

Cork Road Safety Plan

SAFE
JOURNEY



2016-2020



Contents

1.0	Foreword	2
2.0	Introduction	4
2.1	Mission Statement	4
2.2	Objective of Strategy	4
3.0	Profile of Cork	4
3.1	Cork's Road Network	5
3.2	Travel to Work	5
4.0	Statistics	6
4.1	Statistics – EU 28	6
4.2	Persons Killed Ireland – County Trends	7
4.3	Cork Fatal and Injury Collisions	7
4.4	Trends in Road Traffic Deaths	8
5.0	Road Safety- What it Means	10
5.1	National Context	10
5.2	Local Context	10
6.0	The Causes of Collisions	11
6.1	Critical Interventions needed to sustain progress	11
7.0	Road Safety Together Working Group	13
7.1	Stakeholders	13
8.0	The Es of Road Safety	15
8.1	Education	
8.2	Engineering	
8.3	Enforcement	
8.4	Evaluation	
8.5	Empowerment	
8.6	Emergency Response	
9.0	Conclusion	17
10.0	Action Plan Appendix 1 Education	
	Action Plan Appendix 2 Engineering	
	Action Plan Appendix 3 Enforcement	
	Action Plan Appendix 4 Evaluation	





1.0 Foreword

In the Road Safety Strategy 2013-2020 the Road Safety Authority (RSA) has set a task of making Ireland's roads as safe as the best performing countries in the European Union and beyond. The target set is for Ireland to close the gap by 2020 on countries with the most progressive safety records in the EU i.e. Malta, Sweden, the Netherlands and the UK.

Significant progress has been achieved since we first began to pursue a strategic approach to road safety in 1998 and Ireland is now the sixth (jointly with Spain) safest country among the EU28 for road collision fatalities per million population.

This has been achieved through national Government and Local Authorities working together with the Road Safety Authority, An Garda Síochána (AGS), Transport Infrastructure Ireland (TII) and many others to improve education, engineering and enforcement. These developments are a consequence of and have contributed to a huge shift in both the behaviour of road users and attitudes towards road safety.

Continuity of approach is a cornerstone of the current Strategy with the emphasis on close co-operation and collaboration among the many agencies but most especially the general public. This collaboration is mirrored at local level for Cork City and County and the continued momentum of working together will contribute to closing the gap to make Cork roads the safest in the country.

**A WORKING SMOKE ALARM
SAVES LIVES**
NO BATTERY NO CHANCE



A safety message from
Cork City Fire Brigade

 [corkcityfirebrigade](https://www.facebook.com/corkcityfirebrigade)

**SWITCH OFF BEFORE YOU
DRIVE OFF**



A safety message from
Cork City Fire Brigade

 [@corkcityfire](https://twitter.com/corkcityfire)

1.1 INTRODUCTION

The Cork Road Safety Action Plan 2016-2020 reflects the national strategy in its aims and objectives and also in the concept of shared responsibility. It involves the coming together of the principal organisations charged with responsibility for road safety to include the Local Authorities, the RSA, AGS, TII and the Health Service Executive (HSE) in a co-ordinated and collaborative approach to improve road safety across Cork city and county for all road users.

A Road Safety Working Group for Cork city and county has been established consisting of these stakeholders as well as the Health Service Executive (HSE), National Ambulance Service (NAS) and the Fire Services, to examine the specific local issues relevant to Cork and to develop a strategy that will focus on Education, Engineering, Enforcement, Evaluation, Empowerment and Emergency Response. The Group will meet on a regular basis to develop and jointly implement road safety initiatives and campaigns targeted at local conditions.

2.1 MISSION STATEMENT

To reduce the number and severity of traffic collisions, reduce the number of deaths and serious injury, and in doing so make Cork roads safer for all road users.

2.2 Objective of Strategy

To promote and improve the level of road safety on Cork roads by the implementation of measures based on the road safety elements of Education, Engineering, Enforcement, Evaluation, Empowerment and Emergency Response. These elements will apply to all road users to make our roads safer especially for vulnerable groups such as children, senior citizens and those with a disability, and will apply across all modes of transport. This strategy will be implemented jointly and collaboratively by the relevant stakeholders.

3.0 PROFILE OF CORK

There are two local authorities whose remit collectively encompasses the geographic area of the county and city of Cork.

Cork County is the largest county in Ireland with Cork city being the primary urban centre for the South of the country.

County Cork covers an area of 7,459 square kilometres (2,880 square miles), which comprises 11% of the area of the State. It is located in the province of Munster and borders four other counties: Kerry to the west, Limerick to the north, Tipperary to the north-east and Waterford to the east. With over 7,500 miles or 12,500 km of public roads, Cork County Council's transportation network equates to 14% of the nation's total. Cork County had a population of 399,216 in Census 2011 with the largest towns being Carrigaline, Midleton, Ballincollig and Cobh. The county has a population density of 64 persons/km², which is much higher than neighbouring Kerry and Tipperary. Cork has a largely rural landscape with a high percentage of the population living in urban areas.

Such is the diversity and scale of the county that it is divided into a number of strategic areas i.e. Metropolitan Cork, Greater Cork Ring, North and West. Rich farmlands and river valleys in the east contrast with the sandstone hills of the west, and there is an extensive coastline of bays, headlands and beaches. Farming and tourism are the main economic activities and the harbour area to the east of the city is home to a large number of pharmaceutical and medical companies.

The city of Cork had a population of 119,230 in its administrative area in Census 2011. However the city and its hinterland, the largely urban Greater Metropolitan Cork area (which includes a number of satellite towns and suburbs) has a population exceeding 300,000.

Cork city is the key economic driver for the region and plays a strong role in the social and cultural identity of the region. The city centre is located on

an island between the River Lee channels, has a compact urban form and is relatively flat. Cork is the second-most populous city in the State and is a gateway and University City, a tourism and cultural hub. It is the global headquarters for Tyco and the European headquarters of industries such as Apple Inc and Boston Scientific. The high level of industrial and commercial activity places increased demands on the existing road network.

