences on 31 October 2002 and the 25 August 2003 respectively.

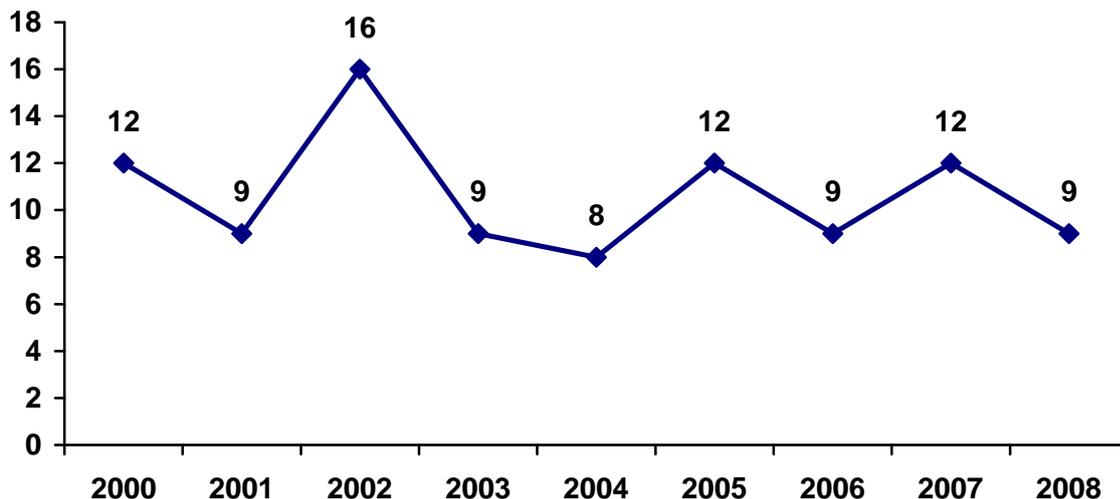
While these national statistics record a positive message, the known contributory factors to road collisions such as driver and pedestrian error and road, vehicle and environmental factors continue to present challenges in trying to tackle road safety issues.

The purpose of this strategy and action plan is to concentrate on these factors and to introduce measures, which will reduce the number of road collisions in the county.

The average number of road deaths per year in Clare since 2000 is 11.

The average number of deaths per kilometre of road in Clare since 2000 is .0025 fatalities per kilometre of road or 1 road death for every 400 km of road network.

Figure 4 Clare Fatalities 2000 - 2008



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

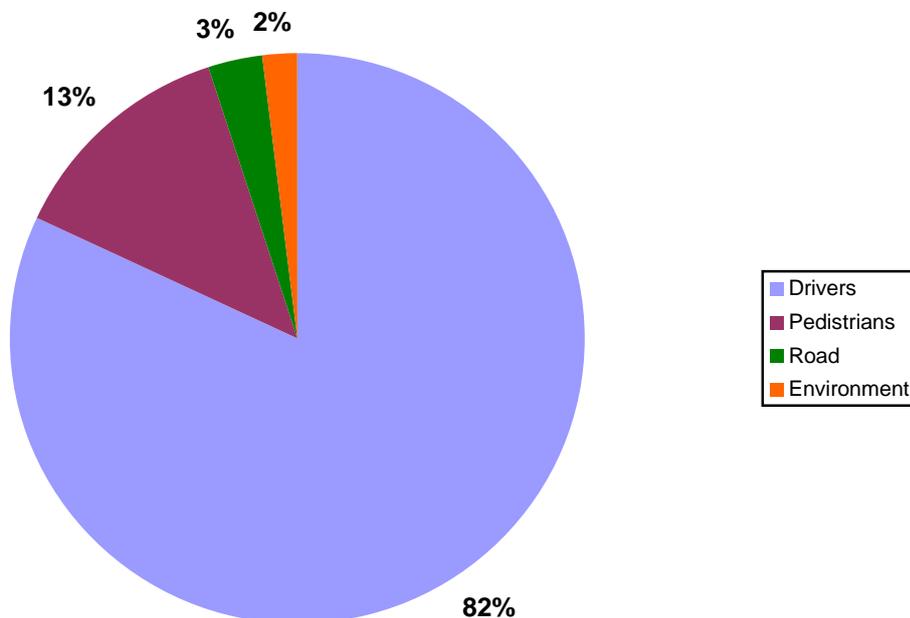
- Speed, inappropriate for, or inconsistent with, the prevailing circumstances or driving conditions.
- Impaired driving through alcohol, drugs or fatigue.
- Failure to use or properly use seatbelts and child safety restraints.
- Unsafe behaviour towards/by vulnerable road users (pedestrians, Motorcyclists,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

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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 were not wearing a safety belt or child restraint.
- 1 in every 3 children travel 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.

