

Tipperary Road Safety Strategy 2022-2030



VISION ZERO

**NO ROAD DEATHS
OR SERIOUS INJURIES BY 2050**

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FOREWORDS



Colm O'Sullivan,
Chief Superintendent, Clare Tipperary Division,
An Garda Síochána.



Joe MacGrath,
Chief Executive, Tipperary County Council.

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 Tipperary, 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 first part of this Document comprises the Strategy itself for 2022-2030. Part 2 comprises the Phase 1 Action Plan for 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 if necessary. Part 3 presents a Post-Plan Review of the Tipperary Road Safety Strategy 2018-2020 (extended to 2021).

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 County Tipperary 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 Tipperary 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 and attitudes and to bring about further responsible road user behaviours in order to achieve a safer road environment. We have a difficult journey ahead, but 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 Tipperary.



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 National 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 behaviours, safer infrastructure and targeted enforcement. These measures have saved lives.

The 2020 Programme 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.

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.

PART 1

Introduction to Tipperary Road Safety Strategy 2022-2030

Introduction to Tipperary Road Safety Strategy 2022-2030

Behind every road death and serious injury statistic on our roads are people, families and communities. To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. By working together, we can achieve our safest decade to date and support the safety of future generations.

The 2021-2030 Government Road Safety Strategy will feature three phases of action plans:

- Phase 1 Action Plan: 2021-2024
- Phase 2 Action Plan: 2025-2027
- Phase 3 Action Plan: 2028-2030

The County Tipperary Road Safety Strategy will mirror this in format and content.

The Safe System approach is based on four principles (International Transport Forum [ITF], 2016):

People make mistakes when using the roads, which can lead to collisions.

The human body has a **limited ability** to tolerate collision impacts.

There is a **shared responsibility** amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury.

All parts of the traffic system need to be strengthened to multiply their effects and to ensure that road users are protected if one part of the system fails.

Each of the action plans will include actions under the seven Safe System Priority Intervention Areas:

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

The Phase 1 Action Plan (2021-2024) includes two types of road safety actions:

- High impact actions
- Support actions

Both the high-impact actions and the support actions are essential to improving road safety in Ireland and by extension, in Tipperary. Completion of these crucial activities will be dependent on a number of critical success factors, including dedicated partnership-working and data sharing across key stakeholders.

A key recommendation from the 2013-2020 Government Road Safety Strategy Action Plan was that the strategy actions be specifically designed to reduce fatalities and serious injuries, and that these actions should be measured and evaluated on their effectiveness in doing so.

High-impact actions include those that will have a direct impact on the reduction of deaths and serious injuries on Tipperary roads. Their effectiveness in doing so can be measured, and they are critical for governance activities and reporting.

Support actions focus more on providing evidence-based, or smaller-scale activities, to supplement and enhance the effects of the high-impact actions and road safety more broadly. These support actions may also provide the foundation for new, high-impact actions for the Phase 2 Action Plan (2025-2027). Both the high-impact actions and the support actions in the Tipperary Phase 1 Action Plan will mirror the Government Road Safety Phase 1 Action Plan.

Vision of the Tipperary Road Safety Strategy 2022-2030

The objective of the Tipperary Road Safety Strategy is to create a greater awareness of road safety through our stakeholders to reduce the number, severity and life-changing impact of road collisions in Tipperary by advancing Vision Zero in adherence with the Government Road Safety Strategy 2021-2030.

The Aims of the Tipperary Road Safety Strategy are:

- To create a safer road environment in Tipperary for all road users
- To improve co-operation between the agencies and groups represented on the Road Safety Working Together Group
- To improve road user behaviour by co-ordinating public education and awareness and to ensure compliance by the public with all relevant legislation.

The National Context

Ireland's fifth Road Safety Strategy was launched in Dublin Castle on the 14th December 2021. Since the launch of the first Road Safety Strategy in 1998, road deaths in Ireland have declined by almost 70%. Improvements to road infrastructure, enforcement, vehicle safety enhancements and safer road user behaviour have all led to reductions in road trauma. The last road safety strategy saw Ireland achieve the lowest number of road deaths since records began (137 in 2018), and the second lowest rate of road deaths in the European Union (EU) in 2019 (28 per million population). However, there has been a lack of progress in reducing cyclist and pedestrian deaths and, during the 2013-2020 strategy, serious injury figures increased.

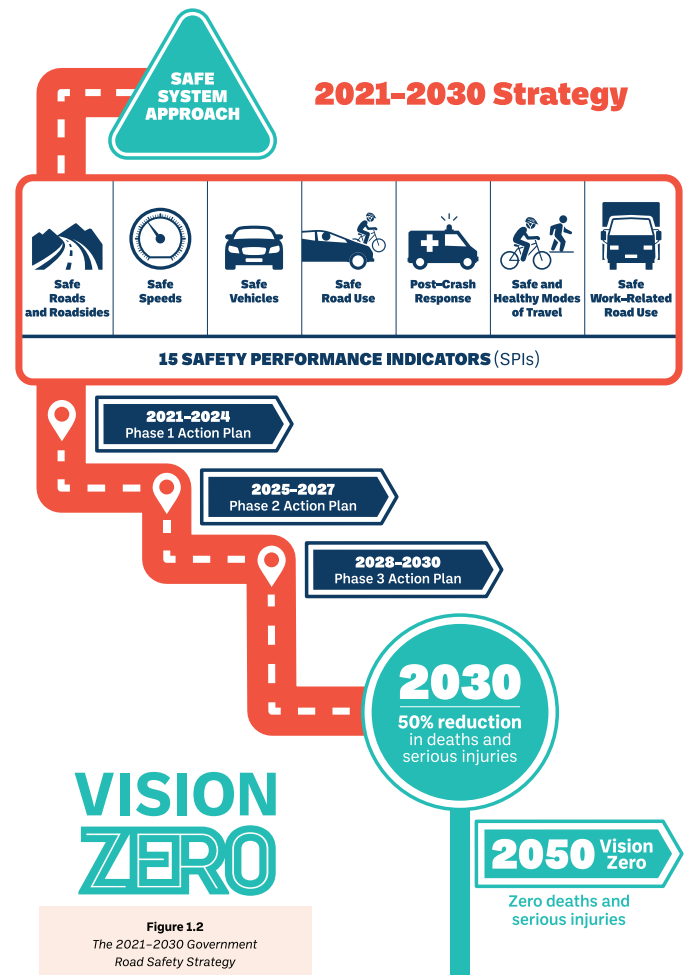
A major challenge of the Strategy will be that, in order to meet vital national climate action objectives, we must promote a modal shift (i.e. changing our modes of transport) towards public and active travel and decarbonisation of Ireland's motor vehicles while, at the same time, improving and ensuring safety for vulnerable road users, particularly cyclists and pedestrians.

It is recognised that a whole-of-government approach is needed working across Departments ensuring alignment with other key policies (e.g. climate action) to maximise beneficial outcomes for road safety. The Government Road Safety Strategy 2021-2030 also places a greater

focus on safe infrastructure and post-crash response. Further investment in widespread development and implementation of forgiving (i.e. minimising the impact of a collision) and self-explaining (i.e. easy to understand and use) infrastructure is critical to improving safety as is the provision of segregated infrastructure for cyclists and pedestrians, and road and footpath maintenance.

Vision Zero and Safe System Approach

Underpinning the Government Road Safety Strategy 2021-2030 is Ireland's long-term goal of achieving Vision Zero. Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030 from 144 to 72 or lower and to reduce serious injuries on Ireland's roads by 50% from 1,259 to 630 or lower. An average of the 2017-2019 figures for fatalities and serious injuries are being used as target baselines.



