



An Roinn Iompair  
Department of Transport

VISION  
ZERO

# Cork Road Safety Plan 2022- 2030



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## 2. Forward and Vision

### Sam Waide, CEO, Road Safety Authority



Ireland has made significant progress over the lifetime of previous road safety strategies. Since the launch of the first ever Road Safety Strategy in 1998, road deaths have declined by almost 70%. None of that progress could have been possible without our key stakeholders working together in a coordinated, strategic way.

This, Ireland's fifth Road Safety Strategy, will adopt a transformational and partnership-based approach to road safety in Ireland to achieve a 50% reduction in deaths and serious injuries by 2030. Road safety is a whole-of-government issue and needs a whole-of-government response. We have seen how governments over the years have enacted measures that have made our roads safer from the mandatory wearing of seat belts, the lowering of drink-driving limits, the introduction of penalties for dangerous behaviors, safer infrastructure and targeted enforcement. These measures have saved lives.

The 2020 Program for Government commits to achieving 'Vision Zero' – i.e. no deaths or serious injuries on the roads – which we will achieve by 2050. This commitment must be matched by action, enabling funding, accountability and good governance. Critically, we need even greater partnership and collaboration to achieve the ambitious target of Vision Zero. Vision Zero in road safety is not just a catchphrase. It is a serious commitment to end all deaths and serious injuries on our roads. Vision Zero will be delivered through embedding the Safe System approach into our national road safety policy and practice.

The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. It aims to reduce the likelihood of a collision occurring and, if one does occur, to ensure that the road users involved will not be killed or seriously injured. The seven areas of intervention of our Safe System approach are:

1. Safe roads and roadsides
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash response
6. Safe and healthy modes of travel
7. Safe work-related road use

## Cork Road Safety Working Together Group Local Road Safety Plan

These intervention areas will drive the scope of our work, and all action plans will include actions under each of these headings. By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice. The public has a central role to play in achieving our goals.

To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. It will be challenging, but it is achievable with investment and support from the highest levels of leadership to local community level.

Reducing road deaths and serious injuries by 50% over the next decade is achievable. Vision Zero by 2050 is achievable. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.

## Foreword by Cork Road Safety Working Together Group



Adopting the international best practice of Vision Zero and the Safe Systems approach to Road Safety sets a very high standard and challenges us to keep Ireland's road safety standards among the very best in the world. Vision Zero is a long-term goal aimed at eradicating road traffic deaths and serious injuries by 2050. To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively.

This Road Safety Strategy developed by stakeholders involved in promoting and improving road safety in Cork, sets out a collaborative approach to improving road safety in the county in the period up to 2030. Building on former road safety interventions and strategy, there will be a co-ordinated approach to the delivery of services. All the actions included come under the **7 Safe System Priority Intervention Areas**.

The Strategy firstly presents a Post-Plan Review of Cork's Road Safety Strategy 2018-2020 (extended to 2021). The second part comprises the Strategy itself for 2022-2030 and the third part is the Phase 1 Action Plan from 2022-2024. This Action Plan will be reviewed in 2024/2025 and suitable amendments to the Phase 2 Action Plan for 2025-2027 will be made.

There are additional forms of transport such as e-scooters and e-bikes which did not exist on our roads until recent years. Legislation governing the use of e-scooters and e-bikes is currently making its way through the Houses of the Oireachtas in the Road Traffic and Roads Bill 2021. We in Cork will have to make provisions for their use in terms of urban road design and consider appropriate measures in our Phase 1 Action Plan.

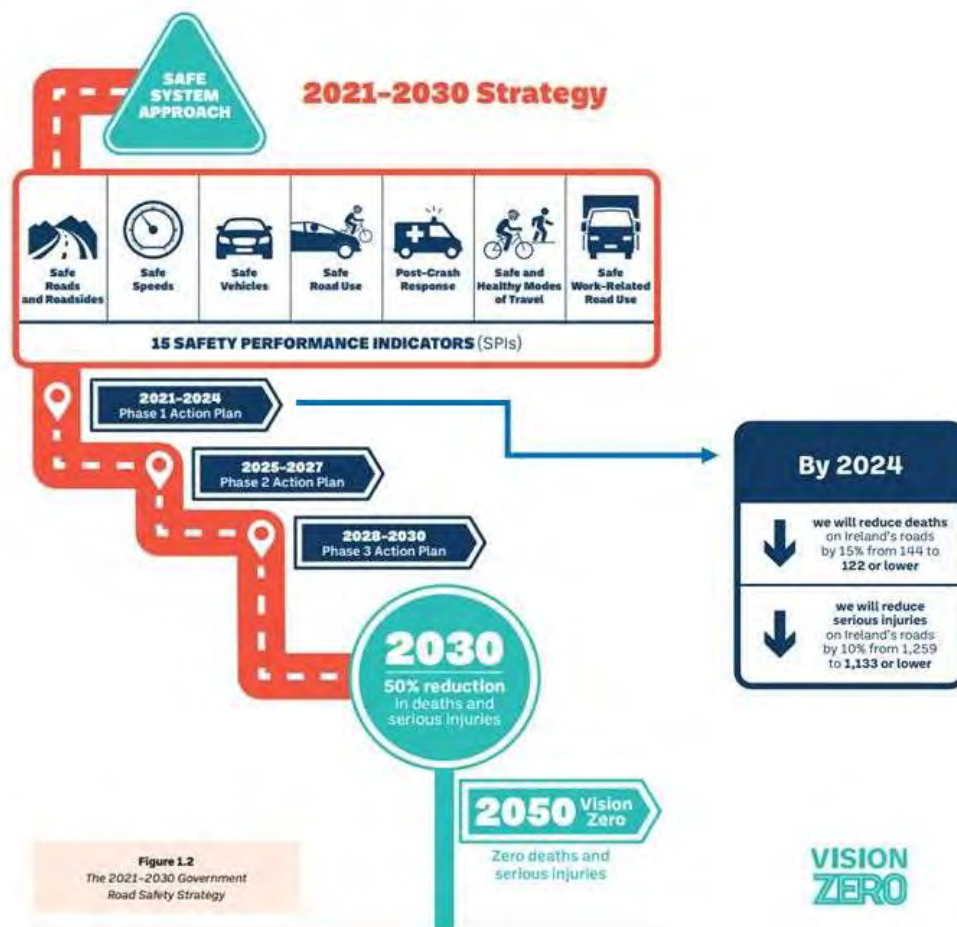
There are currently more people walking and cycling largely as a result of the Covid-19 pandemic but also to be healthier, more active, and to reduce their carbon emissions. However, concerns around the safety of active travel remain high and many people continue to be deterred from walking and cycling on our roads. Developing high-quality walking and cycling facilities and infrastructure under the Cork Active Travel Programme will encourage more people to walk and cycle to work and school instead of making the journey by car.

