Comhairle Contae
Átha Cliath Theas
South Dublin County Council

A Safer Community

South Dublin County Council Road Safety Plan 2016 - 2020

SAFETY FIRST

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Foreword I Councillor William Lavelle, Chair of RSWTG

As commuting habits in Dublin change we are now seeing an increased number of people walking and cycling to work, school, college and social activities. While this change in mobility patterns is slow, it is growing and is a very welcome change. However, given the predominantly suburban or rural nature of our County, it is understandable that the car is still the favoured mode of transport for many. This inevitably increases the danger for vulnerable road users such as pedestrians, motorcyclist and pedal cyclists. Being aware of this fact we now must make a strategically planned approach on how to reduce the risk, frequency and severity of road collisions.

Road Safety is not the responsibility of one organisation. It is the responsibility of many stakeholders and all road users. The South Dublin Road Safety Working Together Group has prepared this plan to promote good road behaviour, provide suitable infrastructure and generate a joint approach by all parties to saving lives on South Dublin's roads.

As Chair of both the Road Safety Working Together Group and the Strategic Policy Committee for Land Use Planning and Transportation in South Dublin, I believe in supporting and delivering sustainable travel modes. But we must see safety on our roads as a critical factor in promoting sustainability. I am proud to be involved with efforts to improving Road Safety. A lot has been done already but with this Plan we now have a roadmap in place to achieve meaningful results. We also have the support structures in place to ensure the objectives set out in the Plan are achievable.

Councillor William Lavelle
Chairperson, Land Use Planning and Transportation Strategic Policy Committee & Road Safety Working Together Group .

Foreword II Mr. Daniel McLoughlin, CEO of SDCC

South Dublin County Council currently has one of the safest road networks in Ireland and with the launch of its first Road Safety Plan it is hoped to further improve our performance.

Traffic flow within and through South Dublin is at an all-time high and all forecasts indicate it will increase in the coming years. Within our boundaries we have the busiest section of Motorway in Ireland and also two of the most used feeder routes into Dublin city centre. Cycling is on the increase and we have a large school going population. Vulnerable road users are at greater risk and therefore require additional attention.

South Dublin County Council is acutely aware of its responsibilities to all road users, drivers, cyclists, pedestrians. We are constantly striving to improve the awareness of road safety issues, whilst also improving our infrastructure and the safety of our road network.

In partnership with the members of our newly formed Road Safety Working Together Group, we are now positioned to take a joint approach to the safety of all road users. Applying the 4 E's of Road Safety as our core principle, Education, Engineering, Enforcement and Evaluation, we will strive to reduce the number of fatalities and injuries on our roads.

I am very pleased to present South Dublin County Council's Road Safety Plan 2016 – 2020 which details a series of actions in collaboration with all relevant agencies. This will contribute to the Road Safety Authority's objective to make Irish roads the safest in Europe.

Mr. Daniel McLoughlin
Chief Executive Officer,
South Dublin County Council

Foreword III Ms. Moyagh Murdock, CEO of RSA

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 from 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, moral 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 South Dublin County Council Road Safety Plan 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 South Dublin County Council Road Safety Working Together Group well on the publication of the new South Dublin Road Safety Plan 2016-2020 and I am confident that if we all work together, we will increase the safety of all road users using the roads in South Dublin.

Safer roads, only you can get us there.

Moyagh Murdock
Chief Executive Officer
Road Safety Authority

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1.1 Introduction

In March 2013 the Road Safety Authority launched (RSA) Ireland's national Road Safety Strategy 2013-2020. This is their fourth strategy and is titled "Closing the Gap" and it outlines the national plan for making the Irish roads network one of the safest in Europe. It set clear targets of reducing the number of lives lost on our roads annually to 124 by 2020 and the number of people seriously injured to 330.