To meet the 2030 targets, it will be necessary to assess road safety performance on a regular basis, alongside ongoing benchmarking, and to act quickly where the data indicates that further improvement is necessary. To achieve this, 15 key safety performance indicators (SPIs) have been developed, in line with EU best practice to measure and track the factors known to influence death and serious injury, such as the non-wearing of seat belts and speed.

To ensure that the road safety interventions and activities undertaken for the 2021-2030 strategy continue to be effective and incorporate the latest innovations and developments in the field, the 2021-2030 strategy features three phases of action plans:

- Phase 1 – 2021-2024
- Phase 2 – 2025-2027
- Phase 3 – 2028-2030

The Government Road Safety Strategy 2021-2030 commits to reducing deaths on Ireland's roads by 15% from 144 to 122 or lower and to reduce serious injuries by 10% from 1,259 to 1,133 or lower by 2024.

Vision Zero is a long-term goal aimed at the eventual eradication of deaths and serious injuries in road traffic crashes – safe and not safer. It is supported by a range of time-limited safety performance targets which drive effective, multi-sectoral intervention and enhanced institutional delivery. Vision Zero is considered international best practice and was adopted by the European Commission in its Road Safety Strategy, “**EU Road Safety Policy Framework 2021-2030.**” Adopted in late 2021, “**Next Steps towards Vision Zero**” aims to make road fatalities a thing of the past by 2050. It also ties in with the Global Plan for the UN Decade of Action on Road Safety 2021-2030. Vision Zero was adopted by the Irish government in the Programme for Government in June 2020.

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. Every day, every weekend, every week without a road death or serious injury in our community is Vision Zero in action. Vision Zero will be delivered by embedding the Safe System approach into road safety policy and practice.

The Safe System philosophy takes a wider perspective of road accidents, recognising that human beings are fallible, that their errors must be anticipated and the risk of serious consequences from these errors minimised. The responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road users but shared, with for example, vehicle producers and infrastructure managers. “The basic ethical assumption is that it is not acceptable to pay a price in deaths for the mobility the society needs.”¹

The Safe System Approach is built on four key principles: (International Transport Forum [ITF], 2016).

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

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

There is a **shared responsibility** amongst those who design, build, manage and use the roads and vehicles to prevent or to reduce collision impacts, and those who provide post-crash response to mitigate injury;

All parts of the traffic system need to be strengthened to multiply their effects and to ensure that road users are protected if one part of the system fails.

In the 2021-2030 Government Road Safety Strategy, seven Safe System priority intervention areas have been identified:

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.**

1 European Commission (2013) Commission Staff Working Document: On the Implementation of Objective 6 of the European Commission's Policy on Road Safety 2011-2013 – First Milestone Towards an Injury Strategy.

Responsibility is shared across many sectors involving those who plan, design and operate the road traffic system as well as those who use it.

1. **Safe roads and roadsides** concern the planning, design and operation of roads and roadsides. It provides the framework for safe road and vehicle use. In-depth research in Sweden has shown that of all factors (user, vehicle and road), road-related factors yield the highest potential for further reductions in car occupant deaths. The aim is to support correct road use in the form of ‘self-explaining’ roads and provide ‘forgiving roadsides’ such that, if crashes occur, they do not lead to death and serious injury.

Some actions from the Tipperary Action Plan 2022-2024 under Safe Roads and Roadsides. The full Tipperary Action Plan 2022-2024 is available in Part 2 of this document and on the Tipperary County Council website.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date
3	Road Safety Audit (For National Roads in accordance with HD19 (GE-STY-01024) of the DMRB and the EU Directive on Road Safety Infrastructure Management. A Road Safety Audit will be undertaken for all required schemes.	TII/TCC	TCC	Ongoing
4	Implement HD16 (CC-STY-04002) inspection requirements for temporary safety measures at road works in accordance with the EU Directive on Road Safety Infrastructure Management.	TII/TCC	TCC	Varies depending on the timeframe of the road works
6	Implementation of awareness and media campaign for roadside hedge-cutting, with continued liaison with landowners to close out issues. Instigate legal action when necessary.	TCC	TCC	Annually

2. **Safe speeds** is the central element of a Safe System approach. It cuts across all Safe System categories involving consideration of road and vehicle planning and design and the setting of speed limits based on minimising injury as well as combined publicity and enforcement. Successful implementation of a Safe System approach ensures that allowable speeds on parts of the network are not higher than the built-in protection afforded by roads and roadside and vehicles. While crashes may occur, they should not lead to death and serious injury.

Ireland’s first Mainline Motorway Average Speed Camera System went live on 25th April 2022 on the M7 in Tipperary between Junction 26 Nenagh, and Junction 27 Birdhill, in both directions.

Some actions from the Tipperary Action Plan 2022-2024 under Safe Speeds. The full Tipperary Action Plan 2022-2024 is available in Part 2 of this document and on the Tipperary County Council website.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date
21	Contribute to national guidance and standards in the roll out of 30/km speed limits in high risk locations and implement when national guidance is available.	CCMA/LA's	Chief Executive	Annual
22	Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual
25	Review existing speed limits in line with current guidelines and best practice.	TCC		2022/2023
26	Support the operation of the safety camera system to maximise its effectiveness in detecting road traffic offences.	An Garda Síochána	Commissioner of An Garda Síochána	Annual

Figure 2:

Ireland's 1st Mainline Motorway Average Speed Safety Camera System

Live from the 25th April 2022 on M7 in Tipperary (between Junction 26 and 27 in both directions)

Motorists driving in excess of the 120km/h motorway speed limit will be prosecuted.

Prosecution = a Fixed Charged Notice fine of €80 + 3 penalty points


Visit www.garda.ie for details about the Fixed Charge Notice system.

The Pilot Scheme:

BEFORE: Motorist compliance with the 120km/h motorway speed limit was **BELOW 70%**

DURING: Motorist compliance with the 120km/h motorway speed limit rose but remains **BELOW 90%**

Analysis of traffic data by Transport Infrastructure Ireland shows:

TYPICALLY  motorists speed on low traffic volume sections of the motorway network throughout the country: Speed + rain/hail showers = increased risk of serious accidents


MOTORISTS  are not adequately altering their speeds in response to adverse weather conditions: Heavy rain/low road temperatures



Figure 3: Image of Ireland’s 1st Mainline Motorway Average Speed Camera System on the M7 between Junction 26, Nenagh and Junction 27, Birdhill.

3. **Safe vehicles** is a key Safe System Strategy and an effective, efficient means of reducing death and serious injury over time. Vehicle safety addresses the safety of all road users and comprises measures to help avoid a crash (crash avoidance), mitigate the severity of a crash before it occurs by slowing the vehicle using intelligent speed assistance or advanced braking (crash protection), and reduce the consequences of injury (post-crash response). Vehicle systems which can integrate vehicle and road network interventions (integrated systems) are also being pursued.

Some actions from the Tipperary Action Plan 2022-2024 under Safe Vehicles. The full Tipperary Action Plan 2022-2024 is available in Part 2 of this document and on the Tipperary County Council website.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date
29	Process Abnormal Load Permits as applied for, average 200 per year.	TCC	TCC	Ongoing
30	Maintain Tipperary County Council fleet so that all vehicles are safe and fit for purpose.	TCC	TCC	Ongoing
31	Educate drivers about tyre safety, maintenance and checking and promote the national campaign.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual

4. **Safe road use** concerns road user standards and ensures that road users have the knowledge, capability, capacity, willingness and assistance to use roads and vehicles safely such that if crashes occur, they do not lead to death and serious injury. In addition to the assistance provided to users through other Safe System elements, Safe Road Use involves setting standards and compliance regimes for the licencing and disqualification of drivers and riders; setting key safety legislation (speed limits, use of seatbelts, child restraints, crash helmets; driving without alcohol or other drugs or fatigue; driving without distraction); combined communication and compliance regimes which increasingly use automated enforcement and in-vehicle assistance, supporting key safety legislation designed to prevent and mitigate fatal and serious injury risk.