Figure 5. Contributory Factors for Fatal Road Collisions Nationally



Garda Enforcement

Since the introduction of the penalty points system in 2002, Gardai in Clare have recorded the following offences:

- 12,915 penalty points issued in Clare.
- 9,008 points were issued in respect to speeding.
- 1,232 points were issued in respect to non wearing seat belts
- 1,341 points were issued in respect to use of mobile phones.
- 413 points have been issued to drivers who cross continuous white line/broken line

(see Appendix A)

DRAFT Road Safety Strategy 2009 – 2012

Up to December 2008 a total of two drivers have received 12 penalty points on their licence which results in disqualification for six months.

The table below demonstrates the number of penalty points issued to drivers in Clare as at 31st January 2008.

County	1PP	2PP	3PP	4PP	5PP	6PP	7PP	8PP	9PP	10PP	11PP	12PP
Clare	131	6953	49	1184	26	251	8	63	1	20	0	2

Road Fatalities and Injuries – The Measures

Clare County Council, the National Roads Authority, An Garda Síochána, the Road Safety Authority and road users all play a crucial role in endeavouring to make the road network safer for all categories of road user.

Listed below are a number of measures, which are promoted and implemented by Clare County Council, the National Roads Authority, An Garda Síochána and the Road Safety Authority.

In line with the Road Safety Authority's Road Safety Strategy 2007 – 2012, the Clare Road Safety Committee will endeavour to meet their target of a 20% reduction in road fatalities by the completion of the Clare Road Safety Strategy.

Road safety audit: Audit procedures are incorporated into the Design Manual for Roads and Bridges which became the design standard for National Roads in early 2001. A Road safety audit involves the evaluation of road schemes during design and construction to identify potential hazards that may affect any type of road user, and the appropriate measures to eliminate or mitigate any such hazards.

Traffic calming schemes: Such schemes, which are funded by the NRA, aim to improve the road safety of National Roads where they pass through towns and villages. It has been found that the posting of speed limits alone on national routes passing through towns and villages, without any physical speed reducing measures, does not induce drivers to reduce their speed to any significant degree. Traffic calming aims to reduce vehicle speeds by self-enforcing traffic engineering methods. Slower speeds result in fewer crashes.

The speed reductions are achieved by altering the appearance of the road on the approach to the town/village through the use of "gateways" and are maintained by further traffic management arrangements within the town itself. The primary criteria applied in selecting towns and villages for traffic calming are the number and severity of crashes.

DRAFT Road Safety Strategy 2009 – 2012

Low cost safety schemes: These works include lining, signing and junction improvements. These improvements are carried out on a yearly basis and in accordance with the annual road works programme implemented by Clare County Council.

Accident remedial schemes: These schemes include all low cost safety measures in addition to geometry changes at junctions where necessary.

Signage: Clare County Council continues its programme of upgrading all directional and advance directional signage on regional roads, and this should be completed in 2009. All warning and regulatory signs will be audited and upgraded where necessary.

Winter Maintenance policy: Clare County Council is responsible for implementing a winter maintenance programme throughout the county. The Vaiscala Weather Transmitter is currently used in two locations in Clare - Crusheen and Ogonnoloe. 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/gritting depending on circumstances.

Periodic Special Speed Limits: As part of the Speed Limit Review, periodic special speed limits will be installed at schools on national and regional roads where necessary. Clare County Council currently has one of these special speed limits in operation at Quilty National School. These are being reviewed and assessed at present.

Garda Inspection Platforms: Three platforms have been constructed on the N18 which will facilitate An Garda Síochána with speed monitoring and enforcement.