South Dublin County Council (SDCC) fully support the work of the RSA and to fulfil our obligations under the strategy we have produced our own Road Safety Action Plan 2016-2020. This is a complementary document to the national strategy and outlines what actions we in South Dublin are going to undertake to improve the safety of our roads. This is the first strategy produced by South Dublin County Council and it aims to identify areas where we can promote and improve road safety and create an action plan for this.

SDCC recognises that while a combined national approach is required to make a noticeable and long lasting change to our roads, Local Authorities have a responsibility to work at local level to bring about this change. We have statutory obligations under the Roads Act but we also have a social obligation to the people of South Dublin. Creating the safest roads possible and raising awareness among road users of the risks associated with roads and promoting the correct behaviour when using them, is an extremely high priority for SDCC

While South Dublin currently has a road collision casualty rate per population below the national average and compares favourably to other urban areas of a similar nature, we continue to strive to reduce this number. The recovering economy and growing population increase the users on our roads network and as a result, the risks will also increase and it is imperative that we respond to this challenge with increased action and efforts to maintain and improve our road safety record.

As part of this Road Safety Action Plan a Road Safety Working Group will be created in South Dublin. This group will be made up of stakeholders from within our community and they will be given responsibility for overseeing the implementation of this plan and ensuring South Dublin is playing its part in making Irish roads safe.

This Road Safety Action Plan will be based around the 4 principals of Road Safety; Education, Engineering, Enforcement and Evaluation and its successful implementation will require the ongoing and continuous support, collaboration and co-operation of An Garda Síochána, the Road Safety Authority, Transport Infrastructure Ireland, the Health Service Executive and Dublin Fire Service. We would like to acknowledge their ongoing efforts and we look forward to working with them over the coming years.

1.2 Mission Statement

To reduce the number of road collision casualties in South Dublin and increase road safety awareness

1.3 Objective of Plan

The objective of this Plan is to create a comprehensive strategy that will result in reducing road casualties in South Dublin. It will aim to do this through the four core elements of road safety; **Education, Engineering, Enforcement and Evaluation**. This plan aims to incorporate all road users and create a safer road network for all.

2.0 County Profile

SDCC is the administrating authority over the South West section of County Dublin. It was established in 1994 and it covers an area of 222.7 sq.km (55,030 acres). It has both urban and rural landscapes and is the Local Authority with responsibility for the suburban towns of Rathfarnham, Tallaght, Clondalkin and Lucan.

The 2011 census recorded the population at 265,025 and this was an increase of 11% from 2002. This increase is above the national average and is expected to continue.

County Road and Transport Network	
Motorway	15km
National Primary	20km
National Secondary	13km
Regional	144km
Local	785km
Cycle Tracks	70km
Footpaths	1264km

Within the SDCC area there is 15km of the M50 motorway which carries the highest volumes of traffic in Ireland.

The two main commuter routes into Dublin City (N4 and N7) also run through the county and have a combined AADT in excess of 250,000. A characteristic of the main routes in South Dublin is that they transition from high speed commuter roads to medium speed urban roads within the county. The driving requirements for these two roads are different and raising the awareness of this among drivers is crucial.

South Dublin is also served by the Luas redline which has two termination points, Tallaght and Saggart. There is 10km of track in the county and multiple Park and Ride location serving the local and wider community.

2.1 Car Ownership

Between 2006 and 2011 car ownership within SDCC area increased by 12,168 to a total of 123,318. This figure is in line with National trends but shows a very high ownership rate with 46.5% of the South Dublin population owning a car.

2.2 Collision Trends in Dublin County

Casualty Trends in SDCC area 2008 - 2012						
Year	2008	2009	2010	2011	2012	Average
Fatalities	8	11	3	2	2	5
Serious Injury	24	12	15	23	28	20
Minor Injury	322	304	249	270	370	303
Total	354	327	267	295	400	329

Source: Road Safety Authority (www.rsa.ie)

2.3 Collision Data

Examining the most up to date collision statistics that we have available to us we can see the number and severity of road collision casualties in South Dublin over a 5 year period. Looking closely at the information we can see a very clear trend.