Some actions from the Tipperary Action Plan 2022-2024 under Safe Road Use. The full Tipperary Action Plan 2022-2024 is available in Part 2 of this document and on the Tipperary County Council website.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date
34	Establish a working group with relevant expertise to develop and publish joint guidelines on how to deal safely and practically with new vehicle types such as alternative fuel vehicles involved in a road traffic incident.	Fire Service	Chief Fire Officer	Q4 2023
38	Implement public awareness campaigns on driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual
42	Promote and support an expanded Cycle Right Programme which includes online theory and practical skills for children and adults	Tipperary Sports Partnership	Co-ordinator Tipperary Sports Partnership	Annual
52	Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	An Garda Síochána	Commissioner of An Garda Síochána	Annual

5. **Post-crash response** involves the rescue, treatment and rehabilitation of crash victims. The aim is to reduce the severity of injury and its consequences should a crash injury occur. Post-crash care, until fairly recently, has not featured in road safety strategies. However, it is an essential life-saving strategy for delivery by the health sector, which has most to gain from efforts to prevent road traffic injuries. It involves emergency notification, fast transport of qualified medical personnel; correct diagnosis at the scene and stabilisation of patient; prompt transport to point of treatment; quality emergency room and trauma care; and extensive rehabilitation services.

Some actions from the Tipperary Action Plan 2022-2024 under post-crash response. The full Tipperary Action Plan 2022-2024 is available in Part 2 of this document and on the Tipperary County Council website.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date
60	Allocate a Family Liaison Officer in respect of support and provision of information in relation to fatal and serious Road Traffic Collisions.	An Garda Síochána	Commissioner of An Garda Síochána	Ongoing
61	Complete LA16 Forms following fatal collisions.	TCC	District Engineer	Within 15 days of fatality occurring
62	Continue to develop and promote Road Safety through our social media channels, targeting high risk groups.	RSA/TCC	Tipperary Fire and Rescue Service	Ongoing
63	Deliver Emergency Driving Standard Training to fire personnel.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing

6. **Safe and Healthy Modes of Travel** acknowledge that there is a substantial difference in fatal crash injury risk across travel modes. It involves the promotion of and access to the safest modes – bus, coach and rail travel – and the promotion of otherwise healthy road user modes such as walking and cycling, where risks of death and serious injury are higher than for protected in-vehicle users.

Some actions from the Tipperary Action Plan 2022-2024 under Safe and Healthy Modes of Travel. The full Tipperary Action Plan 2022-2024 is available in Part 2 of this document and on the Tipperary County Council website.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date
70	Continue to resource the implementation of the annual Active Travel programme and optimise the available funding stream in tandem with the National Greenway Programme.	NTA/TII	NTA/TII/TCC	Annually
72	Safe Routes to School Programme - continue the rollout of the Safe Routes to School Programme funded by the NTA in Co-operation with An Taisce.	TCC		Ongoing

7. **Safe work travel** involves planned, systematic management of activity at the site of work, for work journeys on the road, and for commuter journeys to and from work, to reduce the risk of death and serious injury in road collisions. This involves publicly or privately owned or leased vehicles as well as travel by bicycle or on foot.

Some actions from the Tipperary Action Plan 2022-2024 under Safe Work Travel. The full Tipperary Action Plan 2022-2024 is available in Part 2 of this document and on the Tipperary County Council website.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date
73	Engage with academic, business, civil society, and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual

Government Road Safety Strategy 2021-2030



A summary of the 50 high-impact actions for the Phase 1 2021-2024 of the Government Action Plan is provided under each of the seven Safe System priority intervention areas below.

Safe Roads and Roadsides

- Develop and implement a safety rating indicator for national road infrastructure.
- Deliver an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year.
- Increase the length of divided roads on the national primary network.
- Implement a minimum of 150 low-cost safety schemes and a minimum of four larger safety schemes across the regional and local network per year.
- During 2021-2025, construct 1,000 km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages.

Safe Speeds

- Establish a working group to examine and review the framework for the setting of speed limits, including introducing 30 km/h limits as the default in urban areas.
- Establish a task force to share data and information on speeding, make recommendations and implement safety measures.
- Expand speed management measures on the network e.g., average-speed cameras.
- Review the operation of the mobile safety camera network to maximise its effectiveness.
- Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána (AGS) enforcement activity, with an emphasis on protecting vulnerable road users.



Safe Road Use

- Continue enforcement of key life-saver offences, such as speeding, distracted driving, non-wearing of seat belts and intoxicated driving.
- Continue to deprive criminals use of the road network through high-visibility policing and intelligence-led enforcement operations.
- Agree a cross-organisational legislative programme to introduce the legislation required for the strategy actions.
- Identify the necessary resources and path to consolidate road traffic legislation.
- Develop a mechanism to capture annual data on contributory factors (e.g., intoxicants) in serious injury collisions.
- Implement public education/awareness campaigns in conjunction with AGS that target the main causal factors for collisions, deaths and serious injuries and that target high-risk groups.
- Develop and implement a communications strategy to raise awareness of the new government Road Safety Strategy, Safe System and Vision Zero.
- Establish a working group to make recommendations for the implementation of an alcohol interlock programme for drink-driving offenders, supported by a drink-drive rehabilitation course.
- Review and update impairment testing by AGS in line with best practice.
- Publish monthly figures for enforcement activity focusing on speeding, non-wearing of seat belts and mobile phone use, and figures for the number of breath and drug tests administered as well as the results.
- Maintain a dedicated roads policing capacity and report annually on the number of Gardaí assigned to roads policing units on a regional basis.
- Eliminate the incidence of unaccompanied learner permit drivers, and reduce the number of learner car drivers who hold a third or subsequent learner permit.
- Examine the possibility of introducing a hazard perception test (HPT) and integrating it into the driver theory test.
- Explore the potential of an online portal for road users to upload footage of road traffic offences to assist prosecutions.
- Review the penalties for serious road traffic offences (e.g., impaired driving).
- Legislate for increased sanctions for polydrug and drug and alcohol use while driving.
- Streamline and automate enforcement of penalty points from roadside capture.
- Establish on a pilot basis three programme enabler expert groups (funding, data and legislation) in Phase 1 of the Road Safety Strategy to support intervention delivery and to accelerate progress at an operational level.



Post-Crash Response

- Establish and implement a trauma triage and bypass protocol in the trauma system.
- Ensure the appropriate specialist trauma care team is in place in the trauma-receiving hospital.
- Ensure definitive trauma care and rehabilitation pathways are in place once the road traffic collision patient has been stabilised.
- Provide emotional and psychological care and support to victims, families and emergency response teams.
- Examine the role of the family liaison officer in respect of support and provision of information to victims and families.



Safe and Healthy Modes of Travel

- Develop a National Cycle Network plan for interurban rural cycling and walking, and an implementation plan for delivery in Phases 2 & 3.
- Continue to implement an active travel infrastructure scheme for local authorities.
- Encourage modal shift to support environmental, safety and health objectives.
- Promote and support an expanded Cycle Right training programme.
- Conduct a review of road traffic policy and legislation to prioritise the safety of walking and cycling.
- Conduct a case study of countries that have adopted mechanisms to reduce traffic and make recommendations for Ireland.