Road safety is a shared responsibility. No one form of transport takes primacy over another. Everyone is entitled to use the road - whether a pedestrian, cyclist, e-scooter user, motorcyclist or motorist - and not have their safety or life put at risk because of the dangerous behaviour of others. Critical to success will be the level of interaction with all road users, to continue the marked change in personal behaviours

## Cork Road Safety Working Together Group Local Road Safety Plan

and attitudes and to bring about further responsible road user behaviours in order to achieve a safer road environment. By adopting strategic, co-ordinated approaches to tackle road safety issues, we will be in the best position to improve outcomes for road safety in Cork.

### 3. Our journey towards Vision Zero



For more information on Our Journey towards Vision Zero, please read about it in the [Government Road Safety Strategy 2021-2030](#) (Section 1, page 11)

#### Vision

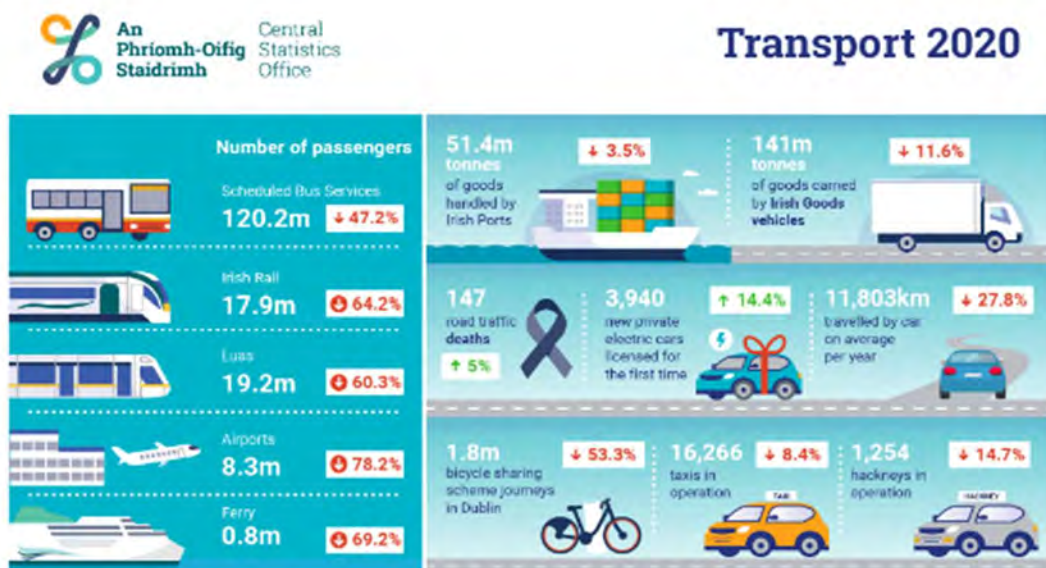
The vision of the Cork Road Safety Working Together Group is:

*To reduce the number of fatalities and serious injuries among road users in Cork, in line with national casualty reduction targets and long-term goal of achieving 'Vision Zero'. This will be delivered through the Safe System approach to road safety management."*



## 4. Introduction

### 4.1 Transport Stats



The following is the Road Network in Cork

	Cork County	Cork City	Total
Local Roads	10,379 KM	790km	11,169 KM
National Roads	453 KM	20.5 KM	473.5 KM
Regional Roads	1,322 KM	98.45 KM	1,420.45 KM
Dual Carriageway	20 KM	43 Km	63 km
Motorway	30 KM	0	30km

Cork is made up of the Cork Metropolitan area of Cork City and Cork County. Cork City is the second largest City in the Country covering an area of 187km<sup>2</sup> and a population of 210,000. Cork City is home to a number of significant destinations including Munster Technical University, University College Cork, Cork University Hospital which greatly increases the population and use of transport network from time to time.

County Cork covers an area of 7,232 KM squared and has a population of 333,000 making it the second most populous county in the state. Cork County Council is the largest rural Local Authority in the Country. It accounts for the largest Km's of road network in the Country. There are 8 Municipal Districts and Carrigaline is classified as the largest town with a population of 15,770 according to the 2017 census.

Transport network for Cork is made up of the following:

Air: Cork International Airport

Road: Network as outlined in table above.

Bus: Bus Eireann, Intercity & Commuter Bus Services.

Rail: Iarnrod Eireann's Intercity, Commuter & Freight Rail Services.

Sea: Port of Cork at Cork Harbour

In addition, there is walking routes and cycling routes and greenways.



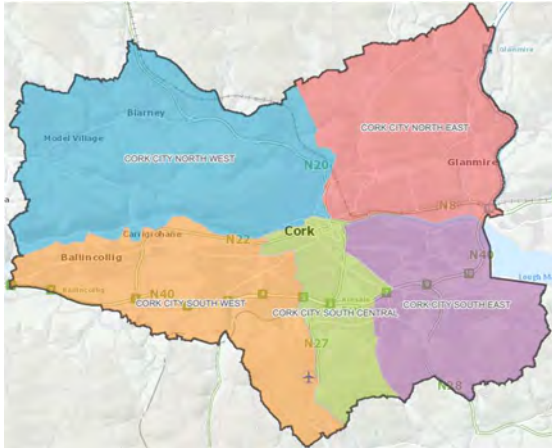
## 4.2 Evaluation of previous Road Safety Plan

The previous road safety plan 2016-2020, was extended due to covid and covered the period up to 2022. Both Cork city and county carried out speed reviews during the lifetime of the plan and increased the number of 30kph zones particularly in residential areas. Covid had a huge effect on road safety as it greatly reduced the number of cars on the road and with that, we saw a significant reduction in road deaths but also it had an effect on enforcement with particular a change of focus on Garda checkpoints during that period. Covid also caused a change in how road safety education was delivered with a move from in person, with road safety education being delivered online.