Fatalities in SDCC area by road user type 2008 - 2012						
Year	2008	2009	2010	2011	2012	Average
Pedestrians	2	2	1	1	1	1
Pedal Cycle Users	0	0	0	0	0	0
Motorcycle Users	1	3	0	0	1	1
Car Users	5	6	2	1	0	3
PSV Users	0	0	0	0	0	0
Goods Vehicles Users	0	0	0	0	0	0
Other or Unknown	0	0	0	0	0	0
Total	8	11	3	2	2	5

Source: Road Safety Authority (www.rsa.ie)

Injuries in SDCC area by road user type 2008 - 2012

Year	2008	2009	2010	2011	2012	Average
Pedestrians	61	57	29	47	65	52
Pedal Cycle Users	14	9	13	11	23	14
Motorcycle Users	35	17	16	16	11	19
Car Users	207	215	190	192	276	216
PSV Users	12	2	3	7	3	5
Goods Vehicles Users	15	14	11	9	15	13
Other or Unknown	2	2	2	11	5	4
Total	**346**	**316**	**264**	**293**	**398**	**323**

Source: Road Safety Authority (www.rsa.ie)

Car users make up over 60% of all casualties and if we look at the circumstances of these fatal crashes over 75% are single vehicle crashes. We need to examine why fatal crashes are more likely to occur when people travel by themselves and raise awareness of this fact.

However, while car users are the most likely to be in a collision, only 1% of these collisions are fatal. From our data 3% of collisions involving pedestrians will end with a fatality and 5% for motorcyclists. Pedestrians, pedal cyclists and motorcycle users are considered to be vulnerable road users due to the high fatality rate they suffer. We need to examine what we can do to increase awareness of these groups and what preventative measures we can introduce to improve their safety on the road.

To gain a fair assessment of how safe South Dublin's roads are in a national context we need to compare them to other areas with a similar urban environment.

As population sizes vary the only fair way to establish a comparison is by examining casualty rates per 1000 population

In the period 2006 -2011 South Dublin achieved a 0.2 reduction in casualties per 1000 population. While trending the right way it is also obvious that there is potential for improvement. Ensuring this trend continues is vital to the success of this plan and South Dublin would aim to improve its performance and ensure that we have the safest urban roads in Ireland.

2011	Local Authority	Population	Total Casualties	Casualty Rate per 1000 Population	Casualty Rate per 1000 Population
			2011	2011	2006
1	Fingal County	273,991	155	0.6	0.9
2	Dun Laoghaire-Rathdown County	206,261	219	1.1	1.1
3	**South Dublin County**	**265,205**	**295**	**1.1**	**1.3**
4	Galway City	75,529	110	1.5	1.4
5	Waterford City	46,732	79	1.7	0.5
6	Dublin City	527,612	921	1.8	1.9
7	Cork City	119,230	244	2.1	1.9
8	Limerick City	57,106	172	2	2.8
	Dublin Region	1,273,069	1590	1.3	1.9
	National	4,588,252	7417	1.6	2

Source: Road Collision Facts 2006 & 2011, Central Statistics Office 2006 & 2011 (www.cso.ie)

3.1 National Road Safety Strategy

Ireland's fourth Road Safety Strategy 2013 to 2020, called 'Closing the Gap', builds on the progress and understanding provided by the first three strategies (1998–2002), (2004–2006) and (2007–2012) with the objective of sustainably improving safety on Irish roads and it adopts a longer term view than previous strategies. This will bring Ireland into line with the timing of the European Union's own Road Safety Strategy. This longer term view makes it all the more essential to engage in a continuing process of review and adaptation of measures through the lifetime of the Strategy. In this context, provision is made for a mid-term review of the Strategy in 2016.

