



CARLOW
COUNTY COUNCIL

COMHAIRLE CHONTAE CHEATHARLOCHA



CARLOW COUNTY COUNCIL
ROAD SAFETY PLAN
2017-2020



ROAD SAFETY TOGETHER

FOREWORD



As chairperson of this group I welcome the completed document which represents an important element of the continuous challenge to reduce the number of injuries and fatalities on the county's roads. The Carlow Strategy recognizes the National Strategy in both its format and aspirations and will endeavour like the parent document to make the strategy a template for future action in reducing road accidents in County Carlow.

Much work has been carried out in recent years in the areas of education, enforcement, and engineering to increase driver awareness, and to reduce the risk in the identified locations of high accident density.

However, the accident statistics in both Carlow and Ireland are still higher than the internationally recognized attainable levels, so it is important to continue to strive for betterment. This is the essence of the 2017 – 2020 Carlow Road Safety Strategy and to that end I wish to thank all who have contributed to its preparation, including the retained consulting engineers PMCE, TII, An Garda Síochána, The RSA, The HSE, and members of our own staff.

Tommy Kinsella
Chair, Safety Together Committee



Carlow County Council in association with An Garda Síochána, the Road Safety Authority, the Department of Transport, Transport Infrastructure Ireland and other relevant agencies, have prepared this Road Safety Plan as part of a coordinated strategy to address the issue of road fatalities and serious injuries within the county. Through working together, pooling our knowledge, expertise and ideas, it is intended that much more can be achieved than working as individual agencies. Carlow Local Authorities, and the other agencies involved in

preparing this document, are committed to implementing the plan, and look forward to the support of the wider community.

Mr. Dan McInerney, Director of Services
Transportation, Environment and Water Services



This plan reflects the objectives of national strategy. We are maximizing our resources to achieve improved road safety in County Carlow together for all road users. Our group will meet regularly to deliver joint campaigns tailored to the Carlow population and environment. The keys for all stakeholders and the public are continuity, co-operation and collaboration for ongoing momentum to achieve the safest roads in Ireland.

We show what can be achieved if we make road safety a priority issue. Our targets are reachable; our vision is clear. It is up to us all to put them into practice.

We need the support of the community at every junction, street and village. We need parents, teachers and organisations to ensure our young road users grow up with knowledge, skill and responsible attitudes to the road. We need everybody's support as if their lives depend on it – because it does!

We need and welcome public feedback to ensure we take the most effective action. We all have to work to reduce casualties, prevent deaths and improve Road Safety in Carlow in the years ahead.

Mr. John McDarby
Road Safety Awareness Officer

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1 INTRODUCTION

The Road Safety Authority has developed ‘The National Road Safety Strategy’ for the period 2013 to 2020, which outlines the goals needed to make Ireland’s roads as safe as the best performing countries in Europe. This task has a target completion date of 2020 with each local authority responsible for implementing safety measures within their respective county or district.

Carlow County Council fully supports the objectives of the National Road Safety Strategy, and acknowledges the role it must play in developing a strong safety culture and a programme that targets collision reduction within its road network. To this end, Carlow County Council has produced this Road Safety Plan to outline its approach in working toward the RSA’s National Road Safety Strategy.

It has also developed a working group to develop its Plan, which includes key stakeholders such as the Road Safety Authority, An Garda Síochána, Transport Infrastructure Ireland and representatives from within Carlow County Council. The ‘Road Safety Together Strategy Committee’ has held several stakeholder workshops to discuss and define objectives of the Road Safety Plan.

1.1 Targets

The setting of targets is crucial to the success of the new strategy. The ‘National Road Safety Strategy’ has set two fundamental goals for 2020. These include:

1. A reduction of road collisions fatalities on Irish roads to 25 per million population or less by 2020. This means reducing deaths from 162 in 2012 to 124 or fewer by 2020.
2. 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.

The above targets have been set to close the gap on countries with the most progressive road safety records, such as the UK, Sweden, the Netherlands and others.

