

## **County Wexford Road Safety Working Group.**



## **Road Safety Statement and Plan 2004-2009**

*Adopted by Wexford County Council 13<sup>th</sup> Sept, 2004*

## **CONTENTS**

		<b>Page</b>
	<b>Introduction</b>	<b>3</b>
<b>A</b>	<b>County Wexford Road Safety Working Group members</b>	<b>4</b>
<b>B</b>	<b>Objective of the Plan</b>	<b>5</b>
<b>C</b>	<b>Strategy</b>	<b>6</b>
<b>D</b>	<b>Structure and Roles</b>	<b>7</b>
<b>E</b>	<b>Accident and Injury Reduction Measures</b>	<b>12</b>
<b>F</b>	<b>Accident Prevention Measures</b>	<b>16</b>
<b>G</b>	<b>Specific Actions</b>	<b>17</b>
<b>H</b>	<b>Resource Implications</b>	<b>18</b>

## INTRODUCTION

This five year Road Safety Plan has been prepared by the County Wexford Road Safety Working Group.

It is an important tool for identifying and co-coordinating the efforts of the Council and its partners in reducing the level of risk faced by all road users.

This document identifies objectives, and the strategy to be used to reach the objectives.

It identifies the roles of the agencies involved in implementing this plan. It also highlights measures should be considered to cater for Road Safety:

- Safety audits and development control for new private and public roads and developments
- Accident investigation and prevention
- Providing road safety schemes at high risk locations
- Speed Limit Review
- Safety measures near schools
- Provision for cyclists / pedestrians / mobility impaired / disabled.
- Traffic management and traffic calming
- Road Maintenance
- Street Lighting

This is a five year plan. Annual reports will be produced identifying progress. The plan will be reviewed in the final six months of its life.

The analysis of statistics will be dependant on timely receipt of digitised CT68 information from the NRA to input into the accident database.

<b>A) COUNTY WEXFORD ROAD SAFETY WORKING GROUP MEMBERS.</b>
---

<b>George Walsh SEE (Chairperson)</b>	Road Design Wexford County Council Custom House Quay, Wexford	(053) 76589
<b>Maria Melia</b>	Chief Fire Officer Wexford County Council Custom House Quay, Wexford	(053) 76329
<b>John Cronin</b>	Road Safety Officer Wexford County Council Custom House Quay, Wexford	(053) 76323
<b>Clem Daly, E.E.</b>	Road Safety Engineer, Wexford County Council Custom House Quay, Wexford	(053) 76594
<b>Jacqueline Eydt S.S.O.</b>	Road Department, Wexford County Council Custom House Quay, Wexford	(053) 76583
<b>Peter Finn (Insp.)</b>	Divisional Traffic Inspector Garda Síochána, Gorey	(055) 30690
<b>Charlie O’Gorman (Sgt)</b>	Garda Siochana, Wexford	(053) 65200
<b>Forbes Vigors</b>	Road Safety Engineer, Tramore House Regional Design Office, Tramore, Co. Waterford	051 390130 087-2227550
<b>Martin Heffernan</b>	Area Officer National Safety Council Wexford	(086) 3835756 (01) 4963422
<b>Joan Murphy</b>	Senior Health Promotion Officer, SEHB Whitemill Industrial Estate., Wexford	(053) 21408 x388 (056) 7761400 (087)9371889

**B) OBJECTIVE: -**

**The objective of the County Wexford Road Safety Group is to: -**

**Reduce Road Accidents Throughout County Wexford.**

<b>C) STRATEGY: -</b>
-----------------------

The strategy by which the Road Safety Working Group propose to reduce road accidents can be summarised as follows.