The new Road Safety Strategy 2013 – 2020 builds on existing road safety interventions, but reframes the way in which road safety is viewed and managed in the community. It addresses all elements of the road transport system in an integrated way with the aim of ensuring collision energy levels are below what would cause fatal or serious injury. It requires acceptance of shared overall responsibilities and accountability between system designers and road users and it stimulates the development of innovative interventions and new partnerships necessary to achieve ambitious long term road safety targets. All of the 144 actions contained in the new Strategy are intended to make the roads safer. The basic assumption in this Strategy is that the objectives can be achieved, without fundamentally changing our mobility system, and within the budgets set aside for the purpose.

A summary of the main sections is set out below.

3.2 Review of Road Safety Strategies 2007-2012

The 2007 – 2012 Road Safety Strategy was incredibly successful in achieving its aims and objectives in terms of reducing the number of fatalities and serious injuries from road collisions. The number of annual fatalities was halved over the lifetime of the strategy and it more than doubled its targeted reduction rate to 41 fatalities per million population.

Statistically Ireland improved from having the tenth safest roads in the EU in 2006 to fifth in 2011.

The review identified that while there was a large reduction in car user deaths the figures for vulnerable road users was only slightly decreased.

Driver error was a leading contributor in 87% of collisions and pedestrian error was the leading cause in 8%. Other factors were road condition, environmental conditions and vehicle condition.

Speed remained a large factor and compliance levels with speed limits were below expectation but seatbelt wearing was improved and had an above 90% compliance.

Advertising, enforcement and penalty points were viewed as the most influential factors in saving lives on our roads.
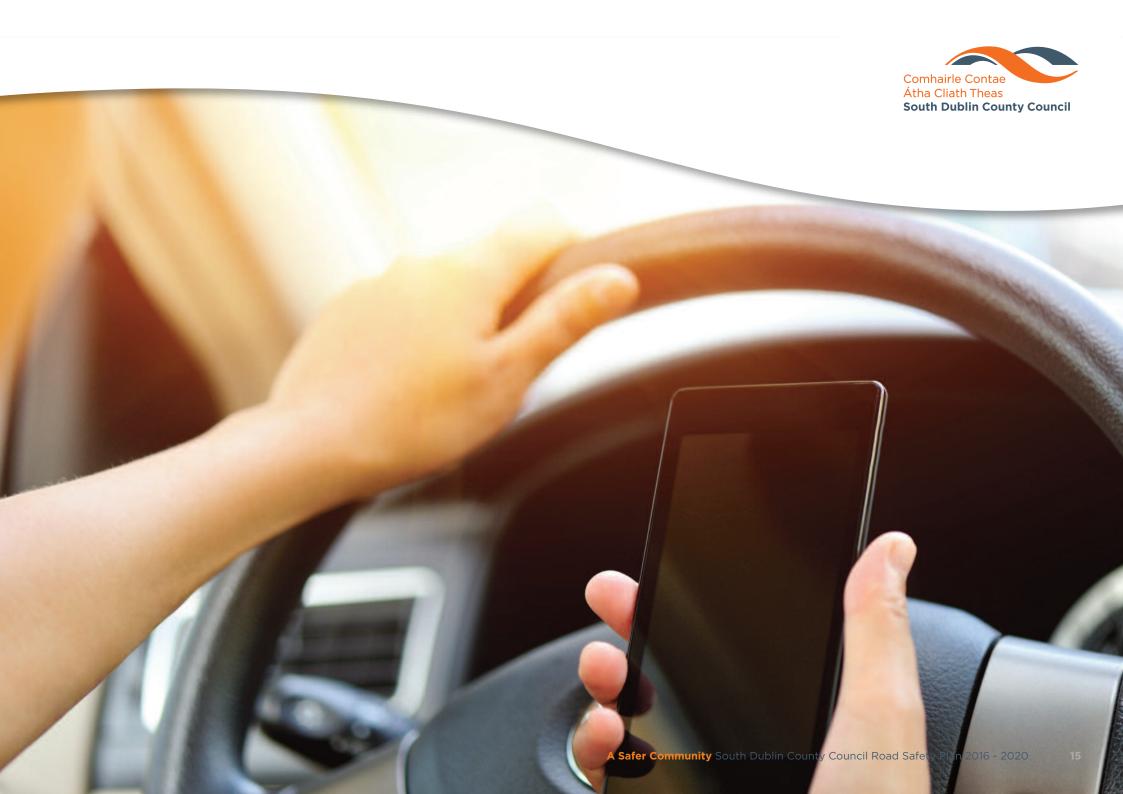
3.3 Challenges