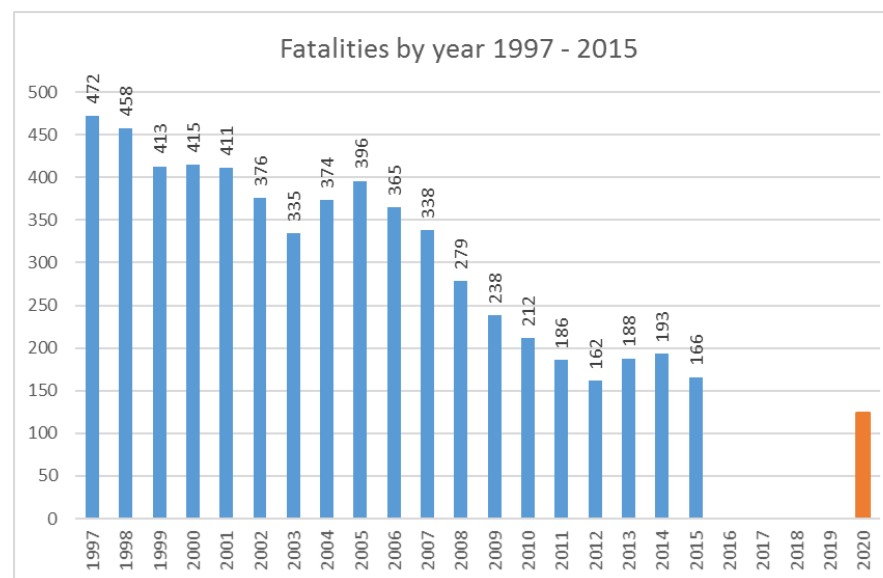


FIGURE 1-1 FATALITIES BY YEAR 1997-2015

As can be seen in Figure 1-1, the number of fatalities in Ireland has fallen significantly between 1997 and 2012. The total number of road related fatalities in 1997 dropped by almost two thirds from 472 in 1997 to 162 in 2012. This significant reduction reinforces the benefits associated with setting national road safety strategies, implementing local authority initiatives and running road safety campaigns.

But as can be seen in 2013, 2014 and 2015, challenges remain, with the number of fatalities increasing to a maximum of 193 in 2014.

1.2 Safe Systems Approach

The National Road Safety Strategy talks of the Safe Systems approach, and how it differs from Ireland’s traditional model in road safety where the road user has a personal responsibility for their behaviours while using the road. Whilst this is still true to a certain extent, the Safe Systems approach recognises that even with an emphasis on prevention of road collisions, some collisions will continue to occur. The road system should be designed therefore to take account of human error, with particular focus on providing forgiving road environments that can potentially limit injury severity if a collision were to occur.

The Road Safety Together Strategy Committee supports the National Strategies incorporation of the ‘Safe Systems Approach’, which can be summarised as follows.

“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 e.g. vehicle producers and infrastructure managers. The basis of the ethical assumption is that it is not acceptable to pay a price in deaths for the mobility the society needs”

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

- **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, need to be more forgiving of human error.

1.3 The Challenges



As noted in Figure 1-1, the number of fatalities has increased in 2013 and 2014, before falling in 2015 to a number consistent with previous downward trend. This fluctuation confirms that more work is needed to drive continuous reduction in road related fatalities within Ireland, and that challenges remain.

The following key challenges have been identified by the Road Safety Together Strategy Committee, and represent the key areas of focus that the Road Safety Plan will target between 2017-2020.

- Work Related Vehicle Safety
- Medical Fitness to Drive
- Driving under the influence of drugs
- Fatigue
- Distraction – Mobile Phone
- Vulnerable Road Users including Pedestrians | Cyclists | Motorcyclists
- Safety during Road Works
- Emergency Response and Care
- Data Analysis and Evaluation
- Post-collision investigation