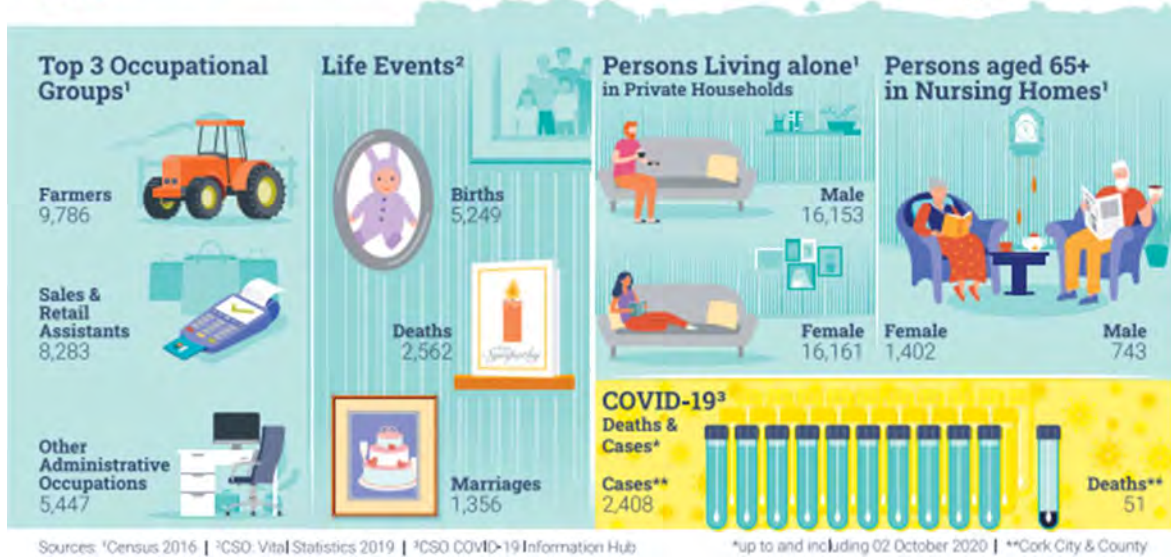
- Roll out of VR Education in Schools & at Events.
- European Road Charter Award
- Blue Light Events
- Christmas Road Safety Campaigns
- Partnership Approach to Education/Promotion
- Pedestrian Safety Campaigns in conjunction with Community Gardai
- An increase Cycle Safety Events & Education
- Walkability Studies & promotion
- Engineering Schemes to enhance Road Safety
- Regular Enforcement Campaigns



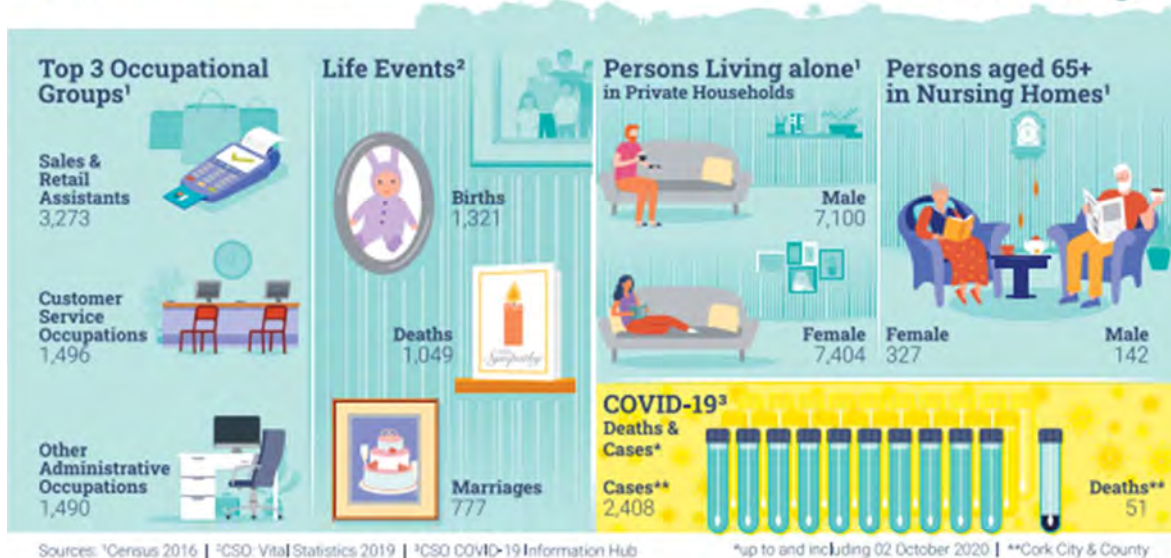
### 4.3 Profile of the City and County



## Statistical Yearbook of Ireland 2020 County Cork



## Statistical Yearbook of Ireland 2020 Cork City



### Driver by Grouping.

- A total of 361,013 Irish driving licences were held at the end of 2020, of which less than ten percent 27,052 (8.3%) were learner permit licences.
- Of those with a full driver's licence there are 41,592 (12.5%) are under 30
- Of those with a learner permit licence there are 16,808 (62.1%) are under 30
- Overall, there are 169,633 female drivers and 191,380 male drivers.
- There are 269,647 private cars in Cork.

## 4.4 Role of Stakeholders

### **Road Safety Working Together Group**

Cork County Council & Cork City Council play a vital role in road safety promotion, together with its statutory obligations under roads and traffic legislation.

In line with Action 94 of the Government Road Safety Strategy for 2021-2030, '*Safe System Priority Intervention Area; Safe Roads and Roadsides*' each Local Authority has been tasked with establishing a 'Road Safety Working Together Group' to co-ordinate a multi-agency road safety policy and its implementation at a local level. The ambitious road safety targets set in the strategy can only be achieved through multi-agency co-operation, together with the road user taking personal responsibility for their behaviour.