Safe Work-Related Road Use

- Develop a protocol, underpinned by legislation, to allow the sharing of information and data between the Health and Safety Authority (HSA), AGS and the RSA to identify non-compliance.
- Develop enhanced enforcement powers, including fixed charges, for AGS and RSA transport officers to deal with commercial vehicles.
- Promote road safety across all sectors of the community and encourage sign-up to the European Road Safety Charter.
- Develop, oversee and deliver a voluntary driving for work standard and training programme in collaboration with industry and employers.
- Develop a joint national intervention strategy on work-related road safety.
- Conduct a feasibility study and make recommendations on the introduction of an earned recognition scheme for commercial vehicle operators.

Fully embracing and embedding a Safe System approach across all components and partners of the traffic system will allow us to transform our policy and practice beyond traditional road safety interventions and achieve greater reductions in fatalities and serious injuries than before. This will also include aligning with key international road safety policies, such as the Stockholm Declaration (Road Safety Sweden, 2020). By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice.

The full list of Actions being implemented in County Tipperary is available in the Tipperary Road Safety Strategy Action Plan 2022-2024 in Part 2 of this document.

Deaths on Irish Roads 2021

The most recent year for which statistics on road collisions in Ireland are available is 2021 and this will be looked at in more detail. 2021 saw a decrease in road deaths in Ireland. A total of 137 people lost their lives on our roads in 2021 compared to 147 in 2020, which represents a 7% decrease. Driver and passenger fatalities represent almost two thirds of fatalities (65%) in 2021, compared to 59% in 2020. There was a 15% increase in driver deaths, up from 61 in 2020 to 70 in 2021. However, there was a 32% decrease in passenger deaths down from 25 in 2020 to 17 in 2021.

Road User Type: There has been an increase in the number of driver (+9), and motorcyclist (+5) fatalities in 2021 compared to 2020. A decrease in fatalities has been seen among passengers (-8), pedestrians (-14), and cyclists (-3). Of the fatalities, 23% occurred on an urban road** and 77% occurred on a rural road. For 2020, these proportions were 28% and 72% respectively.

Seatbelts: Of the 87 drivers and passengers killed in seatbelt-equipped motor vehicles in 2021, 37 (42.5%) were wearing a seatbelt at the time of the collision; 24 (27.5%) were not wearing a seatbelt; and for the remaining 26 fatalities, it is not yet known (30%).

Age Group: In 2021, the highest risk age group was those aged 16-25 years with 28 fatalities (21%). This age group represented 13% of fatalities in 2020. Over half of fatalities were aged between 16 and 45 years (56%). Compared to 2020, there were increases in fatalities in the 16-25 age group (+9) and the 75+ years age group

(+1). Figures for the 26-35 age group remained the same. All remaining age groups saw decreases in 2021 compared to 2020. Of fatalities, 74% (99) were male and 26% (35) were female.

Driver Fatalities: Driver fatalities represented over half of fatalities (52%) in 2021. There has been an increase in the number of driver (+9) fatalities in 2021 compared to 2020. Of the 70 driver fatalities, 16 were aged 36-45 years, 12 were aged 26-35 years and 12 were aged 75+ years. A high number of driver fatalities (50) were male. Of driver fatalities, 16% occurred on an urban road and 84% occurred on a rural road.

Month of the Year: January (4), February (5) and November (4) had the lowest number of fatalities in 2021 while August (22), April (18), December (18) and July (17) had the highest number of fatalities. The average number of deaths per month in 2020 was 12 while the monthly average in 2021 was 11 deaths per month.

Day of the Week: Tuesday (24) was the most dangerous day in 2021. Over a third (34%) of fatalities occurred between Monday and Tuesday in 2021. Compared to 2020, 1 more fatality occurred between Monday and Friday and 13 less fatalities occurred between Saturday and Sunday.

Time of Day: 50% of fatalities occurred between 2pm and 10pm, compared to 38% (55) in 2020. Of the 66 fatalities, 49 (74%) occurred on a weekday (Monday-Friday). There were 15 fatalities between midnight and 6am (11%), compared to 25 (17%) in 2020. Of the 15 fatalities, 8 occurred on Saturdays and Sundays, while 7 occurred on weekdays.

* Figures correct as of 1st February 2022

** Urban roads are classed as roads with speed limits up to 50 km/h

Fatalities per County

Deaths in Tipperary reduced from 13 in 2019 to 7 in 2020, but increased again in 2021 to 11. Tipperary had the fourth highest number of deaths in 2021 behind only Dublin (21), Meath (14) and Galway (12). Leitrim, Offaly and Carlow had no deaths, while Waterford, Wicklow and Sligo had one fatality each.

Figure 4:



Profile of County Tipperary

The ‘Premier County’ as Tipperary is known, is an inland, predominately rural county in the Province of Munster covering an area of 4,305 square kilometres and is bounded by Galway, Limerick, Clare, Laois, Offaly, Kilkenny, Cork and Waterford. It is the sixth largest county in Ireland based on size and the twelfth largest based on population.

Tipperary is the third largest of Munster’s six counties by size and also the third largest by population. According to Census 2016, the population of Tipperary had risen from 158,754 in 2011 to 159,553 in 2016 (an actual increase of 799 or 0.5%) of which 79,668 were males and 79,885 were females.

The preliminary figures for Census 2022 show that the population on 03 April was recorded at 167,661. The population included 84,196 females and 83,465 males. This is an increase of 8,108 (+5.1%) since 2016. This was made up of a natural increase (i.e. births minus deaths) of 4,105 and an estimated net inward migration (i.e. population change minus natural increase) of 4,003.

The total housing stock in Tipperary in April 2022 was 71,033. This shows an increase of 1,927 (+2.8%) since 2016. There were 6,390 vacant dwellings, which was 1,103 fewer than in 2016 (-14.7%). This does not include holiday homes, of which there were 1,095.

Table 1:

	Preliminary Results 2022	Census 2016	Change
Pop. Tipperary	167,661	159,553	+5.1%
Pop. State	5,123,536	4,761,865	+7.6%
Housing Stock Tipperary	71,033	69,106	+2.8%
Housing Stock State	2,124,590	2,003,645	+6.0%
Vacancy Tipperary	6,390	7,493	-14.7%
Vacancy State	166,752	183,312	-9.0%



Figure 5: Map of Ireland showing outline of Tipperary

Tipperary County Council

Tipperary County Council, which was established in 2014 under the Local Government Reform Act 2014, is the local government authority for the county. It reunified the county which was divided in two for administration purposes between 1898 and 2014. There are five Municipal/Borough Districts in Tipperary: Carrick-on-Suir; Tipperary Cahir Cashel; Clonmel; Nenagh; and Thurles. The largest towns in County Tipperary are Clonmel, Nenagh and Thurles.

This is the second Road Safety Strategy for Tipperary. The first strategy was published in 2018. Annual Reports for that Strategy for the years 2018, 2019, 2020 and 2021 can also be found on the Tipperary County Council website <https://www.tipperarycoco.ie>.

Economy of County Tipperary

Tipperary is one of the richest agricultural areas in Ireland. Dairy farming and cattle rearing are the main farming occupations. The superb fertile land provides an ideal environment for food production and Tipperary has a growing reputation around artisan foods. The Tipperary Food Producers Network is one of the strongest artisan food networks in the country.

Tipperary is world famous for its horse breeding industry and is the home of Coolmore Stud, the largest thoroughbred breeding operation in the world. It is also home to many well-known yards such as Ballydoyle, training under Aidan O'Brien who holds the world record for 'group one' winners (over 360) from his facility in Rosegreen.

Tourism plays a significant role in County Tipperary, supporting over 3,000 jobs and leveraging off the stunning landscape and uniquely preserved built heritage. World class tourism experiences available in the county include attractions such as the Rock of Cashel, Cahir Castle, Holycross Abbey and Fethard Horse Country Experience and activities are available in the natural landscapes, such as walking and water sports on uplands, valleys and blue ways.