Transportation links include:

- Air: Cork International Airport.
- Rail: Iarnród Éireann's Intercity, commuter and freight rail services.
- Bus: Bus Éireann's Intercity and commuter bus services.
- Sea: Port of Cork at Cork Harbour.

3.1 Cork's Road Network

The Cork road network is extensive and in total comprises 12,858 km, made up as follows:

- 559 km of National Primary/Secondary route (49km of which is Motorway)
- 1,437 km of Regional Roads
- 10,862 km of Local roads.

The Cork local authorities together with TII, NTA and Department of Transport, Tourism and Sport (DTTaS) continue to implement engineering measures on these roads with a particular emphasis on road safety.

3.2 Travel to Work

The following details, relevant to Cork for population aged 5 years and over by means of travel to work, school or college, have been extrapolated from the POWSCAR data of Census 2011:

Mode	Cork City	Cork County
Car Driver	33.3%	46.9%
Car Passenger	15.6%	21.9%
On foot	31.1%	9.5%
Bus, minibus or coach	8.8%	7.4%
Van	2.2%	5.1%
Bicycle	2.76%	0.62%
Train	0.32%	0.62%
Motorcycle or scooter	0.46%	0.26%
Other	1.47%	4.9%
Not stated	3.99%	2.8%
Total	100%	100%

The above details clearly demonstrate that residents in rural areas are more heavily dependent on the private car and travel for longer distances. It should be noted however that across both city and county empirical evidence has shown that the use of both cycling and public transport has increased since the last Census. The relevant POWSCAR statistics will be available before year end on Census 2016.



4.0 STATISTICS

As of 2015 Ireland are joint sixth with Spain among the EU28 in terms of road deaths per million population. This is based on provisional figures from most countries for 2015. Ireland currently stands at 36 deaths per million population which has decreased from 42 deaths per million in 2014. The current figure for Cork is 39 deaths per million population.

4.1 Statistics – EU 28

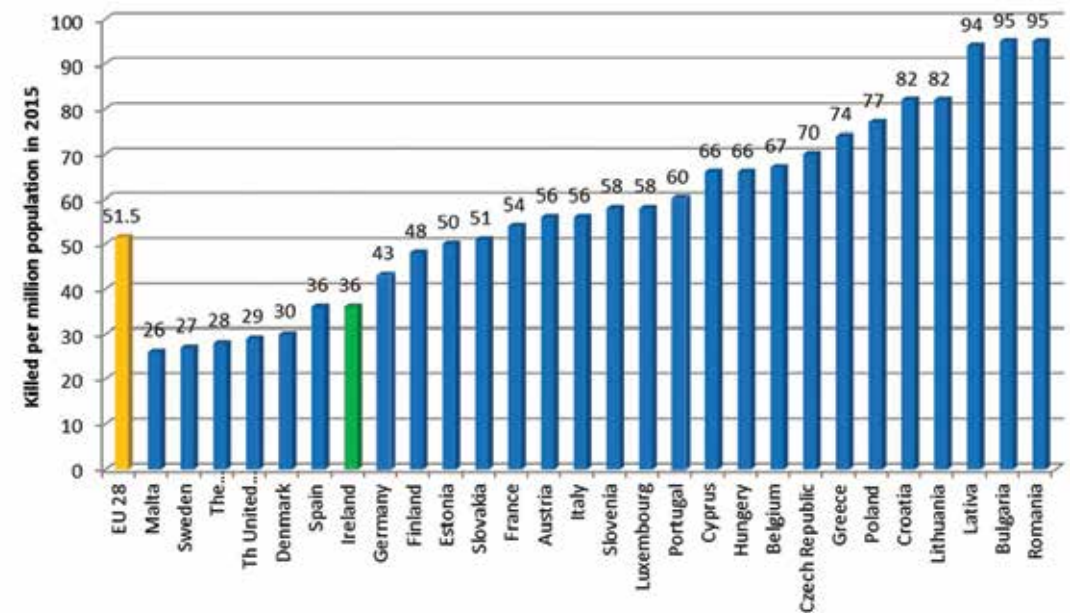


Figure 1: Number of deaths - EU28 2014/2015 (per million population)