The role of the Cork Road Safety Working Together Group is to:

- Bring together a number of stakeholders involved in the process.
- To foster links with organisations which have a role to play in road safety.
- Set objectives for Cork in line with national government policy for the reduction and prevention of road collisions.
- Produce a Road Safety Strategy Action Plan for Cork.
- Oversee the implementation of the actions identified over the period of the plan.
- Evaluate the progress of the plan.
- Produce a mid-term review outlining the progress and implementation of the plan.

The Road Safety Working Together Group has produced Cork's second Road Safety Action Plan covering the period 2021-2030, offering strategic direction for road safety in the County. This document is complementary to the national strategy and outlines the actions to be undertaken in Cork to improve the safety of our roads.



## Cork Road Safety Working Together Group Local Road Safety Plan

The mission of the Road Safety Action Plan is to reduce the number of fatalities and serious collisions on the roads of Cork City and County in line with national targets. The Action Plan will be based around the holistic Safe System approach to road safety management.

### Membership of Cork Road Safety Working Together Group

Inspector Gillian Synnott	An Garda Síochána
Inspector Ian O' Callaghan	An Garda Síochána
Inspector Fergal O' Donovan	An Garda Síochána
Ailish Mulhern	Road Safety Authority
TJ O'Connor	Road Safety Authority
Jennifer Coffey	Transport Infrastructure Ireland
Ger Ryan	City Fire Service
Keelin Cronin	County Fire Service
Seamus Coughlan	County Fire Service
Dympna Murphy	Cork City Council
Frank Fitzgerald	Cork City Council
John Lonergan	Cork City Council
Padraig Barrett	Cork County Council
Caroline Casey	Cork County Council
Michael Cotter	Cork County Council
Jason van der Velde	Health Service Executive



## 5. Delivering our Plan

### 5.1 The Way Forward....

The 5<sup>th</sup> National Road Strategy adopts a transformational and partnership-based approach to road safety in Ireland, to achieve a 50% reduction in deaths and serious injuries by 2030. The plan runs from 2021 to 2030.

There are three distinct phases of the 10-year strategy as follows:

- 2021 - 2024
- 2025 - 2027
- 2028 - 2030

The seven areas of intervention of our Safe System approach are:



### 5.2 National Targets

The period 2017-2019 was used as the baseline for the setting of targets in the [Government Road Safety Strategy](#)(GRSS). The targets in our national strategy are:

- 15% reduction in fatalities by **2024 (End of Phase I)**
- 10% reduction in serious injuries by **2024 (End of Phase I)**
  
- 50% reduction in fatalities by **2030**
- 50% reduction in serious injuries by **2030**

### 5.3 Dangerous Behaviours

**During the year 2020 In Cork 6,303 females and 12,737 males were issued with Penalty Point Notices.**

Several challenges will need to be addressed to ensure the success of the Cork Road Safety Plan. They include:



### **Mobile Phones**

According to international research, distracted driving could be a factor in 20-30% of all collisions. This means that driver distraction could be a contributory factor in over 1,400 fatal and injury collisions annually. Drivers

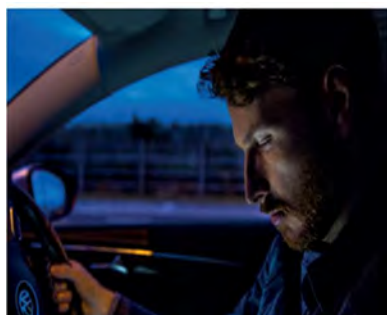
are four times more likely to be involved in a collision if they use a mobile phone while driving<sup>1</sup>

The Road Safety Authority's **Driver attitude and behaviour survey 2021**<sup>2</sup> showed that almost 1 in 4 (23%) of drivers check mobile phone notifications while driving. The survey also found that 19% of respondents use their phone to read messages/emails, while 13% write messages/emails from behind the wheel. In addition, 12% of motorists admitted to using their phones to check social media.

10% of drivers admit to texting, at least sometimes, while driving.

9% of motorists check apps, at least sometimes, while driving.

Garda detections (Jan – Sept 2018-2021) show that 75% of drivers arrested for driving using a mobile phone while driving were men.



### **Fatigue**

Driving is a complex task that can be impaired by fatigue. Many sleep-related crashes are because of lifestyle issues- such as driving without adequate sleep, and some are due to medical conditions.

It is estimated that driver fatigue is a contributory factor in as many as one in five fatal crashes in Ireland every year. Tiredness-related collisions are three times more likely to be fatal or result in a serious injury. Research carried out by the Road Safety Authority have found that 28% of motorists in Ireland say they have fallen asleep or nodded off, even if only for a moment when driving<sup>3</sup>.

Among people who drive for work, this increases to 33% who say they have ever fallen asleep or nodded off, even if only for a moment when driving.

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<sup>1</sup> <https://www.rsa.ie/road-safety/campaigns/mobile-phones-and-distractions>

<sup>2</sup> The Road Safety Authority's Driver Attitudes & Behaviour Survey 2021

<sup>3</sup> [https://www.rsa.ie/docs/default-source/default-document-library/driver-attitudes-and-behaviour-survey-2020.pdf?sfvrsn=6c5a630b\\_3](https://www.rsa.ie/docs/default-source/default-document-library/driver-attitudes-and-behaviour-survey-2020.pdf?sfvrsn=6c5a630b_3)

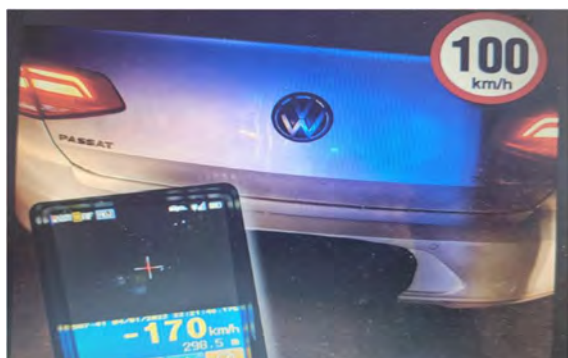
## Cork Road Safety Working Together Group Local Road Safety Plan

Studies have shown that the groups most at risk from driver fatigue are:

1. Young men
2. People working night shifts.
3. Those who drive for a living such as commercial drivers
4. People with sleep disorders, such as sleep apnoea.