1.4 Objectives of the Plan

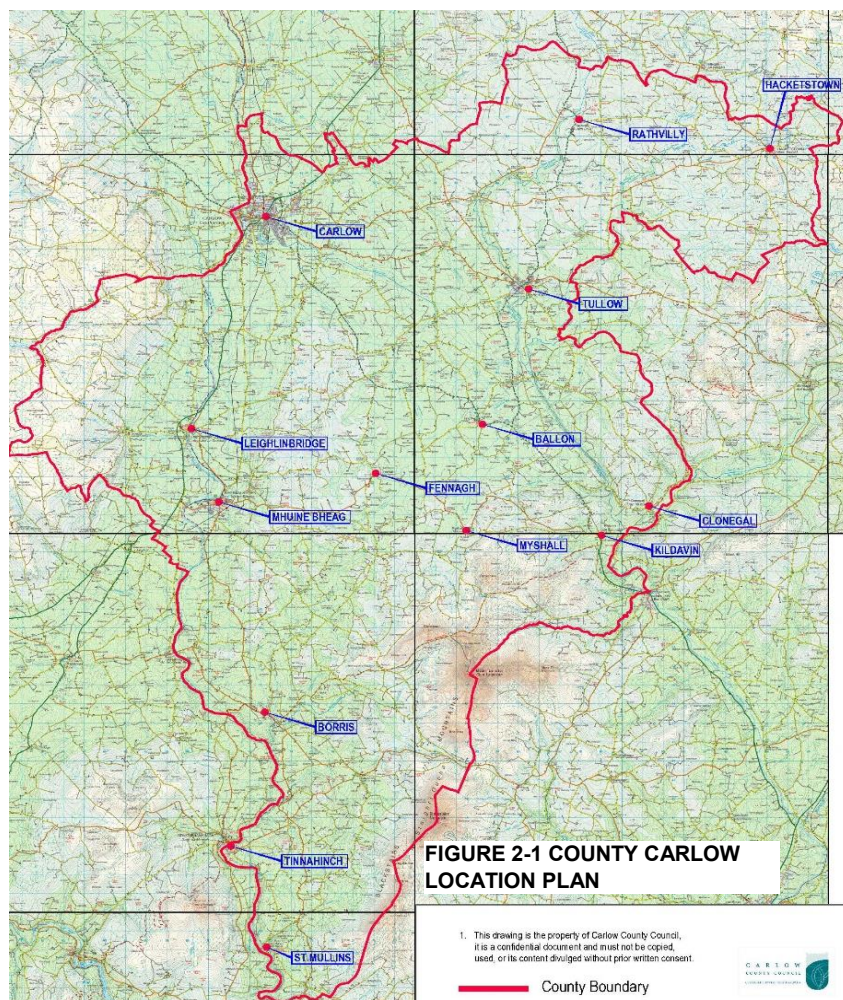
The objectives of the Carlow Road Safety Plan 2017 – 2020 are as follows:

- 1) Develop objectives for the prevention of road collisions and mitigation of collision severity
- 2) Develop county specific strategies to achieve these objectives that consider the key needs of County Carlow.
- 3) Utilise external agencies to enable progress towards these objectives.
- 4) Monitoring system
- 5) Action for the plan



2 PROFILE OF COUNTY CARLOW

County Carlow is 897 km² in area and has principle towns of Carlow, Tullow, Muinebheag, Hacketstown and Borris. Carlow forms part of the South-East Region and is bordered by counties Kildare, Wicklow, Wexford, Kilkenny and Laois. See Figure 2-1 below.



In 2016 Carlow county made up 1.2% of the population of the Republic of Ireland with a total population of 56,875 in the 2016 census, shown in **Table 2-1**. In the period 2011 – 2016, Carlow experienced a population increase of approximately 4%.

Table 2-1: Population Data (www.cso.ie)

Carlow	2016
Both sexes -	
Population 2011 (Number)	54,612
Population 2016 (Number)	56,875
Actual change since previous census (Number)	2,263
Percentage change since previous census (%)	4.1

The number of registered vehicles in the County has increased from 36,564 in 2014 to 37,476 in 2015. This is an important statistic, as it confirms the increase in vehicles using the road network in Carlow.

2.1 The Road Network in Carlow

Carlow County has a total of 78km of National Road including the M9, N80 and N81. The motorway is funded by TII and maintained under contract by Egis Lagan. All the other roads in the county whilst funded for the greater part by central government are maintained by CCC

Table 2-2 provides a breakdown of road classification and length in Carlow County.

Table 2-2: Road Network in Ireland

Road Category	Length (km)
Motorway	24
National Primary	0
National Secondary	54
Regional	176
Local Primary	349
Local Secondary	389
Local tertiary	210
Total	1,136

2.2 Road Fatalities and Serious Injury Figures

There was a total of 166 road fatalities in 2015, 4 of which were in County Carlow. This saw a decrease from 193 national fatalities and 5 in Carlow in 2014. Looking as far back as 2005 (Figure 2-2), the average number of fatal or injury collisions in Carlow was approx. 105 per year.

FIGURE 2-2 FATAL & INJURY COLLISIONS IN CARLOW (2005-2015)



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Persons Killed in Carlow	9	7	3	1	3	5	3	2	1	5	4
Persons Injured in Carlow	127	83	76	106	128	120	99	67	No Data Available	No Data Available	No Data Available

The number of fatal collisions in Carlow was approximately 2.5% of the total number of collisions nationwide in 2015 (a value that has typically been between 1.7% and 2% between 2005 and 2013).