4.2 Persons Killed - Ireland County Trends

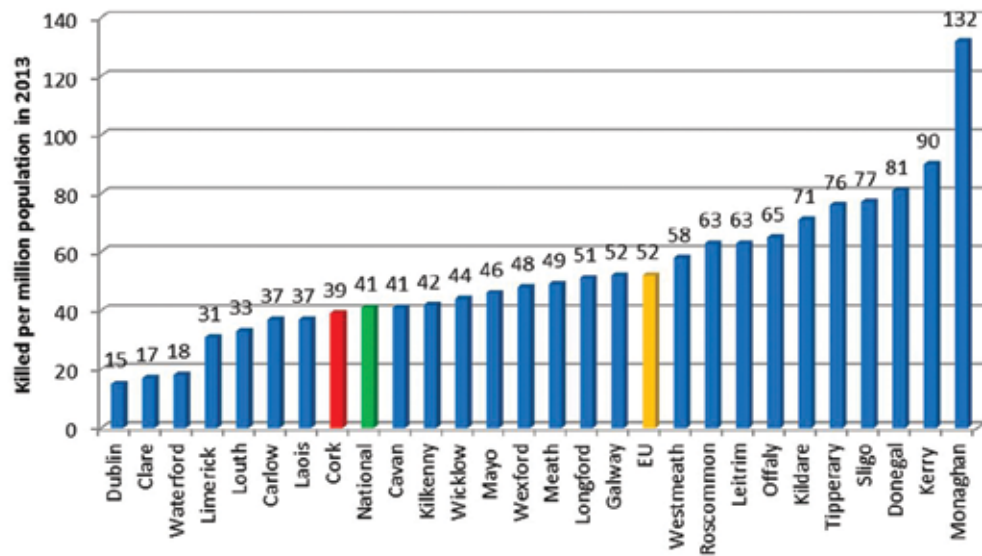


Figure 2: Number of deaths per county population in 2013

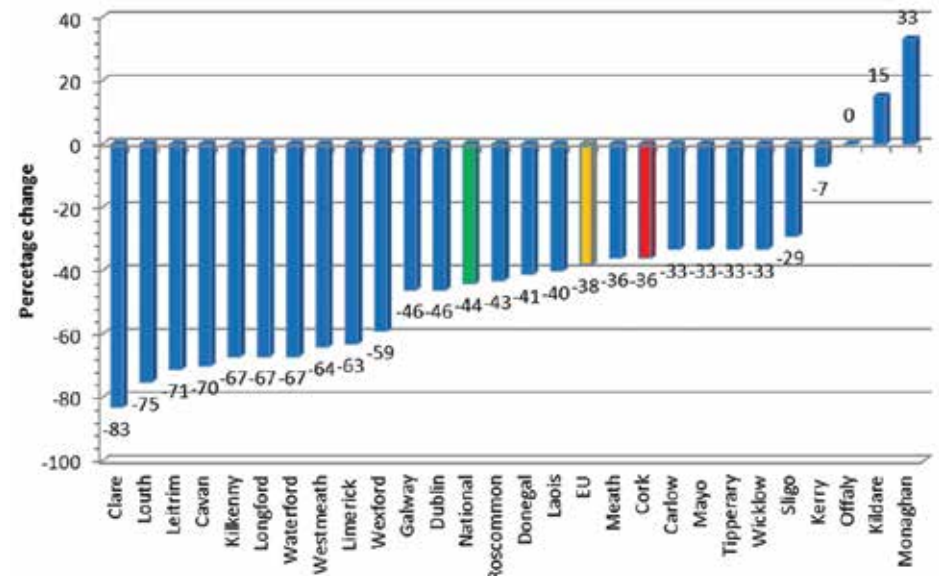


Figure 3: Percentage change in road deaths from 2007 to 2013

4.3 Cork Fatal and Injury Collisions

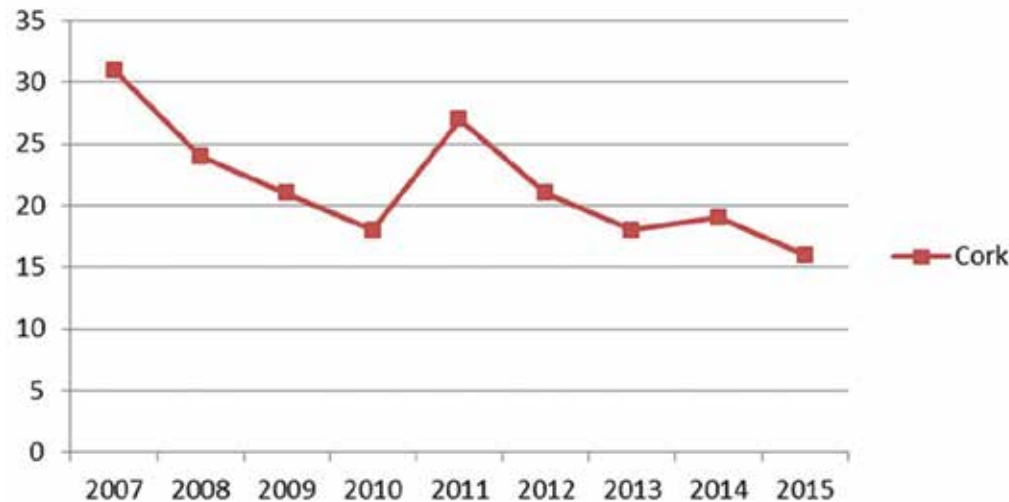


Figure 4: Cork Fatalities 2007 to 2015

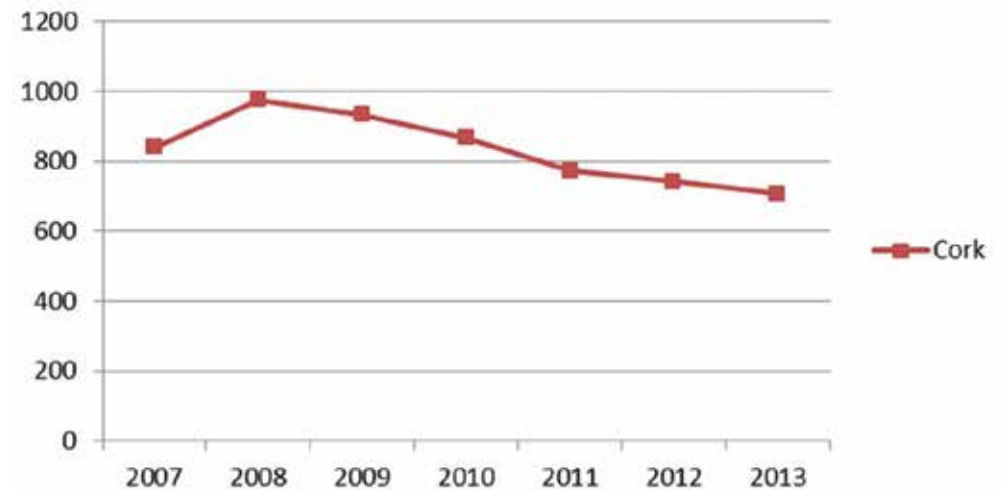


Figure 5: Cork Injuries 2007 to 2013

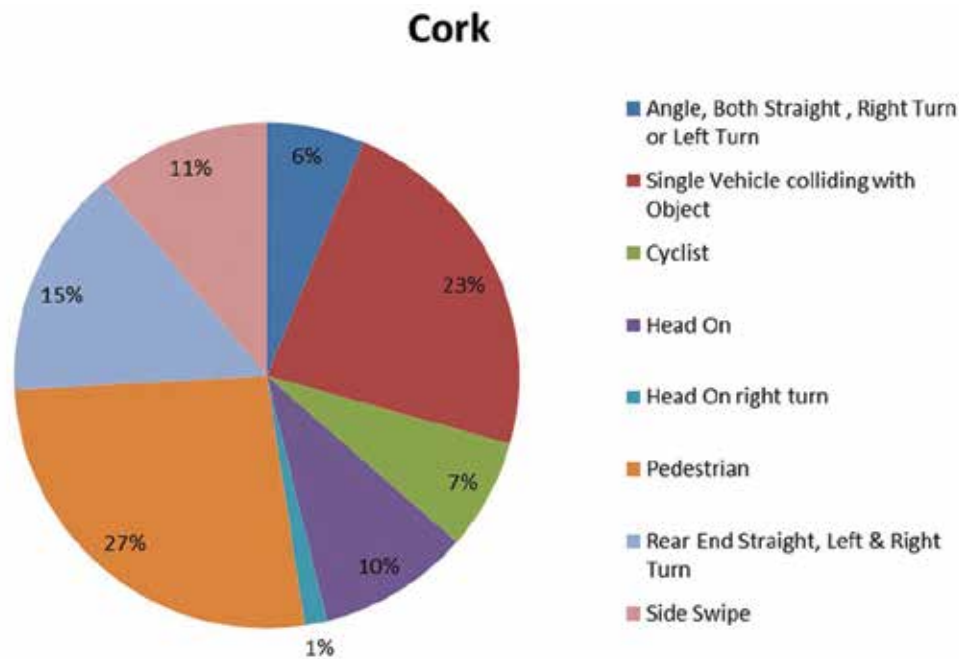


Figure 6: Primary collision types for Cork (*Based on 2014 provisional data)

While the Single Vehicle, Head On and Pedestrian collision types account for approximately 67% of our collisions on Cork Roads they account for approximately 93% of the Fatal Collisions and 71% of the Serious Injury collisions.

Source: RSA & AGS.

4.4 Trends in Road Traffic deaths nationally and in Cork 2007 to 2012 (RSA 2014)

- The implementation of measures under the Road Safety Strategy 2007-2012 has contributed to a 44% reduction in road fatalities nationally.
- Substantial reductions have been recorded in all road user categories with the highest reduction in pedal cycle, goods vehicle and pedestrian casualties (67%, 56% and 62% reduction respectively) between 2007 and 2013.
- However, 2013 saw a year-on-year increase in the number of road fatalities in Ireland for the first time since 2005. 188 people lost their lives in 2013, compared to 162 in 2012.
- Cork and Dublin are the counties with the poorest road safety record in 2013 in terms of the absolute number of fatalities. Eighteen people lost their lives on Cork roads in 2013.
- Collision data for later years has not yet been published.



5.0 ROAD SAFETY - WHAT IT MEANS

5.1 National Context

There has been a strategic approach to road safety in Ireland since the first Road Safety Strategy in 1998 and this approach has achieved considerable success under a number of key target areas such as speeding, driving under the influence of alcohol and seat-belt wearing. The result has been a significant reduction in the number of deaths (a 66% reduction 1997 to 2011) and Ireland is now the sixth (jointly with Spain) safest country in the EU for road collision fatalities per million population. This achievement may be set against an increase in the number of cars during this period of 66%. However, road deaths and serious injuries continue to have a severe impact on society.

The current national Road Safety Strategy 2013- 2020 has the key target of reducing road collision fatalities to 25 per million population or less by 2020 and serious injuries to 61 per million population. This means reducing deaths from 186 in 2011 to 124 or fewer by 2020. The provisional target for the reduction of serious injuries by 30% is from 472 (2011) to 330 or fewer by 2020. The Strategy focuses on three main areas of intervention of education, engineering and enforcement which will continue to underpin the implementation of the actions of the Strategy.