Initiatives to help drivers combat the effects of fatigue include the RSA and Applegreen teaming up to provide free cups of coffee to drivers at participating Service Stations.



### Speeding

Speed is the biggest contributory factor in road deaths in Ireland.

The Road Safety Authority Driver Attitude and Behaviour Study 2020 shows there has been a significant increase in the perceived acceptability of speeding compared to previous

years.

- Between 2014 and 2019, approximately 24% of drivers thought it was acceptable to exceed 50 km/h speed limits by more than 10 km/h. In 2020 this rose to 34%.
- Between 2014 and 2019, approximately 18% of drivers thought it were acceptable to exceed 100 km/h speed limits by more than 10 km/h. In 2020 this rose to 34%.

The 2018 Free Speed Survey<sup>4</sup> carried out by the Road Safety Authority found that:

- 23% of car drivers broke the speed limits on motorways.
- 27% of car drivers broke the speed limit on rural roads.
- 44% of car drivers broke the speed limits on dual carriageways.
- 52% of car drivers broke the speed limit on urban roads.

The National Drug Related Deaths Index (NDRDI) report 2013-2017 found that 74% of drivers arrested for speeding were men, whilst 9 out of 10 driver fatalities which involved speeding were men.

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<sup>4</sup> [https://www.rsa.ie/docs/default-source/default-document-library/rrd\\_res\\_20190204\\_freespeedsurvey2018final.pdf?sfvrsn=55642d55\\_3](https://www.rsa.ie/docs/default-source/default-document-library/rrd_res_20190204_freespeedsurvey2018final.pdf?sfvrsn=55642d55_3)  
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### **Drug Driving**

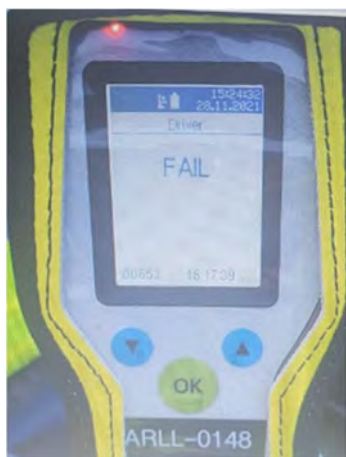
Drug-driving is a complex issue that presents an array of challenges for research policy and programmes. The Road Traffic Act 2016 focuses on addressing the problem of driving while under the influence of drugs. The Act allows Gardaí to test drivers for drugs at the roadside.

Current provisions for Mandatory Alcohol Testing (MAT) checkpoints provide for Mandatory Intoxication Testing (MIT) checkpoints testing drivers for both alcohol and drugs.

Under these measures, Gardaí can ask drivers to undergo a preliminary drug test and those caught driving while impaired will face a minimum disqualification of 4 years for their first offence and 6 years for their second and subsequent offence.

An offence of driving / being in charge of a mechanically propelled vehicle with the presence of three illicit drugs (Cannabis, Cocaine, and Heroin) has also been introduced. Drivers found above legal thresholds for these drugs will commit an offence without An Garda Síochána having to prove impairment.

Provisional figures released by An Garda Síochána show that 38,259 Mandatory Intoxicant Checkpoints were carried out in 2020<sup>5</sup>. (These figures are subject to an ongoing review).



### **Drink Driving**

Research published by the Road Safety Authority reveals that the presence of alcohol is still a major factor in fatalities on Irish roads. The *'Road Deaths and Alcohol 2013-2017'* report released in July 2020, focused on road user fatalities that had a positive toxicology for alcohol at the time of the collision.

The research reveals that, of the 600 road user fatalities from 2013 to 2017, where a toxicology result was available, 36.5% had a positive toxicology for alcohol. Of these 219 road user fatalities with a positive toxicology for alcohol, 62% were drivers/motorcycle drivers.

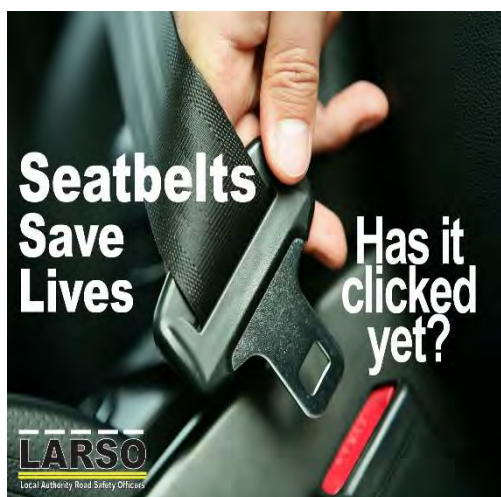
<sup>5</sup> <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

## Cork Road Safety Working Together Group Local Road Safety Plan

Of the drivers/motorcycle drivers killed who had a positive toxicology for alcohol, the vast majority 92% were male and 82% were under 45 years of age.

Garda detections (Jan – Sept 2018-2021), show that 87% of drivers arrested for driving under the influence of drink or drugs were men.

Provisional figures released by An Garda Síochána state that 104,803 breath tests were conducted countrywide in 2020<sup>6</sup> resulting in 8,069 motorists being detected driving while intoxicated. (These figures are subject to an ongoing review).



### Seat Belts

A 2020 Behavioural and Attitudinal survey carried out on behalf of the Road Safety Authority found that:

- 97% of motorists surveyed use a seat belt when they are driving.
- 97% use a seat belt when they are a front passenger.
- 84% use a seat belt when they are a rear passenger.
- 40% of driver fatalities were found not to be wearing a seatbelt

Despite this high level of compliance, provisional Garda figures for 2020 show that one in four killed were not wearing a seat belt.