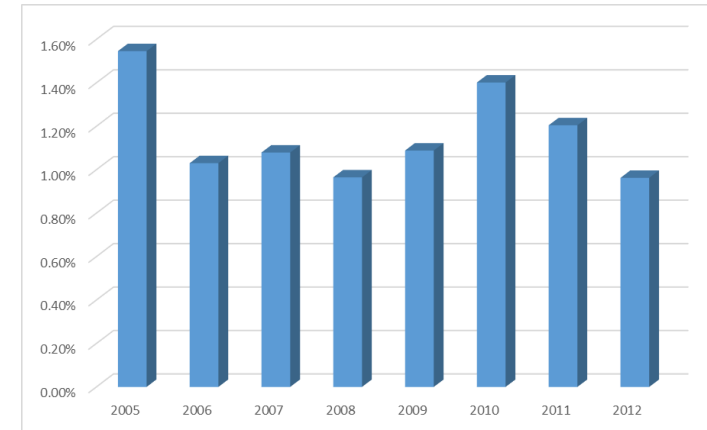
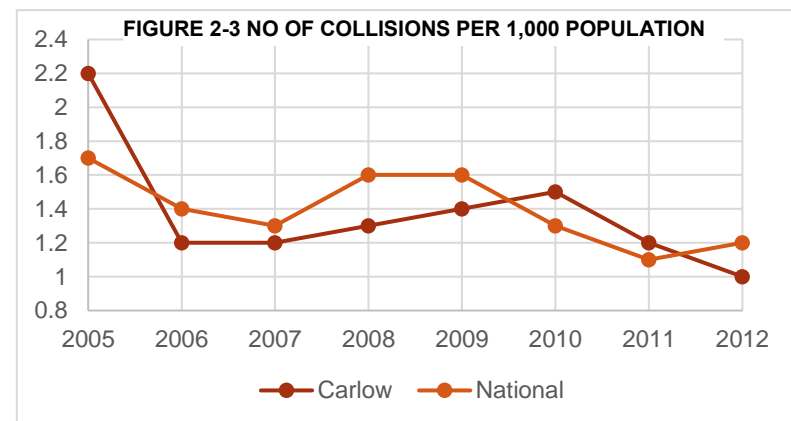


FIGURE 2-4 % OF CARLOW FATAL & INJURY COLLISIONS WITH NATIONAL AVERAGE

Although Carlow represents only a small percentage of the total population, its total collision rate has broadly kept in line with the national average between 2006 and 2012. Indeed, Figure 2-3 and Figure 2-5, illustrate that when assessed against population and registered vehicles Carlow has historically improved upon the national average.



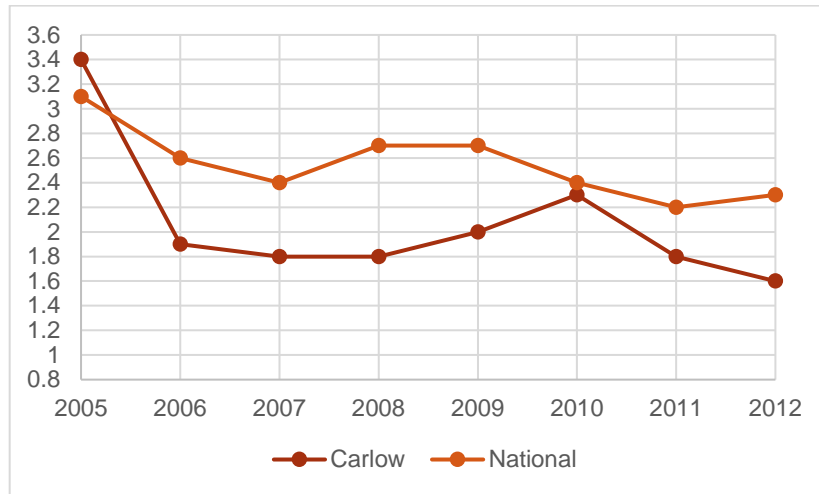


FIGURE 2-5 NO. OF COLLISIONS PER 1,000 REGISTERED VEHICLES

The Road Safety Together Committee, led by Carlow County Council have adopted objectives based around the themes of **Education, Engineering, Enforcement and Evaluation**. These themes encompass the areas of community involvement, safer roads & road users, co-ordination and communication, and seek to: -

- develop community support, awareness, ownership and participation in the process of improving road safety;
- improve road user behaviour and attitudes giving priority to speeding, seatbelt wearing rates, older persons, cyclists, pedestrians, children & vulnerable road users;
- continue to develop the design, construction and maintenance of the road network and ensure that safety, mobility and access issues are addressed;
- ensure the continuation of effective communication and increased co-operation and coordination between all stakeholders in road safety planning and activity; and
- improve the road environment for all classes of road user.