- 1) **Produce**, implement and review a road safety plan and statement.
- 2) **Study** the causes of accidents.
- 3) **Identify**: - a) Where, b) When and c) How accidents occur.
- 4) **Examine** accidents and locations.
- 5) **Identify** remedial measures and areas for joint action.
- 6) **Develop**: - Safe routes to school plan / Cycle network plan / Pedestrian route plan.
- 7) **Assess and cost** proposed measures.
- 8) **Prioritise** various projects.
- 9) **Implement** projects and co-ordinate action.
- 10) **Monitor** completed projects.

**D) STRUCTURE AND ROLES.**

**ROAD SAFETY/ACCIDENT PREVENTION STATEMENT AND PLAN.**

**Purpose**

Whatever the strategy implemented to reduce accidents, the overall purpose of this plan is to reduce the cost of accidents in terms of human life and suffering and to make the roads, towns and villages of County Wexford safer for all road users.

**The general public is the most important participant to the success of this plan.**

Speed reduction and seat belt use will be among the main targets of the plan.

**Accident Reduction Target.**

It is hoped to initiate and analyse an accident database, and within 12 months of adoption of the plan to set targets to reduce the number and severity of accidents in County Wexford.

**PARTICIPANTS: -**

As the causes of accidents are multiple in the majority of cases it is sensible to involve the public and all the agencies concerned in traffic safety in a co-ordinated approach to the problem.

The roles for the various participants are listed below: -

**Public: -**

Notifying the relevant statutory body of local problems.  
Participation in education programmes.  
Heeding the rules of the road and local byelaws.  
Being patient with and showing consideration for other road users.

**Ultimately, whatever measures are implemented they all rely on road users to ensure they are effective.**

**Agencies:**

The four agencies currently on the working group are: -

- 1) **Wexford County Council.**
- 2) **An Garda Síochána.**
- 3) **National Safety Council.**
- 4) **South Eastern Health Board.**

Other agencies not currently represented on the working group but which will contribute substantially to its work are: -

- 5) **The Department of the Environment, Heritage and Local Government.**
- 6) **The National Roads Authority.**

1) **Wexford County Council.**

***Education:-***

Providing assistance with road safety campaigns.  
Co-ordinating a joint approach to road safety by all relevant agencies.  
Organisation and provision of Traffic and Junior Wardens.

***Monitoring: -***

Road traffic accidents report analysis.  
Identification of accidents hazards from accident reports.  
Examination of the effect of completed projects and schemes.

***Road Design and Planning Applications: -***

Examination of Local Authority schemes and private development applications to assess the likely effect on road safety and traffic flows.

***Remedial scheme design and construction: -***

At locations where a change to the road or the infrastructure is identified as being likely to improve road safety, providing funding is available, the Council will implement such changes.

***Public Lighting: -***

Installation and maintenance of public lighting in urban areas.

***Traffic management and calming:-***

Installation of traffic management and calming measures including speed limits, traffic lights, pedestrian crossings, road lining, cats-eyes and parking bye-laws.

***Road Maintenance: -***

General road maintenance and improvement.  
Winter maintenance, including road drainage, salting and snow-ploughing.

***School / Pedestrian / Cycle / M.I.D. facilities.***

Develop strategy / plan for implementation.

**Vehicle testing.**  
**Vehicle permits.**  
**Promoting of Traffic and Junior Wardens.**

## **2) An Garda Síochána.**

### **Prevention: -**

- Preventative visible patrolling.
- Advising and cautioning in relation to minor breaches.
- Observing and cautioning pedestrians on road sense.
- Issuing reflective armbands as necessary.
- Informing the Local Authority of defects in road condition, signs or road markings.
- Regular Checks on Lights, tyres, brakes etc.

### **Education: -**

Children: -

- School and college programme.
- Advising on road safety up to 5th class.
- Training Junior School Wardens.
- JLO talks at public meetings and on home visits.

Adults: -

- Road safety advice through community radio, print media.
- CPO and PRO lectures to adult groups and organisations.