To ensure that the national Strategy develops in the most efficient manner, a programme of monitoring, research and evaluation will be put in place. A mid-term evaluation of the Strategy will be implemented in 2016 and this will provide an opportunity to recalibrate targets and to implement adjustments to the education, engineering and enforcement measures as required.

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

5.2 Local Context

The Cork Road Safety Plan 2016-2020 reflects the national strategy in its aims and objectives and also in the concept of a co-ordinated, collaborative and consistent approach to improving road safety for all road users. The development and implementation of measures under the headings of Education, Engineering, Enforcement and Evaluation together with Empowerment and Emergency Response all play a crucial role in terms of road safety.

The aims of the Cork Road Safety Plan are as follows:

- Develop objectives for the reduction and prevention of road collisions on a collaborative basis
- Develop and implement strategies to achieve these objectives which are best suited to local conditions
- Develop a monitoring and evaluation system
- Agree a timeframe for implementation over the lifetime of the plan

The Road Safety Together Working Group led by Cork City and County Councils has a significant and pivotal role in:

- Overseeing the development and implementation of the Cork Road Safety Strategy.
- Agreeing actions to be progressed over the life-time of the plan
- Securing funding for the implementation of actions
- Ensuring that all agencies/representatives on the Group work together to achieve the objectives of the plan
- Recommending road safety policies to the Roads and Transportation Strategic Policy Committees
- Inputting into the City and County Speed Limit Review process
- Meeting on a regular basis with the chair being shared by the respective Directors of Service.
- Engaging the broader community through education and initiatives.

6.0 THE CAUSES OF COLLISIONS

As per the RSA study of fatal collisions that occurred between 2008 and 2012 it was found that 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 or drugs
- Failure to use or properly use seatbelts and child safety restraints.
- Unsafe behaviour towards vulnerable road users (pedestrians, motorcyclists, cyclists, young children and older people.)
- Unsafe behaviour by vulnerable road users (pedestrians, motorcyclists, cyclists, young children and older people.)
- Driver fatigue – driving while over-tired and/ or unable to remain awake.

(RSA, 2016. Fatal Collisions 2008 – 2012, Excessive Speed as a Factor)

In addition, the RSA study of fatal collisions that occurred between 2008 and 2012 found that the largest proportions of drivers deemed to be responsible or part responsible for the collision with defective tyres on their vehicles were in Donegal (18.2%), Cork, Kerry and Wexford (9.1% each).

(RSA, 2016. Fatal Collisions 2008 – 2012, Vehicle Factors.)

6.1 Critical interventions needed to sustain progress

Targets have been set at a national level for further reductions in fatalities and serious injury by 2020.