3 STAKEHOLDERS

The co-ordination and implementation of this Road Safety Plan will only be achieved by co-operation and engagement with relevant stakeholders. In preparing this Road Safety Plan, Carlow County Council has worked closely with the following key stakeholders:

- The Road Safety Authority;
- Transport Infrastructure Ireland; and
- An Garda Síochána.

The Roads Department within Carlow County Council has been responsible for coordinating stakeholders, and for developing this Road Safety Plan. It too shall play a significant role in delivering the measures outlined in the Road Safety Plan, so is an important stakeholder and custodian of the Road Safety Plan, and key to its successful implementation.

The following sections briefly identify the role of each stakeholder, and their principal aims.

3.1 Carlow County Council



There are two national secondary roads and one motorway located within the county boundary of Carlow. The M9 is maintained by Egis Lagan, the National Secondary's are funded by TII and maintained by CCC.

Seventy five percent of the funding for regional and local roads is provided by the Department of Tourism, Transport and Sport (DTTAS), which is maintained by CCC.

Carlow County Council has responsibility for the rest of the road network, which includes approximately 1060km. Responsibilities include:

- Road design, improvement and maintenance works on the Regional and Local Road Network;
- Forward planning
- Winter maintenance, traffic management, traffic calming.
- Installation and maintenance of road side furniture; public lighting, services and signage.

- Low cost safety improvement schemes

Carlow County Council carry out a range of improvements to enhance safety on the road network. In the case of new road projects, a safety audit is undertaken to identify potential hazards. In relation to existing roads, accident records and road safety expertise are utilised to identify hazardous locations. Safety improvement at these locations is typically achieved by various road safety engineering measures such as sight distance improvements, road delineation, signage and traffic control measures to name but a few.

Importantly, the Council employs a Road Safety Awareness Officer on a part-time basis. The Road Safety Awareness Officer presents safety initiatives at schools and community groups, covering a range of topics that are aligned to the current road safety strategies.

Carlow County Council's role shall focus on the following:

- 1) to work with all stakeholders
- 2) to maintain the public highway and work with TII in delivering highway improvements
- 3) to develop and promote road safety
- 4) to support road users of all age groups from pre-school to third level as well as community groups

3.2 Road Safety Authority (RSA)



The RSA was formed in September 2006 following the passing of the Road Safety Authority Act 2006.

The RSA is Ireland's primary road safety organisation and an official statutory body. The aim of the RSA is to save lives and prevent injuries by reducing the number and severity of collisions on our roads.

The vision of the RSA is to be recognised as the leading voice for road safety nationally and a leading voice Internationally, driving change in attitudes and behaviours in road users, collaborating with key stakeholders, to save lives.

The RSA works to improve road safety in Ireland by:

- Developing and implementing information and education campaigns to increase awareness of road safety and promote safer driving
- Improving vehicle standards
- Establishing and monitoring a standard for driver instruction
- Overseeing the system of driver licensing and undertaking certain enforcement activities
- Working with stakeholders to ensure a co-ordinated response and ensure our collective resources are used wisely and efficiently
- Undertaking collision and road safety research in order to develop measures and recommendations to improve road safety
- Advising the Minister for Transport on road safety policy
- Producing road safety strategy documents and monitoring their implementation

Ireland's fourth Road Safety Strategy was developed by the RSA, and builds on the progress and understanding provided by the first three strategies (1998–2002), (2004–2006), (2007–2012) with the objective of sustainably improving safety on Irish roads. This new Strategy, called 'Closing the Gap', is a Government strategy that is being adopted by local authorities in Ireland, including Carlow County Council, and covers the period 2013 to 2020.

Significant progress has already been achieved since Ireland first began to pursue a strategic approach to road safety in 1998. Roads deaths are down by 65.7% (1997-2012) and Ireland is now the fifth safest country in the European Union for road collision fatalities per million population. This achievement may be set against an increase in the number of cars of 66%.

Independent analysis would suggest that during the lifetime of the most recent Strategy (2007-2012) its measures contributed to the prevention of over 686 fatal collisions, 1,312 serious injury collisions and 649 minor collisions.