Through multi-agency consultation the RSA identified the key areas that could be addressed to reduce road collisions and their severity. They were:

- Work related vehicle safety

- Medical fitness to drive

- Drug driving

- Fatigue

- Distractions – Mobile Phones

- Vulnerable Road User

  - Pedestrians

  - Cyclists

  - Children

  - Older road users

  - Motorcyclists

- Road works

- Emergency response and care

To support the work in targeting these areas the RSA also acknowledged that detailed information was required so they needed to improve the data analysis and evaluation and a large part of that would be through having more thorough post collision investigations.

4.0 Safe Systems Approach

A key element of the new Strategy is that Ireland is now looking to move towards a 'Safe Systems' approach to road safety. The Safe System philosophy takes a wider perspective of road accidents, recognising that human beings are fallible, that their errors must be anticipated and the risk of serious consequences from these errors minimised. The responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road users but shared with all those involved in road safety.

The Safe Systems approach to road safety is built on several key principles:

- **Human Behaviour** – no matter how well we are trained and educated about responsible road use, people make mistakes and the road transport system needs to accommodate this;

- **Human Frailty** – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration.

- **Forgiving Systems** – roads that we travel on, vehicles we travel in, speeds we travel at and the attitudes of road users to each other, needs to be more forgiving of human error.

In addition, the Safe Systems approach has three core components:

- **Safe roads and roadsides** - a transport system designed to make a collision survivable through a combination of design and maintenance of roads and roadsides.

- **Safer behaviour** – education and awareness campaigns encourage safe behaviour by targeting high-risk behaviours such as speeding, impaired driving, mobile phone use etc.

- **Safe vehicles** - the design of vehicles and their safety equipment to include protective systems including electronic stability control, air cushions, etc.

- **Safe speeds** – the speed limit should reflect the road safety risk to the road users.

Through a combination of the core components, the Safe Systems approach aims to design and build a transport system that will protect road users and reduce the number of deaths and serious injuries.

4.1 Targets

The RSA has a target of reducing road deaths from 162 in 2012 to 124 by 2020 and to reduce serious injuries from 561 in 2012 to 330 in 2020. They also aim to have 100% speed and seat belt compliance which is acknowledged as ambitious but that the bar must be set high.

4.2 Objectives and Measures

The strategy outlines the activities the RSA intend carrying out to improve road safety within the county. The method for doing this is by implementing a plan based on the four **E's** of road safety;

Education
Engineering
Enforcement
Evaluation

Critical Success Factors

The RSA have identified a large number of factors that they require to ensure this strategy can achieve its potential. They are:

- Political Commitment
- Public Support
- Policy Implementation
- Collaborative Support
- Garda Traffic Corps
- Road Engineering
- Media Support
- Legislation
- Funding
- Ongoing Consultation Process
- Non-Government Agencies and Organisations
- EU Commission
- World Health Organisation
- UN Road Safety

5.0 Road Safety Working Group

Good road safety involves many different partners and stakeholders working together to reduce casualties. In the National Road Safety Strategy, the Road Safety Authority recognises that the ambitious road safety targets will only be met through the cooperation of all agencies involved in road safety together with increased responsibility by all road users. To achieve this, a Road Safety Working Together Group is to be established in each Local Authority area to co-ordinate multi-agency road safety policy and to implement it at a local level.