Clonmel is a centre of gravity for the life science sector, with leading global companies such as Abbott Vascular, Boston Scientific and MSD (Ballydine) collectively employing over 3,000 people.

Strong indigenous manufacturing companies such as Bulmers, ABP meat processors, Oak Park Foods, Ribworld, Dew Valley Foods, Arrabawn Co-op, Tipperary Co-op, Centenary Co-op and Rosderra Meats operate in the food sector in Tipperary.

Recent developments include the establishment of the National Bioeconomy Campus project in Lisheen and the location of the Tírlán led, AgriChemWhey project, the largest Horizon 2020 project that the country has achieved during the lifetime of this programme. The county is particularly strong in the engineering and building services sector, with companies such as Carey Glass, Sepam and Coillte Panel Products.

Small and medium size enterprises are a key aspect of the county's diverse economy and town centres play a significant role in providing retail and financial services, recreation and employment. DMS Governance in the financial services sector has established a second site location in Cashel, where the job target is 50 employees.

Questum, a business acceleration centre in Clonmel, was home to over 10 companies in 2020 and a key lever in the development of the Ballingarrane Business, Science and Technology Campus over the 2020/25 period. A network of digital, co-working and technology hubs is planned across the county and Nenagh will soon see the opening of a film studio on property acquired by the Council at Lisbunny Industrial Estate.

County Tipperary Road Classification

Lengths in Municipal Areas (per km)

Table 2:

Municipal Area	Nenagh	Thurles	Clonmel	Tipperary Cahir Cashel	Carrick	Totals
Motorway	39.00	38.00	0	39.00	6.00	122.00
National Primary	0	0	25.40	36.12	9.91	71.43
National Secondary	52.38	52.37	9.07	20.39	11.08	145.29
Total	91.38	90.37	34.47	95.51	26.99	338.72

Regional	276.69	154.90	58.87	272.18	135.55	898.18
Local Primary	494.74	487.98	130.00	547.00	244.00	1903.72
Local Secondary	453.66	398.86	67.03	537.27	258.30	1715.12
Local Tertiary	260.86	242.46	98.05	321.92	131.25	1054.54
Total	1485.95	1284.20	353.95	1678.37	769.10	5571.56

Totals

Overall Total excluding Motorways	1538.33	1336.57	388.42	1734.88	790.09	5788.28
Overall Total including Motorways	1577.33	1374.57	388.42	1773.88	796.09	5910.28

Transport & Vehicle Ownership in County Tipperary

Road transport dominates in County Tipperary due in part to its central location within the island. It is surrounded by eight counties; Galway; Limerick; Clare; Offaly; Waterford; Cork; Laois and Kilkenny.

The M7 motorway crosses the north of the county through Roscrea and Nenagh to the border with County Limerick. The M8 motorway bi-sects the county from north of Two-Mile-Borris to the County Cork border. Both roads are among the busiest roads in Ireland. Other National Roads which traverse the county are: N24; N52; N62; N65; N74; N75 and N76. The volume of traffic on Tipperary roads far exceeds what might be expected in a county with its population.

The high volume of car ownership in Tipperary is also in part due to the fact that while Tipperary has a number of railway stations on the Dublin-Cork route and the Dublin to Limerick line, as well as Limerick-Waterford line, there is limited internal public transport linking towns and villages within the county.

E-vehicles

Electric Cars

There is considerable focus and effort nationally at the moment to encourage people to move away from petrol and diesel cars, to hybrid and fully electric models, in order to achieve national carbon emission reduction targets and also to remove harmful particles from the air, allowing us to breathe healthier air.

The uptake on this changeover has been slow but is gathering pace, due in part to increasing petrol and diesel prices. One of the issues which deters the public from purchasing a fully electric car is fear about the range of these vehicles, sometimes referred to as “range anxiety”. People want to be sure that they can reach their destination without having to charge the car battery, which takes time. Another contributing factor is the relative scarcity of electric vehicle charging points. Many more charging points will need to be provided to encourage people to go fully electric.

E-bikes & E-scooters

How we use our roads has changed – there are new modes of transport such as e-Bikes and e-Scooters in use today which did not exist just a few short years ago. The Road Traffic and Roads Bill, 2021 legislates for their use. This Bill allows for the creation of a new class of vehicle called “Powered Personal Transporters (PPTs)”. This legislation, which is currently making its way through the Houses of the Oireachtas, provides for the following:

- E-bikes will be legislated for and treated mainly in the same way as pedal cycles. They are exempt from registration and tax requirements.
- The usual rules, such as stopping at traffic lights, stopping at pedestrian crossings and stop signs, and avoiding cycling on motorways, will apply to e-bikes.
- A new class of Powered Personal Transporters (PPTs), will be created. This will include e-scooters and the Minister will be able to provide for the use of these vehicles in public places under existing regulatory powers.
- “Powered Personal Transporters” will be excluded from the definition of mechanically propelled vehicles (MPVs) and will be generally subject to the same rules as apply to bicycles.
- The Minister for Transport will be able to prohibit, or restrict the use of, PPTs in traffic through regulation.
- They will be banned for use on footpaths and motorways, while users will also be exempt from toll schemes.
- Drivers aged between 16 and 18 will be required by law to wear a helmet, although helmets will not be compulsory for adults.

Powered Personal Transporters - Offences

- Driving a PPT while “*hold[ing] on to any other vehicle which is in motion or hold on to any person or thing on, in, or attached to, any such vehicle*”;
- Supplying a PPT to someone who is under 16;
- Driving a PPT while using a mobile phone or other information or “*entertainment equipment*.”;
- Driving a PPT while there is a defect affecting it which one knows of or could have discovered and which is a danger to the public;
- Taking a PPT without the consent of its owner; and

- Driving under the influence of an intoxicant to such an extent as to be incapable of having proper control.

All the above measures are subject to change as the Bill has not yet passed the final stages. In its current form, the provisions of the Bill raise some issues around safe road use. The fact that the wearing of helmets will not be compulsory could lead to serious head injuries for the driver. Some e-scooters can travel as quickly as 120 km/h, which could lead to speed enforcement issues for An Garda Síochána. The fact that e-scooters will be exempt from registration and tax requirements could pose further enforcement issues. Also unclear at this time, is what is to happen regarding insurance should an e-scooter be involved in a road traffic collision.

E-vehicles in County Tipperary

Please see table below illustrating the number and type of vehicles under current taxation in Tipperary at 31st December 2021:

Table 3:

Taxation Class	Total
Private	83,435
Goods	15,251
Agricultural Tractor	5,802
Motorcycles	1,796
Small PSV	221
Mobile Machine	163
Hearse	55
Dumper/Forklift	194
General Haulage Tractor	35
Large PSV	390
Off Road Dumper	1
Exempt	965
Motor Caravan	707
Vintage/Veteran	2,545
Youth Community Bus	24
School Bus	35
Total	111,619

Table 3 contains the number of vehicles under current taxation in Tipperary at 31st December 2021 broken down by Taxation Class and Fuel Type. It can be seen from this table how slow the take-up on electric vehicles is in Tipperary, in the private car class. Just 390 of 83,435 private cars are fully electric. This equates to 0.47%.