The Road Safety Authorities role shall focus on the following:

- 1) Developing educational campaigns
- 2) Regulating vehicle standards

- 3) Providing driver instruction
- 4) Maintaining the National Driver Licensing Service (NDLS)
- 5) Co-ordination with stakeholders
- 6) Recording and maintaining collision statistics

3.3 Transport Infrastructure Ireland (TII)



Transport Infrastructure Ireland was established through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015, with effect from 1st August 2015.

TII's primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland. TII brings together two organisations to provide high quality transport infrastructure and services, delivering a better quality of life and supporting economic growth.

TII will provide opportunities to:

- Combine the expertise and proven record of the organisations which have delivered the National Motorway Network thereby offering the potential for innovation and optimised delivery in the context of national roads, and other infrastructure initiatives and programmes.
- Ensure value for money by virtue of improved scale and the combining of complementary NRA and RPA commercial, financial and technical competencies

TII is committed to the twin objectives of providing safe and efficient national roads.

Improved roads and the elimination of traffic collision locations contribute to a more efficient transport system. Education, Enforcement and Engineering are recognised in the Government Road Safety Strategy (2013-2020) as three essential factors for reducing road collisions and fatalities. TII's endeavour to provide a safer network of national roads is mainly focused on Engineering.

The safety of the national road network continues to be improved by TII through the construction of motorways and dual-carriageways, which have lower collision rates than the sections of two-lane national road they replace. TII also works to mitigate safety problems on existing national roads.

The national road and motorways within County Carlow accounts for 78km of road network (24km of Motorway/54km of National Road), which includes;

- 1) N80 Extending in a south east direction from Carlow town to Bunclody on the Wexford County boundary.
- 2) N81 Extending in a north south direction from the Wicklow county boundary to the N80 near Ballon.
- 3) M9 Extends in a north south direction from the Kildare county boundary to the Kilkenny County boundary.

TII's mission is to deliver transport infrastructure and services, which contribute to the quality of life for the people of Ireland and support the country's economic growth.

TII's role shall focus on the following:

- 1) To maintain the motorway and national road network within County Carlow
- 2) To support local and regional road improvement schemes through funding and technical initiatives
- 3) To provide collision data that will allow for the identification

3.4 An Garda Síochána (AGS)



An Garda Síochána is the national police service of Ireland. One of the core functions of An Garda Síochána is reducing the incidence of fatal and serious injuries on roads and improving road safety. To assist in achieving this core function, a 'Garda Traffic' section was established in Dublin in 1953 and was extended nationwide in 1973.

The Garda National Roads Policing Bureau (GNRPB) was established in 1997 to formulate policy and oversee traffic policing throughout the state. The main responsibility of the Garda Traffic Corp. is to significantly reduce the incidence of fatal

and serious injuries and improve road safety. An Garda Síochána's Traffic Mission Statement is to develop a national culture of safe road use.

Operational Traffic Corps Units based in each Garda Division enforce the policies developed by GNRPB. The 2 key factors in policy formulation are:

- Prioritised enforcement
- Traffic management

Enforcement is almost entirely a Garda function while traffic management is a shared responsibility between An Garda Síochána and other agencies.

Garda Traffic Corps is dedicated to the enforcement of road traffic legislation and also to assisting the free flow of traffic.



4 CRITICAL SUCCESS FACTORS

The National Strategy identifies 15 different factors that it considers critical to the success of collision reduction in Ireland. These are spelled out in detail within the Nation Strategy, but generally include:

- | | |
|---|--|
| ○ Political Commitment | ○ Media Support |
| ○ Public Support | ○ Legislation |
| ○ Policy Implementation | ○ Funding |
| ○ Collaborative Approach | ○ Consultation |
| ○ Garda Traffic Corps | ○ Non-Government Agencies and Organisation |
| ○ Road Engineering | ○ EU Commission |
| ○ Organisation for Economic Co-Operation and Development (OECD) | ○ World Health Organisation |
| | ○ UN Road Safety |
| | ○ DTTAS |

Several of these critical success factors are directly utilised within the Road Safety Plan, such as the valuable input and support provided by the Garda Traffic Corps, the Councils Engineering department, TII funding and the political commitment from local members through public consultation and support.

Other factors are important, but less influential at a local level, and possibly beyond the reach of this Road Safety Plan. In keeping focus at a local level, the Road Safety Plan shall target local initiatives that are relevant to Carlow.