An analysis of provisional collision data carried out by the Road Safety Authority from 2017 to 2020 shows that 10% of vehicle occupants seriously injured in road traffic collisions were not wearing a seatbelt. Separate research has also shown that rates for not wearing a seat belt increases when alcohol has been consumed. Over the period 2008 to 2012 of the 196 drivers killed who had not been wearing a seat belt, 57% were recorded as having consumed alcohol prior to the crash. In the case of passengers, of the 174 who had not been wearing a seat belt, 50% were recorded as having consumed alcohol prior to the collision<sup>7</sup>.

The National Drugs Related Deaths Index (NDRDI) report 2013-2017 found that 9 out of 10 driver fatalities, not wearing a seatbelt were men.

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<sup>6</sup> <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

<sup>7</sup> RSA Fatal Collisions 2008-2012 Alcohol As a Factor Report 1<sup>st</sup> June 2016

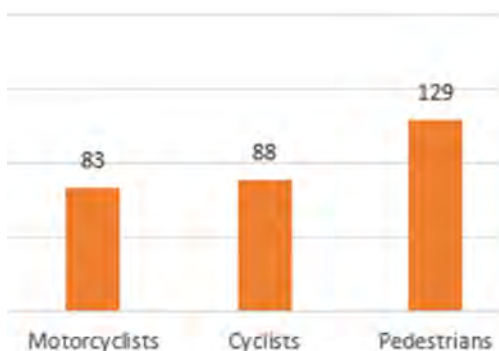


### **Defective Tyres**

Between 31st August 2020 and 1st September 2021, a total of 107,012 (7.68%) NCT tests received a fail result on tyres. Based on the analysis of Garda forensic road collision reports the Road Safety Authority estimate that defective tyres could be a contributory factor in as many one in ten fatal crashes annually,

resulting in approximately 14 deaths each year.

A Fixed Charge Notice offence was introduced in 2016 for motorists who drive with defective or worn tyres on their vehicle. Although it was already an offence to drive a vehicle with defective or worn tyres, an €80 fixed charge was introduced (increasing to €120 after 28 days), with two penalty points endorsed on the licence on payment of the fixed charge, or four penalty points following conviction in court.



### **Vulnerable Road Users**

Of the 608 people who lost their lives on Cork Roads during the period 2017 to 2020, 300 were classed as vulnerable road users.

Through the Travel programme, the Government is committed to developing high quality walking and cycling facilities to

encourage more people to switch from cars to active travel. The aim is to connect communities and to make walking and cycling attractive, safe, and accessible for vulnerable road users.



### **Older Road Users**

Many older people feel reliant upon their car and see driving as a necessity. Without a car they can feel isolated and vulnerable. The RSA provide a 'Mobility Matters' Road Safety Programme for older road users designed to equip them with the road safety knowledge

and skills required to remain mobile and independent road users.



### Cyclists

The Cyclist Injury Trends 2006- 2018<sup>8</sup> report produced by the Road Safety Authority which included an in-depth review of figures for 2016, found the following.

- 73.7% of those injured in 2016 were male, while 57.1% were aged 25 to 49.
- 47% were wearing a helmet at the time of the collision, while 41% were not; in 12% helmet-wearing was not known.
- 91.3% were injured in a multi-vehicle collision in which at least one other vehicle was involved and 84% of these involved a car.
- In 41.4% of cyclist injuries in collisions with cars, the car driver failed to observe before the collision.
- In 19.8% of cyclists' injuries in a collision with a car, the cyclist failed to observe before the collision.

Of the 608 people who lost their lives on Cork Roads during the period 2017 to 2020, **88 were cyclists.**



### Pedestrians

Pedestrians are one of the most vulnerable groups of road users, particularly older people. Census data (2016) reported that 13.82% of Ireland's population is aged 65 and above, however this age group accounted for 31% of pedestrian fatalities during the period 2016-2020<sup>9</sup> demonstrating that older people are significantly over-represented in pedestrian deaths in Ireland. The majority of those who lost their lives were

female (65%). Of the 608 people who lost their lives on Cork Roads during the period 2017 to 2020, **129 were pedestrians.**



### Children

A total of 98 children (aged 0-14 years) lost their lives on Ireland's roads between 2007 and 2017. During the same period 573 children were seriously injured. Learning good road safety habits at an early age is vitally important. The Road Safety Authority

has a comprehensive road safety educational programme in all pre-primary and

<sup>8</sup> [https://www.rsa.ie/docs/default-source/about/cyclist-injury-trends-2006--2016-with-in-depth-review-of-2016.pdf?Status=Master&sfvrsn=8c36d026\\_3](https://www.rsa.ie/docs/default-source/about/cyclist-injury-trends-2006--2016-with-in-depth-review-of-2016.pdf?Status=Master&sfvrsn=8c36d026_3)

<sup>9</sup> <https://www.rsa.ie/road-safety/campaigns/older-pedestrians>



primary schools and the Gardaí, through their school’s programme, will reinforce these messages of road safety.

The RSA’s Check it Fits service is a full-time, nationwide, free, expert service which travels around the country, with experts demonstrating how to fit child car seats correctly and answering any questions.