SDCC currently works closely with members of An Garda Síochána on traffic and road safety issues. As part of the Road Safety Plan 2016 - 2020, it is proposed to expand this Working Group to include representation from the Elected Members, the Dublin Fire Service, the Health Services Executive, the National Roads Authority, the Road Safety Authority and other representative organisations.

The main aims of the Road Safety Working Together Group

1. To oversee the implementation of the Road Safety Plan.
2. To discuss road safety priorities and communicate good practice.
3. To enhance the knowledge of all those on the Working Group.
4. To endeavour to seek funding for road safety initiatives.
5. To recommend and provide input into Council transportation and road safety polices.
6. To foster links with other organisations which may have a role to play in Road Safety.
7. To review and report on progress in the Road Safety Plan over its 5 year span.

Terms of reference will be developed by the Working Group during Year 1 of the Plan with the key individuals identified from each stakeholder. Sub-groups may also be set up over the period of the Plan, as determined by the main Working Group, in order to deal with specific road safety issues, e.g. Cycle safety forum.

6.0 Key Stakeholders

The following provides a description of the key stakeholders on the Road Safety Working Together Group who will be responsible for overseeing the implementation of the 5-year Plan:

6.1 South Dublin County Council

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

6.2 Transport Infrastructure Ireland

Transport Infrastructure Ireland (TII) was formally established in August 2015 through the amalgamation of the National Roads Authority and the Railway Procurement Agency. One of their 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. TII also oversee the management of the LUAS, Dublin's light rail system.

6.3 Road Safety Authority

The aim of the Road Safety Authority (RSA) is to save lives and prevent injuries by reducing the number and severity of collisions on the road. "Safer Roads, only you can get us there" 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.

6.4 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 Road Safety in an attempt to significantly reduce the incidence of fatal and serious injuries and improve road safety. South Dublin County Council and An Garda Síochána work closely together on many road safety campaigns and initiatives within the County.

6.5 Dublin Fire Brigade

The purpose of the Fire Service is to respond quickly and efficiently to fires and other emergencies, including road traffic incidents, throughout the County. This response consists of a pre-determined turnout of appliances and equipment based on the nature, magnitude and severity of the incident. In South Dublin County area the only fire station is based in Tallaght.

6.6 National Transport Authority

The National Transport Authority is tasked with improving and the national transport network and creating a sustainable infrastructure. Within the greater Dublin Area they have responsibility for the strategic planning of transport and the effective management of traffic and transport demand.

7.0 SDCC Road Safety Plan 2016 – 2020

This SDCC Road Safety Plan covers the period 2016 to 2020 and it offers a strategic direction for road safety in SDCC. The principal aims of the Road Safety Plan are as follows:

- To develop an action plan to improve safety for all road users in the County and to set up a Road Safety Working Together Working Group to steer the implementation of the Plan,

- To highlight the scale of the deaths and injuries that are occurring at present on the County Council's road network,

- To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures in the County Council,

- To develop new initiatives to focus on specific vulnerable road user groups,

- To play a role in meeting national road safety targets set out in the National Road Safety Strategy 2013 to 2020.

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

SDCC is adopting the same method as the Road Safety Authority in its efforts to improve road safety, by implementing a plan based on the four **E's** of road safety;

- **E**ducation
- **E**ngineering
- **E**nforcement
- **E**valuation

Education

Education involves campaigns and initiatives aimed at the various age groups to raise awareness of road safety risks and issues. The intention of this is to improve road users' attitudes and behaviour towards road safety as this has been found to be the leading contributor in all collisions.

Engineering

Engineering involves creating a safer road environment that reduces collisions, encourages safe behaviour and is more forgiving if errors do occur. It also involves improving vehicles to protect the occupant and persons outside of it. SDCC works jointly with Transport Infrastructure Ireland (TII) and the Department of Tourism, Transport and Sport to improve the roads within its administrative area.