Table 4:

No of Vehicle's under current taxation at 31st December 2021 in Tipperary broken down by Taxation Class & Fuel Type											
Taxation Class	Petrol	Diesel	Electric	Petrol & Gas	Petrol/ Electric	Ethanol/ Petrol	Unknown	Diesel/ Plug-In Hybrid Electric	Petrol/ Plug-In Hybrid Electric	Diesel/ Electric	Grand Total
Private	24,135	56,308	390	9	1,855	197	0	14	395	132	83,435
Goods	27	15,204	4	1	2	0	1	0	5	7	15,251
Agricultural Tractor	13	5,789	0	0	0	0	0	0	0	0	5,802
Motorcycles	1,789	4	2	0	1	0	0	0	0	0	1,796
Small PSV	5	208	2	0	5	0	0	0	0	1	221
Mobile Machine	1	162	0	0	0	0	0	0	0	0	163
Hearse	21	33	0	0	1	0	0	0	0	0	55
Forklift/Dumper	0	194	0	0	0	0	0	0	0	0	194
General Haulage Tractor	1	34	0	0	0	0	0	0	0	0	35
Large PSV	0	390	0	0	0	0	0	0	0	0	390
Off Road Dumper	0	1	0	0	0	0	0	0	0	0	1
Exempt	180	704	4	0	64	0	0	1	8	4	965
Motor Caravan	12	695	0	0	0	0	0	0	0	0	707
Vintage/Veteran	1,158	1,382	0	1	0	1	2	0	0	1	2,545
Youth Community Bus	0	24	0	0	0	0	0	0	0	0	24
Schoolbus	0	35	0	0	0	0	0	0	0	0	35
Grand Total	27,342	81,167	402	11	1,928	198	3	15	408	145	111,619

The figures contained in tables 3 and 4 were supplied by the Department of Transport.

E-vehicles in Tipperary County Council

Tipperary County Council is currently trialling four electric vans. They are proving to be expensive and have range issues as mentioned above. In addition to the e-vans, the Council is also conducting a trial of 10 vehicles, from large trucks to mini-vehicles, which use Hydro-Treated Vegetable Oil (HVO) instead of fossil fuel. The main advantage in using HVO is that carbon emissions can be reduced by up to 90% compared to diesel.

The clean burn properties of HVO reduces particulate production and improves combustion, further reducing emissions such as NOx, unburnt hydrocarbons and carbon monoxide. This makes it very suitable for vehicles working in an urban environment.



Figure 6: Council vehicle which uses HVO Fuel.

Tipperary Energy Agency (TEA) will issue a report at the end of the trial period which will influence the Council's future use of these vehicles.

Licensed Vehicles and Traffic Patterns

The following table indicates the means of travel to work, school or college for people in Tipperary aged 5 years and over according to Census 2016 which contains the most recent information available at this point in time:

Table 5:

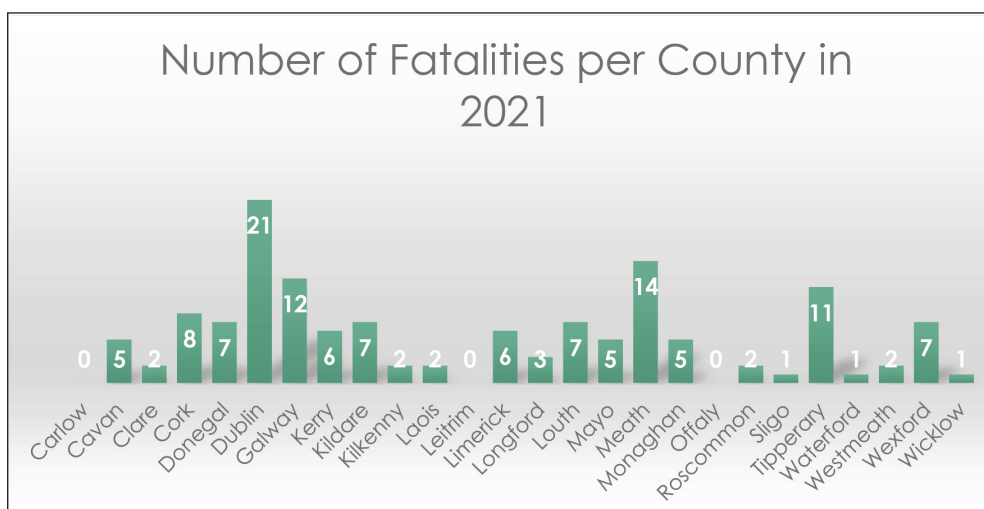
Means of Travel	Work	School or College	Total
On foot	5,081	5,886	10,967
Bicycle	517	229	746
Bus, minibus or coach	458	6,308	6,766
Train	311	193	504
Motorcycle or scooter	142	14	156
Car driver	40,908	1,959	42,867
Car passenger	2,678	19,888	22,566
Van	4,772	94	4,866
Other (incl. lorry)	586	11	597
Work mainly at or from home	5,013	42	5,055
Not stated	2,407	1,231	3,638
Total	62,873	35,855	98,728

According to the CSO Statistical Yearbook of Ireland 2019 for Tipperary, 7% of people commuted by bus, coach or minibus, 12% commuted by foot and 66% of people commuted by car.

Table 6: Table of Number of fatalities per County in 2021

County	Fatalities	County	Fatalities	County	Fatalities
Carlow	0	Kilkenny	2	Offaly	0
Cavan	5	Laois	2	Roscommon	2
Clare	2	Leitrim	0	Sligo	1
Cork	8	Limerick	6	Tipperary	11
Donegal	7	Longford	3	Waterford	1
Dublin	21	Louth	7	Westmeath	2
Galway	12	Mayo	5	Wexford	7
Kerry	6	Meath	14	Wicklow	1
Kildare	7	Monaghan	5	Total	137

Figure 7:



Fatalities in Tipperary since 2017

There have been 50 deaths on Tipperary roads since 2017: 2017 (8), 2018 (11), 2019 (13), 2020 (7) and 2021 (11). This trend can be seen on the chart below:

Figure 8:

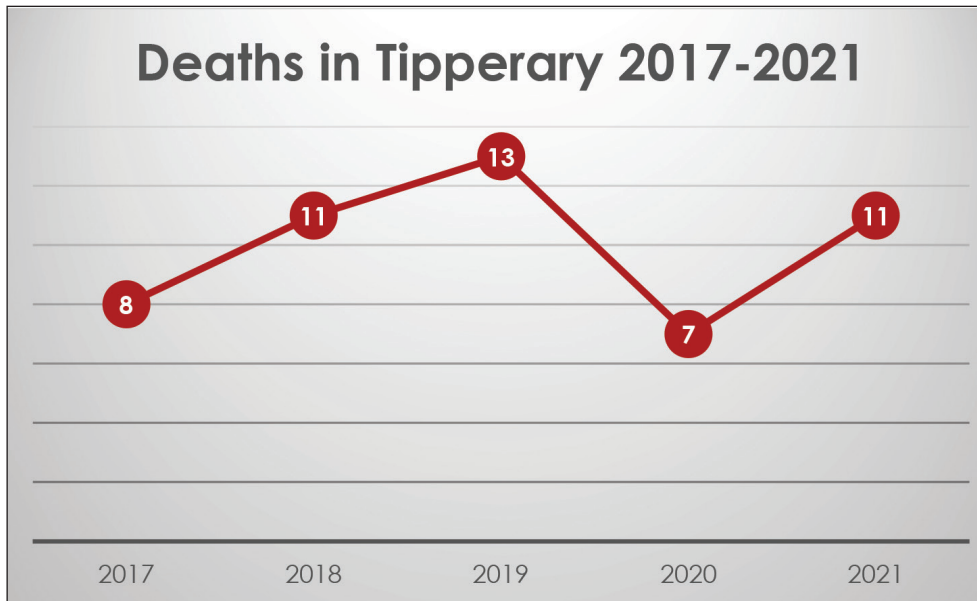
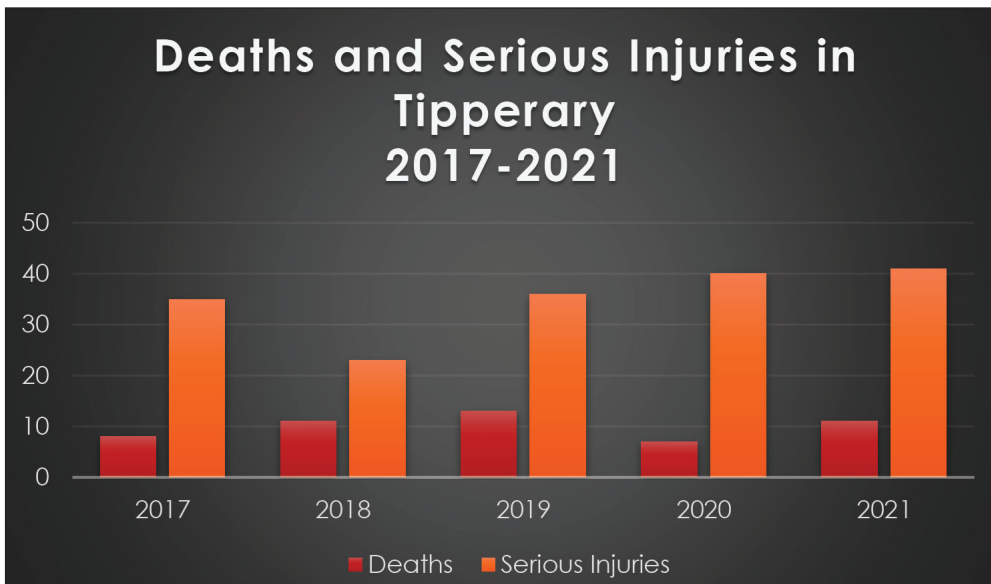