4.1 Collision Factors

The Road Safety Together Committee, led by Carlow County Council have adopted objectives based around the themes of **Education, Engineering, Enforcement and Evaluation (the 4E's)**. These themes encompass the areas of community involvement, safer roads & road users, co-ordination and communication, and seek to: -

- develop community support, awareness, ownership and participation in the process of improving road safety;
- improve road user behaviour and attitudes giving priority to speeding, seatbelt wearing rates, older persons, cyclists, pedestrians, children & vulnerable road users;
- continue to develop the design, construction and maintenance of the road network and ensure that safety, mobility and access issues are addressed;
- ensure the continuation of effective communication and increased co-operation and coordination between all stakeholders in road safety planning and activity; and
- improve the road environment for all classes of road user.

To target key collision causes within Carlow, the Road Safety Together Committee sought to benefit from research being undertaken by the RSA, which is attempting to identify common factors that contribute to reoccurring collisions. The Road Safety Plan aims to allocate its resources on mitigating these reoccurring factors, thereby targeting the most prevalent collision occurrences.

The following collision factors have been determined by the RSA to be the most significant in Carlow. They include:

- 1) Motorists travelling at speeds in excessive of the posted speed limit
- 2) Motorists being distracted
- 3) Motorists under the influence of alcohol or other substances
- 4) Vehicle/Pedestrian collisions
- 5) Vehicle/Cyclist Collision's

The Road Safety Plan will specifically target these key collision factors through engineering measures, enforcement and education campaigns.

Carlow College

Coláiste Cheatharlach

Established 1782



ACTION PLAN

5 ACTION PLAN

The following actions have been included in the National Road Safety Strategy for 2013 – 2020. The actions that were highlighted as the responsibility of Local Authorities are listed below under the headings Education, Engineering, Enforcement and Evaluation.

5.1 Education:

No.	Action	Lead Agency or Department	Responsibility	Completion Date	Support Department or Agency
1	Apply new media initiatives to road safety awareness and education campaigns which are interactive and age-appropriate including the development of a social media strategy.	RSA	Director	Ongoing to 2020	Public and Private Organisations
2	Develop a guide to reduce School gate risks and implement nationally.	RSA	Director - Road Safety, Research & Driver Education	Annually	AGS/CCC
3	Promote a Road Safety programme to supply and promote the use of high visibility vests/equipment for school going children.	CCC	Chief Executive	Annually	Schools
4	Implement specific educational measures aimed at vulnerable road users, in particular: <ul style="list-style-type: none"> • Safe crossing by pedestrians • Awareness of intoxicated pedestrians • Use of personal protection equipment for cyclists and motorcyclists • Awareness of blind spots on HCVs • Road users and workers at road works • Care for young and older people Promote the voluntary use of high visibility material for pedestrians, cyclists & motorcyclists.	CCC	Chief Executive	Ongoing to 2020	RSA/AGS
5	Implement public campaigns through local media which target the main factors for collisions, deaths and serious injuries for all road users, but in particular the high-risk groups.	CCC/RSA	Chief Executive /Director - Road Safety, Research & Driver Education	Ongoing 2020	RSA/AGS

6	Promote cross county co-operation on road safety awareness campaigns and jointly promote and run campaigns where appropriate.	RSA	Director - Road Safety, Research & Driver Education	Ongoing 2020	Surrounding LAs
7	Undertake an annual Road Safety back to School Campaign highlighting important road safety messages and enhancing the safety of school going children at the start of each academic year.	RSA	Director - Road Safety, Research & Driver Education	Annually	AGS/Schools
8	Promote and develop road safety programmes for secondary and primary school students, learners in Youth reach and other training centres. E.g. Road Safe Show, Transition Year activities and Primary School engagement through interactive programme and competitions.	CCC	Chief Executive	Annually	RSA/AGS
9	Conduct an awareness campaign on the use of seatbelts on school bus transport for the education of both parents and students.	RSA	Director - Road Safety, Research & Driver Education	Annually	CCC/DES/Bus Éireann
10	Organise an annual Road Safety Week with a series of local and national co-ordinated events aimed at raising awareness of Road Safety.	RSA	Director - Road Safety, Research & Driver Education	Annually	AGS/CCC