### **Enforcement of: -**

- Drunk, dangerous and careless driving laws.
- Speed limits and the compulsory wearing of seat belts.
- Enforcement of vehicle safety laws i.e. Brakes, lights and loads.
- Prosecuting of those who cause oil spillages on Roads.
- Vehicle width and height regulations.

**Accident investigation** and reporting for analytical purposes.

## **3) National Safety Council.**

- a) Education of all road users in road safety awareness.
- b) Funding and organising advertisement campaigns.
- c) Co-ordination of National campaigns.

Typical of co-ordinated campaigns are the All-Ireland Seat Belt Campaign launched in September 1996 run in conjunction with the Health and Safety Executive in the North, T.V. and radio, the Gardai and Local Authority Road Safety Officers.

A National drink driving campaign, launched in November 1996 has also been supported by the NSC through the provision of literature and funding for T.V. advertisements.

#### **4) South Eastern Health Board.**

The SEHB recognises the extent and seriousness of road accidents. The National Health Promotion Strategy 2000 – 2005 identifies the importance of safety and injury prevention and aims to contribute to a reduction in the percentage of the population affected by fatal and non-fatal injuries. This strategy supports the implementations of the recommendations in the government strategy for Road Safety 1998 – 2002.

##### Accident Prevention to Date

- Safety and accident prevention pilot project initiated in Enniscorthy, 2000 – 2001.
- Ongoing Support for the National Road Safety Association education campaign.
- The implementation of SPHE (Social Personal Health and Education) through the schools including: -
  - Road Safety Classes at Primary and Post Primary level including the promotion of 'Staying Alive' resource for transition year students.
  - Promotion of the 'Bí Slán' resource in primary schools.
  - Supporting the 'Be Safe, Be Seen' campaign.

##### Action Plan for Safety and Injury Prevention

- To provide representation at local and national levels on the national accident prevention committee.
- To work in partnership to promote safety and injury prevention (especially amongst children and older people) with a particular focus on the prevention of accidents on the road, in the home and on the farm.
- To support the implementation of the recommendation in the government strategy for road safety 1998 – 2002 and a national alcohol policy.

#### **5) National Roads Authority and DEHLG.**

- Collation of accident statistics and information, nationally.
- Distribution of accident data to Local Authorities.
- Provision of research and analysis on accidents for all roads.

- Assistance in road safety audits.
- Provision of funding for remedial schemes.
- Provision of funding for re-alignment projects.
- MoT testing and Driver tests.
- Legislation.

**6) All the above: -**

- Inter exchange of ideas and information.
- Recommendations on speed trap location.
- Joint action on publicity and education campaigns.
- Joint accident investigation for major accidents.

## **E) ACCIDENT AND INJURY REDUCTION MEASURES.**

As the causes of accidents are varied and multiple so too are the solutions. Human error, mechanical failure and a deficient environment are the three primary causes of road accidents. Usually it is a combination of a few contributory factors, which results in an accident. Breaking these chains of events is the essence of accident reduction.

Accident reduction can be targeted the three E's

**Engineering** to reduce accidents by altering the physical environment.

**Education**, by changing attitudes through education and publicity.

**Enforcement**, by insuring the safe condition and use of vehicles and roads.

### **DATA**

The basis for action by the working group will be the road traffic reports (Ct 68's). These forms are completed by the Gardai and copied to the NRA for digitising and forwarding to Local Authorities. They will then be used by the Road Safety Working Group to identify accident clusters and patterns. Analysis of past accidents is essential to indicate the most appropriate counter measure such as more carefully directed education and publicity programmes and or remedial roadworks.

The early digitising and forwarding to Local Authorities of the accident data by the NRA is a significant factor in ensuring timely analysis and action.

### **ENGINEERING: -**

For engineering action, accident locations identified using the database will fall into four main categories, each with its own reaction level. These are **Single Site** Action, **Route** Action, **Mass** Action and **Area-wide** Action.