### Motorcyclists

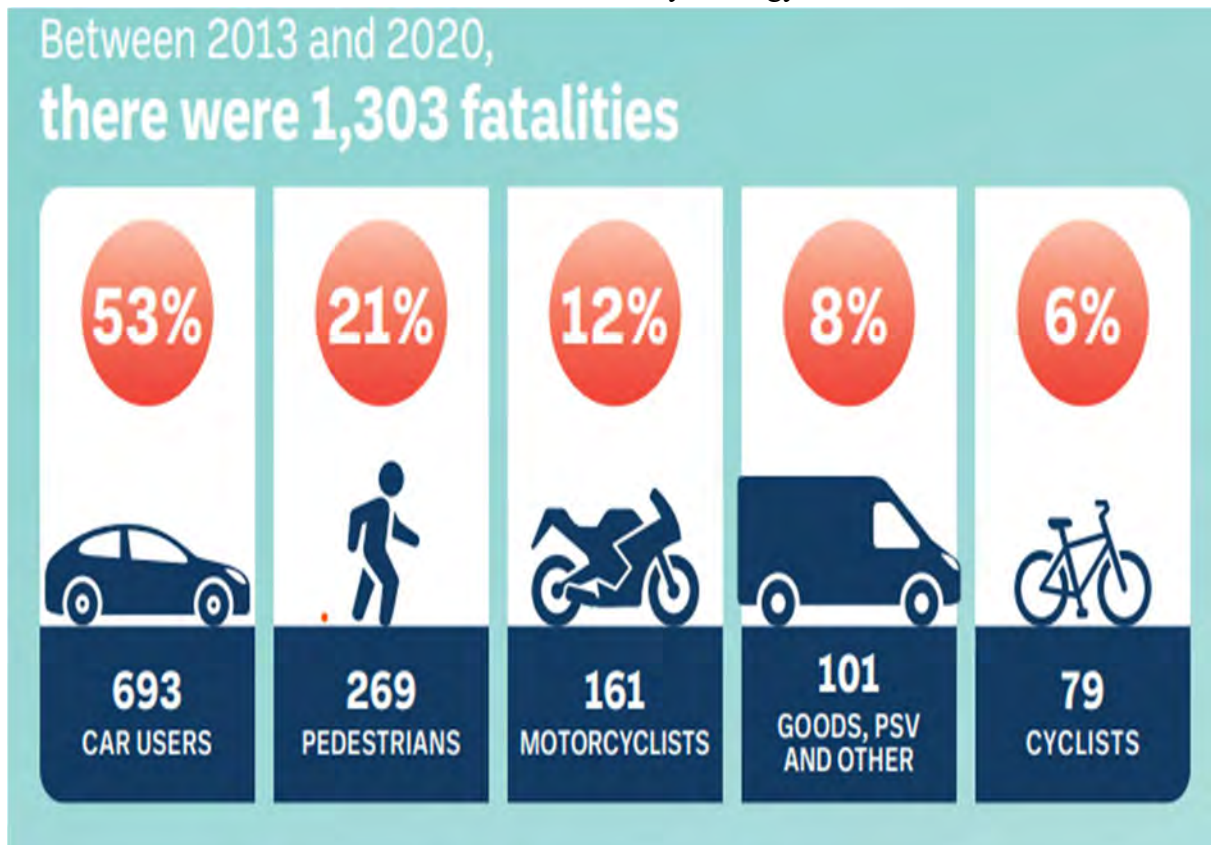
Motorcyclists are over-represented in collision statistics in Ireland. They account for less than 2% of licensed vehicles but approximately 10% of road deaths. Motorcyclists are six times more likely to be killed on Irish roads than any other road user.

Of the people who lost their lives on Cork Roads during the period 2017 to 2020 **motorcyclists**

**accounted for 83.**

### 5.3 Collision Statistics

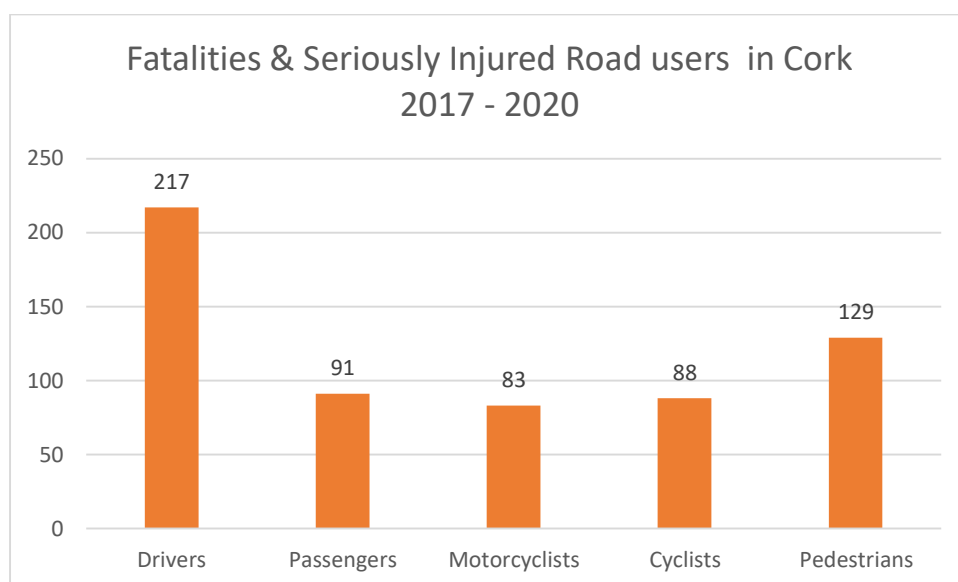
National Statistics for the life of the last Road Safety Strategy



**Cork 2017-2020 Statistics:**

Killed and seriously injured				
Cork City	2017	2018	2019	2020
<b>Road Users</b>				
<b>Drivers</b>	3	4	12	11
<b>Passengers</b>	2	4	8	7
<b>Motorcyclists</b>	2	7	8	4
<b>Cyclists</b>	6	8	13	10
<b>Pedestrians</b>	16	18	19	13
<b>Other</b>	0	0	0	0
<b>Total</b>	29	41	60	45

Killed and seriously injured				
Cork County	2017	2018	2019	2020
<b>Road Users</b>				
<b>Drivers</b>	47	55	48	37
<b>Passengers</b>	20	17	17	16
<b>Motorcyclists</b>	13	17	18	14
<b>Cyclists</b>	14	15	8	14
<b>Pedestrians</b>	14	24	11	14
<b>Other</b>	0	0	0	0
<b>Total</b>	108	128	102	95



Further statistical information can be found in the [Statistics Section](#) of the RSA website.

## 5.4 Targets

Data for 2020 on road deaths across the European Union and other countries covered by European Transport Safety Council's **Road Safety Performance Index (PIN) programme** have ranked Ireland as the seventh safest out of the 28 countries that collect road collision data. Ireland recorded a total of 30 deaths per annum per million inhabitants in 2020. The average number of deaths per annum across the 28 PIN countries over the same period was 42 per million inhabitants.