Implementation at both national and local level of the following measures could help reach those targets:

- Reinforce the importance of wearing seatbelts and the use of child restraints
- Reinforce the message of the consequences of:
 - driver fatigue
 - driver impairment such as alcohol and drug driving
 - driver distraction, in particular mobile phone use
- Highlight the importance of driver and motorcyclist use of appropriate speed for road and conditions
- Continue to reduce incidence of Learner Drivers unaccompanied
- Empower users to adapt positive behaviours.

These messages are relevant to all drivers but have particular relevance to younger drivers.

(Source: RSA)



7.0 ROAD SAFETY TOGETHER WORKING GROUP – STAKEHOLDERS



Cork Local Authorities - Cork City and County Councils

Cork City and County Councils are responsible for the construction and maintenance of public roads in the City and County in collaboration with Transport Infrastructure Ireland, National Transport Authority and Department of Transport, Tourism and Sport. This involves responsibility for the planning, design, development and maintenance of roads in Cork. Key elements of the Cork Road Safety Action Plan include safety considerations and ongoing maintenance together with implementation of a Road Safety Education programme in conjunction with stakeholders, in order to provide a safe and efficient network to serve the needs of Cork City and County for Business, Industry, Agriculture, Tourism, Education and Community Development.



An Garda Síochána

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



Road Safety Authority

The aim of the Road Safety Authority is to save lives and prevent injuries by reducing the number and severity of collisions on our roads. We research, educate and protect road users by improving their knowledge, skills and behaviours as they move through life, we set and assess driving standards, promote remedial training and licence drivers according to entitlements and we set standards for vehicles, test against minimum standards and support compliance amongst commercial vehicle drivers and operators and enforce where necessary.

The RSA works closely with the Cork Local Authorities in the drive to reduce the level of death and injury occurring on our roads. The RSA has given its full support and co-operation to the Cork Road Safety Working Group in its implementation of the Road Safety Strategy locally.



Transport Infrastructure Ireland

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 01/08/15. The primary function of TII under the terms of the Roads Act (2015) is to secure the provision of a safe and efficient network of national roads. TII's mission statement is to contribute to improving people's quality of life and to economic competitiveness by developing, maintaining and operating the national road network in a safe, cost effective and sustainable manner. TII also have a Regional Road Safety Engineer for the South West region who liaises with Cork City and Cork County Council, as well as other counties in the region, regarding issues of road safety on national roads.



Cork Fire Services

The main role of Cork City Fire Department is to work with the local community and other agencies to reduce risk to life and property. They believe prevention is the most effective way to accomplish this key goal. The role of the Cork City Fire Department has changed over the years and the number of road traffic incidents they attend has increased. With regards to Road Safety the focus has been on promoting education with various student groups, schools and the general public with their Community Fire Safety vehicle. This has been done in conjunction with the other Principal Response Agencies and has been well received by participants.



Cork County Fire Services aim to keep people safe in their community by working to ensure fires and other emergencies do not occur, including road traffic collisions, and responding efficiently and effectively when they do. Cork County Fire Services work closely with other Principal Response Agencies in terms of trying to improve overall safety levels within our communities and in trying to minimise loss and disruption to society.



CUH Emergency Department

Cork University Hospital (CUH) wholeheartedly supports our strategic road safety partners as we actively develop as a National Centre of Excellence in Trauma Care from Roadside through to Rehabilitation:

CUH has all relevant specialties to manage trauma of all severity on a single campus.

- The Clinical Lead for Ireland's Major Trauma Audit (MTA) is a Consultant in Emergency Medicine at CUH. MTA supports a national framework for hospitals to collect and report standardised data on patient injury, care processes and patient outcomes and submits this data for benchmarking internationally to the Trauma Audit and Research Network (TARN).
- 40 years ago, Cork was the first region in Ireland to provide a Physician response to road traffic collisions. Today, our Emergency Department provides a regional response when requested and Clinical Governance and online telemedical support nationally to Critical Care Support assets responding on behalf of the National Ambulance Service.
- MEDICO Cork (<http://www.emed.ie/Administration/Medico/Index.php>) is the Irish Health Service Executive's (HSE) National 24 hour Emergency Telemedical Support Unit, providing live support to emergency services on scene.

8.0 CRITICAL SUCCESS FACTORS

The “E”s of Road Safety

8.1 Education- raising awareness of road safety by imparting knowledge and developing an understanding of the risks with a view to changing attitudes and behaviour at individual, community and organisational levels.

The core element of road safety awareness happens in schools – the stakeholder organisations undertake many initiatives and programmes for road safety education at all levels of schools across the city and county, from pre-school to 3rd level and in the community. These initiatives are outlined in Appendix No. 1 attached.

8.2 Engineering- making the road network safer and more forgiving of inevitable errors by road users. Cork City and County Councils with support from Transport Infrastructure Ireland, Department of Transport, Tourism and Sport and the National Transport Authority, are responsible for engineering issues on Cork roads, including annual roadworks programmes, road safety audits, identifying and implementing low cost safety measures, speed limit reviews, driver feedback signs and traffic management. These initiatives are outlined in Appendix No. 2 attached.

8.3 Enforcement- visible and appropriate enforcement acting as a deterrent and increasing compliance with road traffic legislation. An Garda Síochána is responsible for enforcement of the road traffic legislation. This includes setting up checkpoints for the purpose of carrying out of Mandatory Alcohol Tests (MAT), checks for speeding, seatbelt wearing and other violations of traffic offences. These initiatives are outlined in Appendix No. 3 attached.

8.4 Evaluation- monitoring of actions and seeking sustainable reduction in road deaths and serious injury by constant research into the efficacy of actions undertaken. The Road Safety Authority continues to carry out surveys and evaluations in an effort to ascertain the value and quality of certain campaigns and road behaviour. Cork RSTWG initiatives are outlined in Appendix No. 4 attached.

8.5 Empowerment – Enabling or persuading people to change their behaviour and demonstrate personal responsibility in relation to road safety is essential for the success of the strategy. The four Es of education, engineering, enforcement and evaluation have a large part to play in this – through these measures, the general public will come to perceive that road safety is consistent with his or her core values and it is the norm in terms of attitude and behaviour.