Enforcement

Enforcement involves the deterring of inappropriate behaviour upon our roads such as speeding, driver distraction and drink driving. This is carried out by An Garda Síochána who ensure that the Road Traffic Laws are being complied with through maintaining a visible and active presence on our roads.

Evaluation

Evaluation involves annually reviewing our progress towards safer roads, assessing collision statistics within our area and the success of our campaigns while noting areas that require improving upon as we move forward. An annual report will be prepared based on this Evaluation process.

EDUCATION

PROJECT		ACTION		COMPLETION DATE	AGENCIES INVOLVED
A	**Road Safety Awareness**	1.1	Collaborate with the Road Safety Authority and the Emergency Services on Road Safety Awareness campaigns.	Ongoing	RSA SDCC
		1.2	Attend all outdoor events, festivals and parades and promote Road Safety	Annually	SDCC
		1.3	Liaise with neighbouring Local Authority Road Safety Working Together Groups	Ongoing	SDCC
B	**Road Safety in Schools**	1.1	Establish a relationship with local schools to promote and support Road Safety Education in the classroom	Ongoing	SDCC
		1.2	Assist schools in setting up Walking Buses and provide ongoing support	Ongoing	An Taisce SDCC
		1.3	Deliver a Cycle Safety Skills programme to all 4th, 5th & 6th pupils	Annually	RSA SDCC
		1.4	Support and work with schools who actively promote Road Safety. Work to increase the number of schools actively promoting it.	Ongoing	RSA DFB SDCC
		1.5	Continued provision and expansion of the existing School Warden Service. Currently 90 crossings.	2 per year	SDCC
		1.6	Introduce 3no. School Warden Supervisors to continuously improve the standard of our service	Q2 2016	SDCC
C	**Sustainable Travel**	1.1	Encourage schools and parents to develop and promote road safety and active travel modes (walking and cycling) through sustainable travel plans	Ongoing	An Taisce SDCC
		1.2	Accompanying and assisting pupils in carrying out walkability audits as part of An Taisce's Green Flag programme.	Ongoing	An Taisce SDCC
		1.3	Identify areas near schools where drop-off zones and suitable parking facilities can be provided	Ongoing	SDCC

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EDUCATION

	PROJECT		ACTION	COMPLETION DATE	AGENCIES INVOLVED
D	Axa Road Show	1.1	Hold the AXA road show annually for Secondary School students. This aim of the road show is to highlight the dangers of irresponsible and reckless driving to Senior Cycle Students, many of whom may already be driving	Once a year	AGS AXA SDCC
E	National Bike Week	1.1	Hold an annual series of events during Bike Week including a cycling event along a Council Cycle Route to help promote safe cycling.	Annually	DTTaS SDCC
F	Inappropriate Parking	1.1	Elimination of illegal/inappropriate parking near schools or at School Zones though enforcement and education campaigns.	Ongoing	AGS DFB SDCC
G	Cycle Training	1.1	Assist the DTTaS with developing and roll out of the national road safety cycling training standard.	Q2 2016	SDCC
		1.2	Provide annual cycle safety training course for adults where cycling skills are improved and good cyclist behaviour promoted	Q2 2016	SDCC
H	International Road Safety Week	1.1	Hold local events during International Road Safety Week promoting safety on roads.	Annually	AGS RSA SDCC
I	Local & Social Media	1.1	Have an active presence on local media channels promoting road safety initiatives and campaigns.	Ongoing	SDCC
J	Community Initiatives	1.1	Encourage communities to take an active role improving road safety in their locality and provide whatever support they require.whatever support they require.	Ongoing	SDCC