Figure 9:

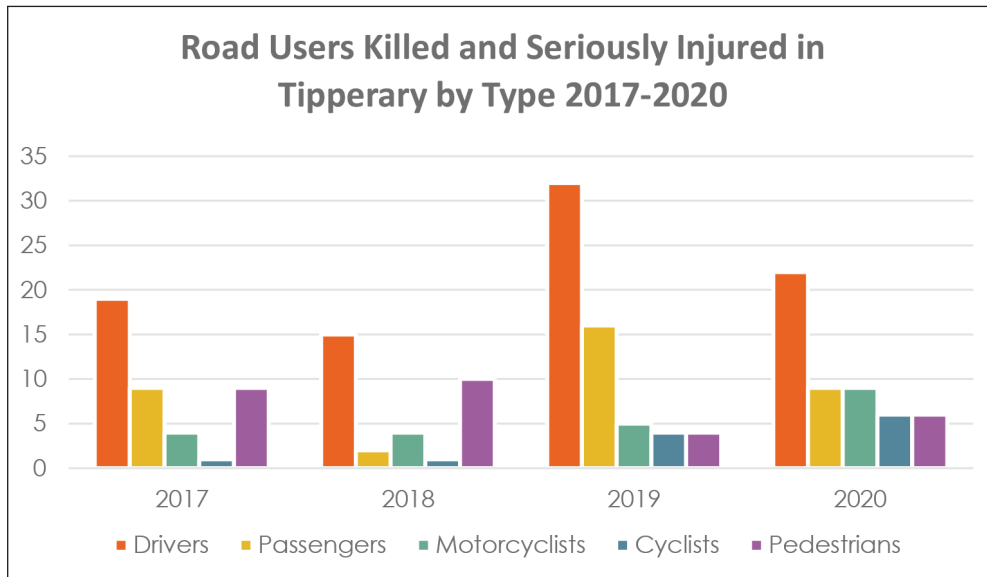


*Figure is provisional and subject to change. Figure is current as of 28 November 2022.

Table 7: Road Users Killed and Seriously Injured in Tipperary by Type 2017-2020

	2017	2018	2019	2020
Drivers	19	15	32	22
Passengers	9	2	16	9
Motorcyclists	4	4	5	9
Cyclists	1	1	4	6
Pedestrians	9	10	4	6

Figure 10:



Note: All statistics are based on provisional Garda data for 2021 and are subject to change. All statistics accurate as of 30 March 2022.

The map below illustrates the average number of annual serious injuries by county from 2017-2020. In the map Tipperary has 38 serious injuries in each of these years. However, when taken per 100,000 population this reduces to 24 leaving Tipperary in 19th place overall.

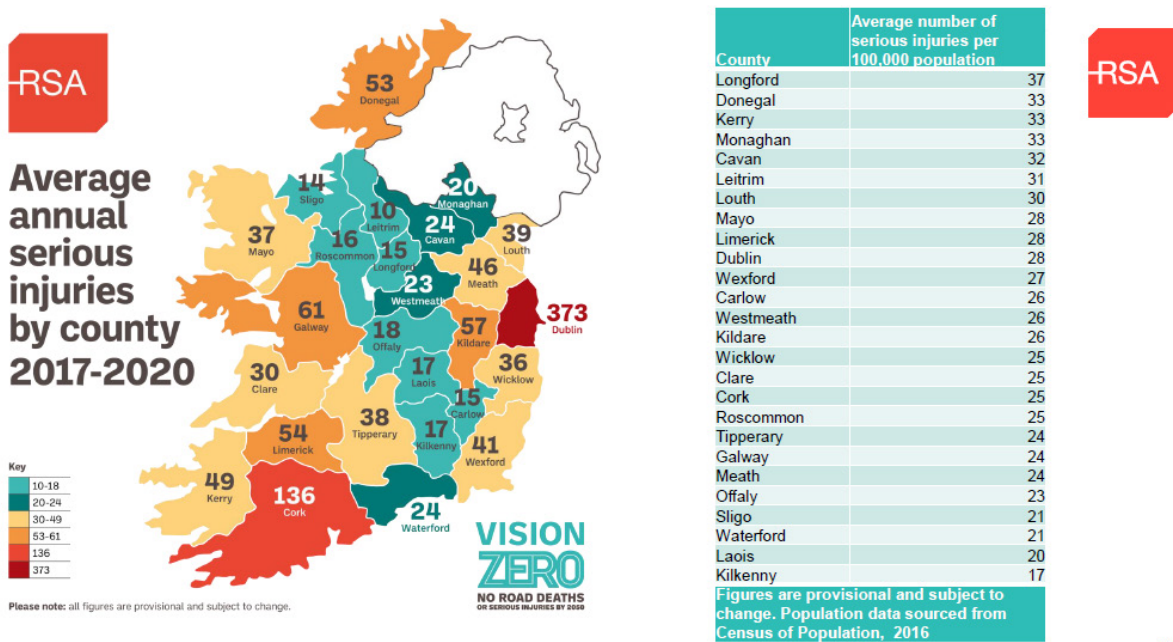


Figure 11: Infographic provided by RSA. Figures correct as of 1 February 2022.

Analysis of Road Type where Fatalities Occurred in Tipperary in 2021:

The following table shows the road type, route number and speed limit where each fatal collision occurred in Tipperary in 2021.