Education and Awareness: Schools throughout the county are encouraged to participate in a number of road safety programmes organised by Clare County Council. In association with the Road Safety Authority, Clare County Council continues to promote campaigns on road safety and also manages the distribution of targeted information. In 2008, 600 transition year students from secondary schools in Clare attended the Lifesaver Project in Glor. It is proposed to continue this programme in coming years.

Enforcement: An Garda Síochána continues to endeavour to reduce the incidence of fatal and serious injury collisions and improve traffic flow through rigorous enforcement with regard to speeding, seat-belt use/child restraints and drink driving offences.

**DRAFT Road Safety Strategy 2009 – 2012
& Action Plan 2009 - 2012**

ACTION PLAN 2009 – 2012

International consensus has built around the Four E's as the pivotal elements in reducing road deaths.

Education

Raising awareness by imparting knowledge and developing an understanding of the risks with a view to changing attitudes and behaviour at individual, community and organisational levels.

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 minimise harm.

Enforcement

Visible and appropriate enforcement acting as a deterrent and increasing compliance with road traffic laws.

Evaluation

Ensuring sustainable reduction in road deaths and serious injury by constant research into the efficacy of actions undertaken.

Each of the stakeholders are committed to implementing the actions outlined with an objective to meet National targets of reducing road deaths by 20% in Clare by the completion of the Clare Road Safety Strategy in 2012.

**DRAFT Road Safety Strategy 2009 – 2012
& Action Plan 2009 - 2012**

1. EDUCATION

Raising awareness of road safety with a view to changing attitudes and behaviour at individual, community and organisational levels

Project	Lead Dept or Agency	Support Department or Agency	Action	Timeframe	Target
1.1 Lead the implementation of a comprehensive integrated road safety education programme in:					
1.1.1 Primary School	CCC	HSE; An Taisce, An Garda Síochána	Deliver training on safer cycling and walking bus concept	Deliver talks and training to 10 primary schools by December 2009	6 - 12 year old primary school pupils
	CCC	An Garda Síochána	Co-ordinate and promote the Junior School Warden Scheme	JSW to be promoted in 6 schools per annum	6 th class pupils
1.1.2 Post-Primary Schools	CCC	An Garda Síochána	Deliver Streetwise Programme to schools	20 schools delivered training each year	Junior cycle students
		RSA	Encourage roll-out of Transition Year road safety module	10 schools to participate by 2010	Transition year student (15 – 17 yr old)
	CCC	RSA; An Garda Síochána	Deliver Road Safety Road Show for young drivers	1 show delivered each year	4 th , 5 th , 6 th year students, FAS students, 3 rd level students
	CCC, An Garda Síochána		Provide general Road safety presentations	20 schools visited per annum	Post primary schools
1.1.3 Local community groups	CCC, RSA	Community Groups	Deliver Road Safety presentation to groups And RSA to roll out community programme	8 presented per annum	Community groups
1.2 Utilise local media to increase public awareness of road safety issues	CCC	RSA; An Garda Síochána	Design & deliver campaigns to target the main casual factors for collisions, deaths and serious injuries for all users but in particular high risk groups	4 major campaigns per annum	Major 'at-risk' groups especially the 17-34 year age group who are statistically most at risk
1.2 Promotion of road safety through the Clare County Council website to generate interest and encourage participation among target groups	CCC		General public particularly high-risk age group of 17 - 34 years	Develop website in conjunction with youth groups by December 2009	General public particularly high risk age group of 17 - 34 years
1.3 Provide an Adult School Warden Service	CCC	Town Councils	Continue to provide school warden service provided at identified schools and have wardens trained	Provided at 11 locations	4 – 12 year old pupils

**DRAFT Road Safety Strategy 2009 – 2012
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2. ENGINEERING

To make Clare's road network safe and more forgiving of inevitable errors by road users

Project	Delivered by	Action	Target
2.1 Upgrade National Secondary Road Network in the County	NRA; CCC	Improve and realign existing national secondary road network	** 10km improved per annum
2.2 Upgrade Non-National Road Network in the County	DoT, CCC	Improve and upgrade regional and local roads	** 300km improved per annum
2.4 Provide remedial safety measures at identified collision locations on national secondary roads	NRA; CCC	Locations identified and appropriate measures provided	** Measures provided at 2 locations annually, subject to being identified as requiring measures
2.5 Implement low cost improvement measures at designated locations on non-national roads	DoT, CCC, NRA	Locations identified and appropriate measures provided	** Measures provided at 7 locations annually, subject to being identified as requiring measures
2.6 Survey of School Flashing Lights to ensure continuing safety around National Schools in the County	CCC	Maintain and fix School Flashing Lights around National Schools	Review annually.