8.6 Emergency Response – Cork Fire Services together with the National Ambulance Service, An Garda Síochána and Cork University Hospital work closely together as Principal Response Agencies in terms of emergency response at Road Traffic incidents, as well as in trying to improve overall safety levels within our communities and in trying to minimise loss and disruption to society.

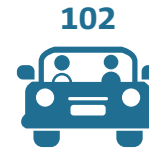
A TOTAL OF 165 PEOPLE HAVE LOST THEIR LIVES IN 2015.



COMPARED TO 193 IN 2014, A 15% DECLINE.

2015 ROAD SAFETY REVIEW

VEHICLE OCCUPANT FATALITIES



1%

DECLINE IN DRIVER DEATHS DOWN FROM 76 TO 75

31% DECLINE IN PASSENGER DEATHS DOWN FROM 39 TO 27

VULNERABLE ROAD USER FATALITIES

32



22% DECLINE ON 2014

22



8% DECLINE ON 2014

9



31% DECLINE ON 2014



29% OF DRIVERS AND PASSENGERS KILLED WERE NOT WEARING A SEATBELT

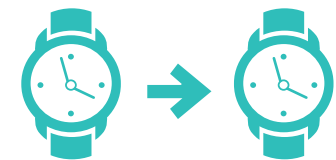
THE NUMBER OF CHILDREN KILLED IN 2015 REDUCED BY

80%

(down from 15 to 3)



SUNDAY WAS THE MOST DANGEROUS DAY OF THE WEEK (32 FATALITIES)



BETWEEN 10AM AND 12PM WERE THE MOST DANGEROUS HOURS.

10.0 ACTION PLAN APPENDIX



EDUCATION

Project	Lead Dept or Agency	Support Dept or Agency	Action	Timeframe	Target
1.1. Preschool	RSA	Cork childcare committee / Cork Local Authorities / AGS/ Fire Service/HSE	Promote the use of Simon and Friends education programme	Annually	1 session
	Cork City Council	Cork childcare committee	Balance Bikes initiative	Biannually	All preschools
	Cork County Council	RSA / AGS	School Warden / RSO Preschool Preparation Visits	Annually	On request
1.2 Primary school	RSA	Cork Local Authorities / AGS/ Fire Services/ESB	Deliver road safety talks to primary schools, promoting the use of road safety programmes such as Be safe, Let's Go, Seatbelt Sherriff, Hi Glo Silver and Safe Cross Code, ESB Back to School	Annually	30 Primary schools per Local Authority
	Cork City Council	AGS	Provision of adult School Warden Service	Ongoing	At identified schools
	Cork County Council	AGS / RSA	School Warden Junior Infant Crossing Training	Ongoing	County Schools with Warden Service
	Cork County Council	AGS / RSA	Support Junior School Warden Scheme	Ongoing	County Schools with Warden Service
	Cork Local Authorities	Cork Sports Partnership / RSA	Provide Safe Cycle Training to Primary 5th and 6th classes in city and county schools	Annually	All Primary Schools

1.3 Post primary	RSA	Cork Local Authorities / AGS	Deliver road safety talk to secondary schools, promoting the programmes 'Road safety matters', 'Your Road to Safety' and 'Wrecked' to schools	Annually	15 Secondary Schools per Local Authority
	RSA	Cork Local Authorities / AGS	Deliver in-service training on the junior cycle and transition year programmes in schools	Annually	3 new schools to undertake programme each year
	AGS/Fire Services/HSE	Cork Local Authorities/ AGS / RSA	AXA Roadshow	Annually	1 Session
1.4 Third Level	RSA	AGS	Deliver road safety talks to third level students covering all institutions.	Annually	1 Session
	AGS / City Fire Services / HSE	Cork City Council	Crashed Cars Initiative for CIT Safety Week	Annually	1 Session
1.5 Companies	RSA / AGS		Deliver road safety talks to companies including roll over and RSA shuttle	Annually	5 Sessions
1.6 Community	RSA	Voluntary groups, Sports Groups	Protecting our community – a call to action 'Play it Safe' programme	As required	Promote this programme and deliver training as requested
	Cork City Council	Vulnerable groups	Road Safety awareness for Cope Foundation	Annually	All Road Users
	Cork City Council	Cork Community Bikes/ Cork Sports Partnership	Community Festivals e.g. Lifelong Learning Festival, Cork Bike Week, Cork Cycling Festival, Rebel Pedal Parade, Cork Walking Month	Annually	Promote Road Safety Awareness at each event
	Cork City Council	AGS / RSA	Christmas 'Gift a Lift' promotion	Annually	All Road Users
	AGS		Community Alert Group Meetings	Annually	Local Community Groups

1.7 Road safety promotion	RSA / AGS	Cork Local Authorities / Fire Service /HSE	Implement public awareness campaigns which target the main causal factors for collisions, deaths and serious injuries for all road users but in particular high risk groups.	Annually	Utilise national/local media to increase public awareness of road safety issues.
	RSA	Cork Local Authorities / AGS / Fire Service	High visibility materials	Ongoing	Distribute high visibility and road safety resources as required/ planned and in conjunction with other media campaigns
1.8 Road Safety Interactive Resources	RSA	AGS / Cork Local Authorities	Check it fits road show	Annually	5 locations in Cork each year
	RSA	Cork Local Authorities	Visit primary schools with 'Streetsmart' programme	Annually	4 Primary Schools
	Cork City Council	RSA	Host "Streetsmart" event in City Hall	Annually	250 students
	RSA	AGS / Cork Local Authorities	Road Safety Interactive Shuttle & Roll-over Simulator	Annually	4 locations in Cork
1.9 Road safety week	RSA	AGS / Cork Local Authorities	Organise a road safety week with a series of local and national events such as Beep Beep Day for preschools.	Annually	All Road Users
1.10 Safe Cycle Training	Cork City Council	Cork Community Bikes/ Cycle Sense	Provide Safe Cycle Training for Adults	Annually	3 Training sessions per year
	Cork City & County Councils, RSA, HSE	Cork Sports Partnership	Provide Safe Cycle Training to students	Annually	Provide training to 1,250 students per year