Although Ireland is currently one of the better performing EU countries in terms of road safety, there is no room for complacency. The Government's vision is to continue to improve road safety performance in line with the best performing countries in the world including the Norway and Sweden both of whom recorded less than 20 deaths per annum per million inhabitants in 2020<sup>10</sup>.

The long-term goal of 'Our Journey Towards Vision Zero' Ireland's Government Road Safety Strategy 2021 - 2030 is achieving Vision Zero (i.e., zero road deaths or serious injuries) by 2050.

To achieve this long-term goal Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030. (An average of 2017-2019 figures for fatalities and serious injuries are being used as target baselines).

To ensure that road safety interventions and actions continue to be effective, the 2021-2030 strategy will feature three phases of action plans:

**Phase 1: 2021-2024**

**Phase 2: 2025-2027**

**Phase 3: 2028-2030**

As part of Phase 1 of the Action Plan, interim targets for the reduction in the numbers of fatalities and serious injuries have been set for 2024. These include a 15% reduction in the name of fatalities and a 10% reduction in the number of serious injuries.

**By 2024**



**we will reduce deaths**  
on Ireland's roads  
by 15% from 144 to  
**122 or lower**



**we will reduce serious injuries**  
on Ireland's roads  
by 10% from 1,259  
to **1,133 or lower**

**By 2030**



**we will reduce deaths**  
on Ireland's roads by 50%  
from 144 to **72 or lower**



**we will reduce serious injuries**  
on Ireland's roads by 50%  
from 1,259 to **630 or lower**

<sup>10</sup> <https://etsc.eu/euroadsafetydata/>



## 6. Road Safety Actions

### 6.1 Cork Action Plan for Phase 1 2021 - 2024

The targets as shown above demonstrate the national targets, to help to achieve these targets the Cork Road Safety Working Together Group will carry out the following actions to reduce the numbers being killed and seriously injured on the roads.

The Action Plan for Phase 1 to include a mix of Enforcement/Engineering/Education

### 6.2 Engineering Actions

**Routine Maintenance** – maintenance of roads in good and safe condition through planned pavement maintenance and resurfacing, maintenance and improvement of road traffic signage and road markings, and vegetation management on rural roads to maintain and improve visibility, particularly at rural road junctions.

**Surveys and Risk Analysis** – Working with TII and the Dept of Transport and an Garda Síochána, Cork City Council will continue to carry out and assist in carrying out post collision inspections, identify high risk locations and prioritise those sites for road improvement schemes. For example, assisting with TII's HD15 Network Safety Analysis for National Roads and the Dept. of Transport's Regional Roads Network Safety Analysis.

**Speed Limits** – In partnership with An Garda Síochána, the City Council will continue to review and update speed limit bye-laws and speed limit signage, with an emphasis on continuing the implementation of 30km/hr speed limits in residential streets and city/town/village centre environments with high levels of pedestrian activity.

**Sustainable and Active Travel** – delivery of road schemes which facilitate and encourage sustainable and active travel, such as BusConnects, and the Cork Cycle Network, will have the potential to reduce volumes of private car traffic, and in the case of the cycle network, provide safe, segregated routes for cyclists.

**Road Safety Improvement Schemes** – delivery of road schemes which reduce collision potential and improve road safety. Such schemes may be of varying scales and extents, for example smaller schemes such as junction realignment, pedestrian crossings and traffic calming schemes on Regional and Local Roads etc, funded by the Dept. of Transport Low-Cost Safety grant, to larger scale realignments and major upgrades/new roads on the National Roads network funded by TII/DoT.

The development and implementation of forgiving (i.e. minimising the impact of a collision) and self-explaining (i.e. easy to understand and use) infrastructure

**Implement Of Low Cost Schemes**, carry out a programme of low cost schemes across the county annually.

**LA 16** Complete 70% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality or a collision that is likely to lead to a fatality has occurred.

**Public Lighting** Tender and implement the upgrade of public lighting to appropriate standards to improve visibility and enhance safety to road users.

**30 KMH** extend the number of 30 KMH limit zones in high-risk locations.

**Road Improvement** Deliver road safety improvement schemes to create forgiving roadsides, self-explaining roads and a safe environment for vulnerable road users.

### 6.3 Education

**VR Head Sets** Continue rollout of the Virtual Reality goggles road safety programme to Secondary School students (TY and older)

**World Day of Remembrance** Promote World Day of Remembrance for Road Traffic Victims, including local event held annually in Drogheda.

**Sustainable Travel** Continue to promote sustainable and Active travel as a safe alternative to using motor vehicles, also promote safe forms of active travel

**Primary School education**, rollout of road safety programme as well as the cycle right programme.

**Public Engagement** Engage with local companies, community groups festivals and events to deliver road safety information as well as road safety materials.

**Blue Light Events**, Local Authority in conjunction with the Gardai Siochana and Fire Services to working in the community in raising awareness around the main killer behaviours.

**Motor Cycle**, Safety Campaign and education programme to be rolled out.

**School Warden**, school gate risk education and school warden education events.

### 6.4 Enforcement

**Speed detection** Review the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences.

**Specific enforcement projects** concentrating where necessary in areas where speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behavior are an issue.

**Multi agency Cooperation** Carry out multi agency check points, working with the other bodies such as RSA and Customs carrying out roadside checks with a particular focus on commercial vehicles.

**National Programmes**, promotes and deliver on national programmes such as national slow day with focus on bank holidays and Christmas programmes.

## 6.5 Fire Service

**Campaigns** Conduct a road safety campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc.).

**Guidance** Develop a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision

**First Responder** Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout

**Education:** Continued rollout of multi-agency RTC demos to TY students

**Public Engagement:** Continued promotion of road and fire safety at different events – Community Festivals, local shows etc

**Social Media:** Continued promotion of Road Safety across Fire Service Social Media Platforms

**National Programmes:** Continued engagement and promotion of national road safety programmes – national slow down day, World Day of Remembrance, etc

**Multi Agency Cooperation:** Continue to identify good practice for attendance at road traffic accidents in collaboration with An Garda Siochana and HSE



Údaras Um Shábháilteacht Ar Bhóithre  
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