** Locations will be identified in Clare County Council's Annual Road Works Programme and will be subject to funding approval from the NRA and DoT

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3. ENFORCEMENT

Ensure visible and appropriate enforcement acting as a deterrent and increasing compliance with road traffic laws

Project	Delivered by	Target Audience	Timeframe
3.1 Increase the level of targeted enforcement of road traffic and road transport Legislation in the Division	An Garda Síochána	General Public	Annually
3.2 Establish Incident Room for every Fatal Road Traffic Accident	An Garda Síochána		Every accident
3.3 Ensure the effective policing of major events in terms of Road Safety and traffic management	An Garda Síochána	General Public	Annually
3.4 Enforcement of all road traffic legislation in relation to ‘boy racer’ vehicles	An Garda Síochána	‘Boy Racers’ and General Public	Annually
3.5 Monitor collision trends and identify and update Collision Prone Locations (CPLs)	An Garda Síochána		Annually
3.6 Increase organisational capability in traffic policing	An Garda Síochána		Annually
3.7 Ensure all safety legislation i.e. hedgecutting under Roads Act is complied with.	CCC	Landowners & Drivers	Annually

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4. EVALUATION

Ensure sustainable reduction in road deaths and serious injury by constant research into the efficacy of actions undertaken

Project	Delivered by	Timeframe
4.1 Monitor the implementation of this Strategy through the Clare Road Safety Committee meetings	CCC	3 meetings per annum
4.2 Produce an annual report detailing actions achieved and distribute to all stakeholders	CCC	1 report per annum
4.3 Enhance the collection and availability of data from enforcement activity to support the analysis and review of the Road Safety Strategy by the Advisory Panel	An Garda Síochána, NRA	1 report per annum
4.4 Review and research the outputs from collision analysis, including pre-crash behaviour of those involved in fatal and serious injury collisions, to ensure road related factors receive remedial attention as soon as possible	CCC; An Garda Síochána, NRA	1 report per serious and fatal collision
4.5 Research and update the mapping of collision-prone zones and include analysis by volume and type of vehicles on the road network with special emphasis on regional and local roads	NRA; CCC, An Garda Síochána	Update after each collision

APPENDIX A
PENALTY POINT OFFENCES IN CLARE

Offence Type	Points
Breach of duties on occurrence of an accident	1
Breach of motorway outside lane driving rule	3
Careless driving	2
Contravention of requirements at junctions	-
Contravention of requirements for reversing	1
Cross continuous white line/broken line	413
Dangerous driving reduced to careless driving	2
Drive against flow of traffic on motorway	-
Drive on hard shoulder / non carriageway – motorway	3
Driving a vehicle when unfit	-
Driving a vehicle while holding a mobile phone	1341
Driving along / across a median strip	24
Driving on / across a cycle track	-
Driving on / across a footway	1
Driving without reasonable consideration	122
Entry to hatched marked area	42
Exceed road works speed limit	15
Fail to act in accordance with Garda signal	-
Fail to comply with Keep to Right / Left signs	3
Fail to comply with mandatory traffic signs	11
Fail to comply with No Entry traffic sign	22
Fail to comply with prohibitory traffic signs	166
Fail to comply with traffic lane markings	38
Fail to drive on the left hand side	5
Fail to obey rules at railway level crossing	-
Fail to obey traffic lights	267
Fail to stop before a Stop sign / Stop line	29
Fail to stop for Garda	6
Fail to stop for school warden sign	-
Fail to turn left onto a roundabout	3
Fail to yield right of way	10
Fail to yield right of way at sign / line	5
General speed obligation – stop visible distance	1
No child restraint front seat – child	28
No child restraint rear seat - child	27
No insurance (user)	18
No safety belt – driver	1146
No safety belt front seat - child	39
No safety belt rear seat – child	47
Offence relating to over-taking	66
Parking a vehicle in a dangerous position	-
Speeding	9008
Total	12915