1.11 Education Drives & Materials	Cork County Council		Produce Safety Calendar	Ongoing	All Schools
	Cork County Council		Poster Competitions Road Safety Reader for Juniors to First Class	End 2017	Primary Schools, Libraries & Swimming Pools
	Cork Local Authorities		Game for 2nd to 4th Class	Ongoing	Primary Schools Libraries & Swimming Pools
	Cork County Council & AGS		Safety at School Gate leaflet	Ongoing	Primary Schools, Public Buildings
1.12 Fire Service Road Safety Initiatives	Cork City Council/ Fire Service	Cork Local Authorities / AGS / RSA	Deliver key safety messages through vehicle messaging systems on community fire safety vehicle	Ongoing	Large scale events and shopping centres
	Cork City Council/ Fire Service	Cork Local Authorities / AGS / RSA	Utilise fire station bay doors for campaign adverts	July 2016	Utilise key high volume traffic locations of fire stations (Ballyvolane)
	Cork City Council – Fire Service	Cork Local Authorities / AGS / RSA	Use car park advertising boards to heighten awareness and target specific campaigns on city approach roads	As required	Approach roads to city.

ENGINEERING

No.	Project	Lead Agency	Support Department or Agency	Action	Timeframe	Target
1	Complete LA16 forms following fatal collisions	An Garda Síochána (AGS)	Cork City Council & Cork County Council	LA16 forms to be completed and submitted to TII as soon as possible following fatal collision	As required	85% completion within the year of occurrence of collision
2	Investigate fatal collision locations for road contributory factors	Cork County Council		Implement improvements short, medium term or both	Ongoing	90% annually
3	Undertake Road Safety Inspections and implement recommendations	TII	Cork City Council & Cork County Council	Systematic inspections of all National routes to identify existing issues relating to road safety in accordance with HD17 of the DMRB. Inspections are carried out on a periodic basis by TII.	Ongoing	On an on-going basis identified hazards will be addressed by TII and Cork City & County Roads section according to the collision risks identified in the inspections
4	Identify, prioritise and implement low cost safety measures for non national roads	Cork City Council & Cork County Council	DoTTaS	Based on an assessment of collision data, prioritise and submit the collision prone locations on non national roads for inclusion in the national low cost safety programme	Annually	All proposed schemes implemented where engineering measures deemed appropriate or plans in place for same. For Cork County Council - approx 15 sites per year. For Cork City Council - approx 2 sites per year
5	Identify, prioritise and implement safety measures for TII HD15 sites (High Collisions Locations) in accordance with the EU Directive on Road Safety Infrastructure Management.	TII	Cork County Council, Cork City Council, MMaRC, PPP Contractor	TII provides annual report to Local Authority of identified high collision locations. Cork City Council, Cork County Council & Road Operators put forward schemes with feasible engineering solution for funding to TII. Local Authority/Road Operator implement funded schemes.	Annually & ongoing	All proposed schemes implemented where engineering measures deemed appropriate or plans in place for same

6	Road Safety Audit	Cork City Council & Cork County Council	Transport Infrastructure Ireland (TII)	Road Safety audits to be undertaken on all DoTTaS funded road schemes (national and non national) that affect the layout or management of the road.	Ongoing	100% of all schemes to be audited
7	Maximise improvement of road surface in the Road Network	Cork City Council & Cork County Council	DoTTaS/ TII/NTA	Compile, design and deliver annual programmes of road improvement schemes inclusive of surfacing, drainage, lining (inclusive of cats-eyes where appropriate) and signage. Also network improvement schemes, where funding provided. Carry out general road maintenance and up-keep as required.	Annually	Complete annual programmes of works
8	Implement HD16 inspection requirements for temporary safety measures at roadworks on National Roads in accordance with the EU Directive on Road Safety Infrastructure Management.	Cork City Council & Cork County Council	TII	Undertake periodic inspections of temporary safety measures at roadwork sites on all projects sanctioned and/or procured by local authorities and register all relevant roadworks on the TII website.	Varies depending on the time-frame of the roadworks	Ensure all relevant roadworks are inspected periodically by those who commission the project and registered on the TII website
9	Traffic Incident Response Protocol	TII	Cork City Council, Cork County Council, An Garda Síochána, Emergency Services, N40/JLT Contractors	Prepare protocol for management of major incidents on N40	2016	2016
10	Traffic Management	Cork City Council	An Garda Síochána	Weekly traffic meetings with Contractors to coordinate works and ensure appropriate traffic management and road closures and lane restrictions, where required, are in place	Ongoing	Limit delays and publish weekly list of traffic management requirements around the city administrative area

11	Abnormal Load Permits	Cork City Council & Cork County Council		Assess applications and apply conditions as appropriate	Ongoing	All applications to be assessed in a timely manner
12	Weighbridges	RSA/ An Garda Síochána	Cork County Council	Develop weighbridge sites to include for holding areas	Ongoing	2020 provided that the RSA proposal follows through to funding.
13	Hedgecutting	Cork City Council & Cork County Council	Landowners	Investigate complaints regarding hedges and issue notification to landowners where hedges become a road safety problem for road users. Hedge cutting as required at junctions.	Ongoing	Issue Notices in response to complaints and follow through to ensure compliance
14	School Warden crossing assessment	Cork City Council & Cork County Council		Compile and organise works programme to improve crossings	Ongoing	Complete programme of works for School Warden service in City and County.
15	School Flashing Lights	Cork City Council & Cork County Council		Ongoing maintenance of school flashing lights around primary schools and installation of same, where warranted	ongoing	Annual check of all school flashing lights and calibration of timings of same. Designated contact person in each school to be identified.
16	Driver Feedback Signs	Cork County Council		The temporary installation of signs in known high speed locations	Ongoing	Ongoing checking and monitoring of speed at the location of the driver feedback signs for effectiveness of the measure
17	Public Lighting	Cork City Council & Cork County Council		Annual programme of new lights and LED upgrade/ retrofit	Ongoing	Complete annual programme of works
18	Speed Limit Review	Cork City Council & Cork County Council/TII	An Garda Síochána	Carry out review of existing speed limits	Q2 2017	Implement review and byelaws
19	30 kph zones	Cork City Council & Cork County Council	DoTTaS	Implement 30kph zones and slow zones	Ongoing	Complete annual programme of works
20	Promote the installation of traffic calming measures where appropriate	Cork City Council & Cork County Council	DoTTaS	Implement Traffic Calming measures in accordance with policy especially in locations where the 30kph signs by themselves are not deemed effective, subject to budgetary constraints.	Ongoing	Complete annual programme of works subject to budgetary allocations.