**Single Site Actions** are the preferred option for action by the NRA. A recommended reaction level at such sites is 5 accidents in 5 years in urban areas or 3 accidents in 5 years in rural areas.

**Route Action** is suitable for sections of road identified as having a series of accidents over a stretch but not at the same location i.e. along a series of bends. Suggested reaction levels for such work is 5 accidents per Km in 5 years in urban areas and 3 per Km in 5 years in rural areas.

**Mass Action** is applicable to groups of accidents at different locations identified as having common causes. The reaction level for such sites would be 5 similar locations in urban areas or 3 in rural areas. Mass action and Route action methods are often applied in accident prevention as well as reduction.

**Area Wide Action** will apply in urban areas where a series of similar type accidents occur at a number of locations. Suggested reaction levels for area action is 15 accidents per Km<sup>2</sup> in towns.

All the above-suggested reaction levels may be altered as the database and mapping systems, are progressively analysed.

### **ENGINEERING MEASURES:-**

#### **Low Cost Accident Measures:-**

Low cost accident prevention measures proposed by Local Authorities for specific locations on National and Non-National Roads are assessed and funded by both the NRA and the DEHLG. The proposals are prioritised nationally on the basis of accident history.

#### **Traffic Calming Schemes:-**

Traffic Calming Schemes are installed at specific sites on National Routes which have a significant accident record.

The format for all these schemes is very similar. By creating strong visual reminders such as well-illuminated gateways and islands it is hoped drivers will be more aware they are passing through urban areas. Furthermore, by deliberately reducing the clear driving width available to road users, drivers will be encouraged to slow down.

An advantage of these schemes is that safe pedestrian crossing points can be established on National Roads where the volume of pedestrian traffic would not otherwise justify such facilities.

Completed schemes will be monitored to measure their success and if successful the long-term aim would be to introduce them in all such areas.

Similar measures can be implemented in towns and villages on non-national roads. In many of those cases however, the roads are relatively narrow and the scheme would not therefore include ghost islands and central refuges for pedestrians.

#### **Lining, Signing and Public Lighting:-**

The studding lining and signing of roads assists drivers in reading the road ahead and warns of possible dangers especially when overtaking. Improved awareness of the dangers helps to prevent accidents. Lining, studding and signing is desirable especially on roads or sections with poor alignment.

At present a programme of signing of Regional Roads is in progress.

The provision of public lighting in urban areas is also a priority in road accident prevention. A multi-annual plan for the provision of public lighting in towns and villages will be reviewed and implemented.

#### **Right-turning Lanes:-**

Another accident prevention measure used by Wexford County Council is the provision of right-turning lanes at locations where high accident rates are identified and in speed limit zones exceeding 60kms/hr; initially at sites which would not require land acquisition or road construction.

**Sight Distances:-**

The improvement of sub-standard sight distances at bends and junctions is one of several measures which Wexford County Council use to improve safety on the public road. Improving sight distances can frequently be carried out at a relatively low cost.

**Cost Benefit Analysis:-**

At design stage, accident prevention measures are compared against the same cost/benefit measure to prioritise money and work. The measure suggested is the FYRR(First Year Rate of Return.). This is a simple fraction of the estimated savings in accidents costs/project cost expressed as a percent.

The target saving for projects introduced under these measures is 40% in the first year.

**Monitoring:-**

To establish if targets have been reasonably set and also to establish which measures when introduced do actually prevent accidents completed, schemes have to be monitored.

The monitoring procedure is based on the accident database. Accidents at each site completed under the scheme are compared for a similar period before the scheme and the difference in accidents between the two periods are costed. The measure of success (or otherwise) of the scheme is in terms of cost/accident saved.

**EDUCATIONAL: -**

By altering people's attitudes to road safety the benefits can be two-fold. Accident numbers can be reduced through the use of seat belts and other safety devices, and when accidents do occur, the severity of resulting injuries can also be minimised.