5.2 Engineering:

No.	Action	Lead Agency or Department	Responsibility	Completion Date	Support Department or Agency
1	Implement safety schemes at high risk locations on the Regional Road Network by 2020. Continuous monitoring of RTA statistics is ongoing and where a location identifies itself for remedial attention, funding is secured and works are undertaken to minimise the risk.	LAs	Chief Executive	Ongoing to 2020	DTTAS / RSA
2	Publish/renew Carlow County Council's prioritised plan on road building construction and maintenance on an annual basis.	LAs/CCMA	Chief Executive	Annually	DTTAS
3	Maintain and monitor Collision Prevention Programme (CPP) meetings.	AGS	An Garda Síochána/Road Safety Officer	Ongoing 2020	TII
4	TII and Regional Traffic Inspectors to review Collision Prevention Programme (CPP).	TII	TII	Ongoing to 2020	AGS
5	Evaluate High Collision Locations along the National Route under the HD15 Network Safety Ranking program.	TII	TII	Ongoing to 2020	CCC
6	Monitor, complete and collate LA16 forms after collisions.	CCC	Chief Executive	Ongoing to 2020	AGS
7	Identify, prioritise and implement engineering improvement measures at hazardous locations along the national route under the HD17 Road Safety Inspection program.	CCC	Chief Executive	Ongoing to 2020	TII/AGS
8	Maintain up to date accident data systems and add material damage accidents to data base.	CCC	Chief Executive	Ongoing to 2020	TII/RSA
9	Promote the use of Walkability Audit Reports by schools.	CCC	-	Ongoing to 2020	CCC
10	Provide expertise and assistance to schools developing school travel plans.	CCC	Chief Executive	Ongoing to 2020	TII
11	Provide information to the public regarding winter maintenance.	CCC	Chief Executive	Ongoing to 2020	RSA
12	Keep the public informed of planned and ongoing roadworks, and implement diversions where necessary.	CCC	Chief Executive	Ongoing to 2020	TII
13	Review speed limits in accordance with National guidelines and legislation.	CCC	Chief Executive	Ongoing to 2020	TII/AGS
14	Review and manage access of third party works on the public highway, ensuring adequate Temporary Traffic Management Measures are in place at all times.	CCC	Chief Executive	Ongoing to 2020	An Garda Síochána

15	Publish an annual plan on road building construction and maintenance.	CCC	Chief Executive	Annual	-
16	That hedge cutting takes place at an early time in summer to improve sight lines at the more important road junctions.	CCC	Chief Executive	Annual	-
17	That Carlow County Council undertakes a continuous programme of investment in advance warning signage for schools.	CCC	Chief Executive	Annual	-

5.3 Enforcement:

No.	Action	Lead Agency or Department	Responsibility	Completion Date	Support Department or Agency
1	<p>Carry out targeted operations of traffic law enforcement with an emphasis on safety offences. These priority offences include:</p> <ul style="list-style-type: none"> • Speeding • Impaired driving (Alcohol and drugs) • Helmet use • Seat Belt use • Mobile phone use 	AGS	Commissioner of An Garda Síochána	Annually	RSA
2	Liaise with border counties to address Regional Road safety issues through joint targeting operations.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	RSA
3	Full utilisation of detection equipment and enabled technology.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	-
4	Continued use of the automated number plate recognition system.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	-
5	Continued enforcement of impaired (alcohol and drugs) driving.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	-
6	Continued use of the mandatory alcohol testing checkpoints.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	-
7	High visibility enforcement targeting errant road user behaviours.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	-
8	Enforcement resources deployed will reflect the risk, location and time profile of collisions.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	CCC

9	Perform multi-unit high visibility checkpoints with the Road Safety Authority and other stakeholders.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	RSA/CCC
10	Avail of all opportunities to highlight the importance of safe road use.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	CCC/RSA
11	Target media campaigns at high risk periods and at major events.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	RSA/CCC
12	Liaise with Carlow County Council on review of speed limits.	AGS	Commissioner of An Garda Síochána	Ongoing to 2020	CCC

5.4 Evaluation:

No.	Action	Lead Agency or Department	Responsibility	Completion Date	Support Department or Agency
1	Effectively monitor and evaluate the Road Safety Plan 2017 – 2020.	CCC	Road Safety Officer	Ongoing to 2020	ALL
2	Identify areas where little activity is taking place i.e. where scheduled actions have not been initiated and provide feedback to all relevant stakeholders at the end of each year.	CCC	Road Safety Officer	Annually	ALL
3	Complete a mid-term review of the plan among all members of the Road Safety Together Strategy Committee.	CCC	Road Safety Officer	June 2018	AGS, RSA, TII
4	Complete a post plan review among all members of the Road Safety Together Strategy Committee	CCC	Road Safety Officer	January 2020	AGS, RSA, TII
5	Avail of all opportunities to highlight the importance of safe road use.	CCC	Road Safety Officer	Ongoing to 2020	AGS, RSA
6	Target media campaigns at high risk periods and at major events.	CCC	Road Safety Officer	Ongoing to 2020	AGS, RSA