ENGINEERING				
PROJECT	**ACTION**		**COMPLETION DATE**	**AGENCIES INVOLVED**
A Speed Limit Review	1.1	Carry out a countywide review of speed limits to facilitate the introduction of 30km/h speed limit in residential areas and at appropriate locations.	Q2 2016	DTTaS SDCC
B High Collision Locations	1.1	Establish a process where Council and An Garda Síochána meet and analyse collision data to identify accident trends in the County	2 per year	AGS SDCC
	1.2	Identify areas within the county that have a high collision rate and ascertain issues that may be contributing to the collisions. Redesigning the location to eliminate any causation factors	Every 2 years	SDCC
C Traffic Signals	1.1	Use of traffic signal optimisation to reduce speeding and improve mobility for road users	Ongoing	SDCC
	1.2	Implementation and review of Speed Display Signs to encourage and maximise speed limit compliance	Ongoing	SDCC
	1.3	Implement new pedestrian crossings where sufficient demand requires one.	Ongoing	NTA SDCC
D Cycle Network	1.1	Increase and improve the network of cycling routes within the county in accordance with the National Cycling Manual	Ongoing	SDCC
E Improved Pedestrian Facilities	1.1	Upgrading of existing and provision of new pedestrian facilities throughout the County at appropriate locations, for the benefit of all road users including the vulnerable sections such as mobility impaired and disabled persons.	Ongoing	SDCC
F Audit of New Road Schemes Pedestrian Facilities	1.1	Implementation of the Road Safety Audit / Road User Audit process for major new road and traffic schemes, including QBC's, and as part of the development management process for larger development.	Ongoing	DTTaS TII SDCC
G Planning Process	1.1	Incorporating road safety and sustainable travel into new developments as part of the development management process in accordance with national policy documents (e.g. Cycle Design Manual and Design Manual for Roads and Streets).	Ongoing	SDCC
H Roadworks	1.1	Provide information on all large and medium road work schemes in the county and ensure there is traffic and pedestrian management plans implemented.	Ongoing	SDCC
I Winter Maintenance	1.1	Carry out salting on all designated routes when necessary	Ongoing	SDCC

ENFORCEMENT

PROJECT	ACTION		COMPLETION DATE	AGENCIES INVOLVED
A **High visibility Enforcement**	1.1	Regular speed detection checks to be carried out and deployment of Go Safe camera vans at targeted areas	Ongoing	AGS
	1.1	Increased roadside check points to test for driver impairment including mandatory alcohol testing	Ongoing	AGS
	1.1	High visibility enforcement targeting erratic road user behaviour	Ongoing	AGS
	1.1	Visible presence on commuter routes to deter bad driving practices	Ongoing	AGS
B **School Education**	1.1	A co-ordinated approach is to be adopted between the South Dublin County Council Road Safety Section and Community Policing in delivering education programmes to school children at all levels	Ongoing	AGS SDCC
C **Ongoing Co-operation**	1.1	Collaborating between SDCC and An Garda Síochána to jointly tackle localised road safety issues	Ongoing	AGS SDCC
D **Commercial Transportation**	1.1	Regularly checking for exceeding allowable weight in commercial vehicles	Ongoing	AGS
	1.1	Inspection of Tachographs	Ongoing	AGS
E **Speed Limit Review**	1.1	Carry out a countywide review of speed limits to facilitate the introduction of 30km/h speed limit in residential areas and at appropriate locations.	Q2 2016	DDTaS SDCC

EVALUATION

PROJECT	ACTION		COMPLETION DATE	AGENCIES INVOLVED
A **Reviewing**	1.1	Review plan annually and identify areas where actions were not met or were unsuccessful	Annually	SDCC
B **Reporting**	1.1	Annual report to the council on progress of the plan during the year.	Annually	SDCC
C **Feedback**	1.1	Establish a process for receiving feedback on events and campaigns	Q3 2016	SDCC

8.0 Summary

Through its Road Safety Plan, the Council intends to take a proactive role in reducing road collisions within the county. Implementing this Plan, together with our soon to be established Road Safety Working Together Group, is how we believe we can make a significant difference to the safety of our roads and our road users.

This plan will be adaptable to respond to improvements identified in our reviews and we aim to continuously monitor and improve our own performance in order to achieve the objective of ensuring optimum road safety within our County.