This is the area in which the biggest injury savings can be accomplished. It is also the area that provides the widest scope for joint action by all concerned groups ranging from legislation provision through to individual action by all road users.

The opportunities for joint action by the bodies involved in the working group are through the collation of information and implementing publicity and education campaigns.

**ENFORCEMENT: -**

Joint action on law enforcement would be indirect.

One of the identified obstacles to law enforcement is people's attitude. Through publicity and education, attitudes to such things as excessive speed and the non-use of seat belts can be altered so they become less socially acceptable thereby reducing the need to enforce the relevant laws and byelaws.

Enforcement, where required, should then be more effective.

## **F) ACCIDENT PREVENTION MEASURES.**

Accident prevention, unlike accident reduction, is about predicting possible accident locations before they occur. Prediction is enabled by the efficient use of information and patterns identified from the pooled information from all the available sources.

This clearly is an area for joint action by all the organisations comprising the working group.

### **THE PUBLIC: -**

A major source of information useful to accident prevention is the public. Road users are more aware of potential or perceived accident locations than most 'experts'. Some may seem obvious to motorists but many more of these situations are more obvious to pedestrians. Reports from the public on road safety issues should be channelled to the Road Safety Officer.

### **HUMAN FACTORS: -**

The human factors which contribute towards accidents should be identified and, where possible, appropriate action taken.

### **EDUCATION PROGRAMME: -**

Identification and consultation with other agencies on a **road safety education programme** which would be as long standing and effective as possible.

### **VEHICLE SAFETY: -**

Identify by analysis of accidents incidents not contributed to in any significant manner by environmental or human factors and consult with other agencies and the motor vehicle industry on appropriate action to prevent further accidents and injuries of a similar nature.

### **CO-ORDINATED CAMPAIGNS: -**

Co-ordinated campaigns should include law enforcement where appropriate and especially at known hazardous locations, general advertisements and school campaigns, including school visits by Gardai, Safety Officers or the NSC.

## **ENGINEERING MEASURES**

### **Safety Audits**

Safety audits will be carried out on all significant schemes on National Roads and Non-National Roads.

## **G) SPECIFIC ACTION**

Over the life of this Plan, we will:

1. Provide training to Wexford County Council staff in use of the Road Accident database and in junction design
2. Review accident statistics for the county.
3. Compile a comprehensive database on road safety related matters to identify trends and take preventative action as a result of the information available.
4. Assess the adequacy of safety measures near schools and provide appropriate measures.
5. Target sites in the county where remedial measures are most urgently required to improve road safety.
6. Draw up plans to address the needs of these sites. Specific improvement/traffic management measures will be designed for each location and may include improved signage, road markings, road surface work and junction identification. The implementation of each scheme will be subject to funding.
7. Carry out road safety audits on significant road improvement schemes, and require safety audits as appropriate for significant private developments.
8. Review speed limits.
9. Carry out a programme of town and village public lighting provision and improvement.
10. Initiate provision of safe cyclist facilities.
11. Incorporate facilities for mobility impaired and elderly persons in our designs.
12. Implement a planned response system for reports of deficiencies in the road infrastructure.
13. Devise and promote Road Safety campaigns targeted at those most at risk, with particular emphasis on speeding and seatbelt use.
14. Review progress annually
15. Review the Plan in the final six months prior to expiry.

<b>H) RESOURCE IMPLICATIONS</b>
---------------------------------

- **Financial:** The funding levels available for road safety activities will need to be reviewed in the light of the Plan's implementation. Actions identified in the Plan will be subject to availability of adequate funding.
- **Staffing:** The staffing levels and allocations may need to be examined to ensure there are no adverse staffing implications.
- **Economic:** The reduction of road casualties targeted in the plan will have an economic benefit for the whole community.
- **Council Wide Impacts:** The Road Safety Plan will provide a focus for involving all sections of the Council in working together with shared goals.

-----*End of Document*-----