21	Winter Maintenance	Cork City Council & Cork County Council	DoTTaS	Monitor and undertake salting as required on routes identified in the winter service plan	As required	Implement winter service plan. Publish winter service plan on Local Authority websites on an annual basis
22	Fleet Management	Cork City Council & Cork County Council		Maintain Local Authority fleet so that they are safe and fit for purpose	Ongoing	Ensure all vehicle inspections are recorded and are in accordance with the relevant legislation
23	Road Safety Queries	Cork City Council & Cork County Council		Investigate road safety queries	Ongoing	Implement measures, where appropriate
24	Continued Professional Development	Cork City Council & Cork County Council	TII/ DoTTaS	Further education of engineering staff in the area of Road Safety Engineering and Road Safety Auditing to facilitate collision remedial work and road safety engineering work.	Ongoing	CPD courses in Road Safety engineering to be favourably considered when requested
25	Re-establishment of CPP 's in Garda Districts (Collision Prevention Programmes)	AGS	Cork City Council & Cork County Council	Partnership between Area Engineers and Garda members in reviewing collisions prone zones and actively contributing to a reduction of such road traffic collisions at a local level.	Ongoing	4 meetings at a local /district level annually.
26	Promote safety of road users through the installation of footpaths and development of cycle-ways and greenways.	Cork City Council & Cork County Council	TII/ DoTTaS/NTA	Consider the incorporation of footpaths, cycleways and greenways in new road designs, especially in urban locations.	Ongoing	Complete annual footpath programme subject to funding. Progress NTA funded projects involving cycle-ways, bus-stop provision and walking to school initiatives annually.
27	Reduce the hazard of poor drainage on roads leading to surface water flowing on or causing damage to road surfaces.	Cork City Council & Cork County Council	TII/ DoTTaS	Carry out annual programme of maintenance drainage works. Issue Section 76 Notices under Roads Act 1993 where water is determined to be flowing onto road. Follow up on the execution of planning conditions relating to surface water and entrances.	Ongoing	Complete annual drainage programme. Issue Notices as appropriate. Take planning enforcement measures as necessary.

ENFORCEMENT

No.	Project	Lead Agency	Support Agency	Action	Timeframe	Target
1	High Visibility Presence	AGS	#	Increased presence on the Road Network and increase Road Traffic enforcement	Ongoing	Daily
2	Mandatory Alcohol Testing Checkpoints	AGS	#	Continued enforcement of MAT schedules	Ongoing	Daily
3	Commercial Vehicle Checks	AGS	RSA	Continue individual and joint Road Operations with RSA. Specifically target Abnormal Loads and vehicle safety checks	Ongoing	Daily
4	Target Life-Saver Offences	AGS	#	Target - Speed / Seat Belt / Mobile Tel and Drink Driving Offences	Ongoing	Daily
5	Super Checkpoints	AGS	#	To establish Super Checkpoints to increase Garda presence on road and to increase impact of the checkpoint on the road users.	Ongoing	Daily
6	Collision Prone Zones	AGS	LA's & TII	To update list of collision prone zones and circulate to all Garda Operational Members	Ongoing 2016	Every 3 Months
7	Media Campaign	AGS	LA's & TII - RSA	To implement a specific Road Safety Media Campaign with specific messages and statistics from Cork Area	Jun-16	4 per Month

8	Speed Detection Vehicles	AGS	GoSafe	To ensure that deployment of GoSafe and Garda Gatso speed detection vehicles are current to Road Collision zones or areas of excessive speed	Ongoing	GoSafe - as per national plan. 16 Times per year in Cork
9	Automated Number Plate Recognition (A.N.P.R).	AGS	#	Continued use and effective deployment of ANPR road traffic detection and enforcement systems.	Ongoing	Daily Use
10	Road Safety Campaigns	AGS	RSA	Avail of all opportunities to highlight the importance of Road Safety issues	Ongoing	3 per Month min (National Targets)
11	Multi Agency Checkpoints	AGS	HSA/Customs/ LA	To continue with schedule of checkpoints - liaison between the various statutory agencies	Ongoing	Min 1 per Month
12	Learner Drivers	AGS	RSA	To continue to focus on Learner Drivers through a combination of education and enforcement, especially in the area of Driving Licence requirements/obligations	Ongoing	Ongoing Q4 2016

EVALUATION

No.	Measure	Lead Agency	Support Agency	Completion Dates	Target
1	To effectively monitor the implementation of the Cork City & County Road Safety Plan	Cork Local Authorities	RSTWG	Ongoing	3 meetings per annum
2	Monitor the achievement of the road safety actions contained in this plan using an agreed quarterly reporting template over the life time of the Plan with members of the RSTWG.	Cork Local Authorities	RSTWG	Agree Template Q2 2016	Annual Report
3	Identify areas where actions have not been met and provide report on same identifying the reasons why . Offer potential solutions or alternatives to implement into the Plan.	Cork Local Authorities	RSTWG	Annually	Annual Report
4	Capture the number of type of community consultations, community participations, and the different community channels used in the area of Road Safety education.	Road Safety Officer/AGS	CCC/RSTWG	Annually	Annual Report
5	Develop feedback form for the joint road safety events .	Road Safety Officer/AGS	CCC/RSTWG	2020 Q2	Report 2020
6	A reduction of 30% of Fatal and Serious Injury Collisions for Cork, as per National Strategy (2013 Fatal Collisions 18, Serious 41)	Cork Local Authorities	All	2020 Q2	Fatal 13, Serious 29



Cork Road Safety Plan

2016-2020