Table 8:

District	Location	Route No.	Road Class	Speed Limit
TCC	Scart, Bansha	L4306	Local	80 km/h
Nenagh	Reiska, Kilcommon	R497	Regional	80 km/h
TCC	Kilfeacle	N74	National	80 km/h
Carrick on Suir	Castle Heights, Carrick on Suir	None	Housing Estate	50 km/h
Thurles	Aughnagamaun, Horse & Jockey	M8	Motorway	120 km/h
Thurles	Longford Pass, Thurles	M8	Motorway	120 km/h
TCC	Loughlin's Bridge, Clogheen	R668	Regional	80 km/h
Carrick on Suir	Mainstown, Faugheen, Carrick on Suir	L2605	Local	50 km/h
Thurles	Main Street Borrisoleigh	R498	Regional	50 km/h
Nenagh	M7 Westbound Marker 156.1 (Ballywilliam)	M7	Motorway	120 km/h
Nenagh	Grennanstown Toomevara	R499	Regional	80 km/h
TCC	N24 Fawnagowan, Tipperary	N24	National	100 km/h

The following table summarises the number of fatalities which occurred on each type of road in Tipperary in 2021.

Table 9:

Motorway	3 No., 1 M7 & 2 M8
National Road	2 No., 1 each N74 & N24
Regional Road	4 No., 1 each R497, R498, R499 & R668
Local Road	2 No., L4306 & L2605
Housing Estate	1 No., Castle Heights, Carrick on Suir
Regional Road	Loughlin's Bridge, Clogheen, R668 – Decategorised

Figure 12:

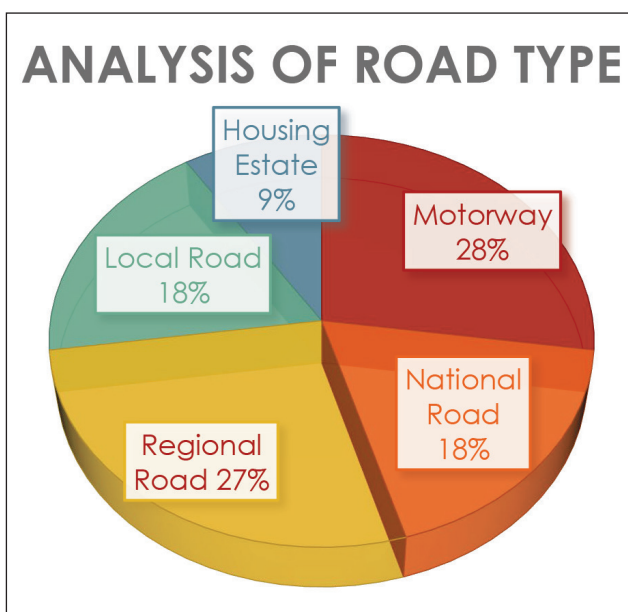


Figure 12 shows the percentage of fatalities which occurred on each type of road in 2021.

Introduction of 30 km/h zones in Tipperary

Safe Speeds is a central element of the Safe System approach. Successful Safe System approaches ensure that the set speed limit on parts of the road network are not higher than the built-in protection provided by roads, roadsides and vehicles. Although collisions may happen, they should not lead to death or serious injury. The World Health Organisation (WHO) in 2017 estimated that a 5% reduction in average speed could result in a 30% reduction in fatal collisions.

The last Special Speed Limit Review for Tipperary took place between 2015 and 2017 and the Road Traffic Special Speed Limit Byelaws were adopted by the Council on 10th July 2017. These Bye-Laws provided for a 30 km/h speed limit in all housing estates in County Tipperary which were either built by the County Council or were otherwise Taken in Charge by the Council. This speed limit will also be prescribed in any further estates which come under the charge of the Council in the future.

Factors which contribute to collisions

The following factors are significant contributors to road collisions. The primary ones to be addressed initially 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;
- Driving while under the influence of alcohol or drugs;
- 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) e.g. not wearing high visibility clothing;
- Driver fatigue – driving while over-tired and/or unable to remain awake;
- Driver distraction e.g. mobile phone use;
- Medical fitness to drive.

Critical success factors

- Political commitment will be instrumental to the success of the strategy;
- Timely development and implementation of evidence-based policy and legislation;
- Timely, efficient data-sharing and use of benchmarking across key stakeholders;
- Innovation in how we design our interventions and our approach to partnership-working;
- Provision of essential funding for benefits realisation;
- Provision of safe, segregated infrastructure to facilitate modal shift towards active travel;
- Behaviour change due to enforcement interventions, education and training;
- Dedicated partnership-working with good governance and accountability;
- Public and media support of interventions and activities.

Road Safety Working Together Group

Road safety is not the sole responsibility of any one person or authority. It involves many different partners and stakeholders working together to reduce casualties. It has to be based on co-operation and co-ordination by all state agencies, the general public and the private/business sector working together at every level; national, regional, local and community. Indeed, in the Government Road Safety Strategy, the Road Safety Authority recognises that the ambitious road safety targets will only be met through the co-operation of all agencies involved in road safety and the shared responsibilities of all users. To achieve this, a Road Safety Working Together Group is to be established in each Local Authority area to co-ordinate a multi-agency road safety strategy and to implement it at a local level.

Role of the Road Safety Working Group (RSWTG)

1. Oversee the development and implementation of the Tipperary Road Safety Strategy 2021-2030;
2. Agree actions to be progressed over the lifetime of the plan;
3. Secure funding for the implementation of actions;
4. Ensure that all agencies/representatives on the Group work together to achieve the objectives of the plan;
5. Recommend road safety policies to the Infrastructure Strategic Policy Committee;
6. Input into the County Speed Limit Review Process.

Stakeholders

Tipperary County Council



Comhairle Contae Thiobraid Árann
Tipperary County Council

Tipperary County Council is responsible for the construction and maintenance of public roads and footpaths in the county in co-operation with Transport Infrastructure Ireland, the Department of Transport and the National Transport Authority. This involves responsibility for the planning, design, development and maintenance of roads and footpaths in Tipperary. Key elements of the Tipperary Road Safety Action Plan include safety considerations and ongoing maintenance together with the 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 County Tipperary for Business, Industry, Agriculture, Tourism, Education and Community Development.

An Garda Síochána - Garda National Roads Policing Bureau

The main objective of the Garda National Roads Policing Bureau (GNRPB) is to increase public confidence in safety on Irish roads by:

- Reducing the number of deaths and serious injuries on our roads;
- Improving driver behaviour and attitudes through education and awareness campaigns, and
- Denying criminals use of the Irish road network.



An Garda Síochána is dedicated to supporting the Government's Road Safety Strategy for 2021 – 2030, to reduce the number of deaths and serious injuries on Irish roads by 50% over these 10 years, and beyond. Assistant Commissioner Hilman, Roads Policing and Community Engagement, has responsibility for Roads Policing within An Garda Síochána. This includes a responsibility for the Garda National Roads Policing Bureau. A key element of the work of the Garda National Roads Policing Bureau is to analyse observed trends to identify and implement Roads Policing operations. A focus of these operations is:

- Lifesaver Offences: Speeding, Seatbelts, Mobile Phones and Driving while Intoxicated, and
- Crime detection and prevention, and to denying criminals the use of Irish Roads.

In each Garda Division, there are dedicated Roads Policing Units with the responsibility of enforcing Road Traffic legislation. These Roads Policing Units are supported by every member of An Garda Síochána who also have responsibility to enforce all road traffic legislation.

In County Tipperary there are five Garda Districts, namely, Cahir, Clonmel, Nenagh, Thurles and Tipperary. There are two Garda Roads Policing Units based in Cahir and Templemore Garda Stations and during 2022 two further members of An Garda Síochána were allocated to these dedicated Roads Policing Units.

In the course of 2023, the new Garda Operating Model will be rolled out and it is anticipated that the five Garda Districts will merge into three Community Engagement Areas for the County. Staffing levels of the Roads Policing Unit may be further ameliorated in line with policing demands.



Road Safety Authority



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Our mission and how we work to achieve it.

Our mission is to make Irish roads safer for everyone. That means working in every way possible to save lives and prevent injuries by helping to reduce the number and severity of collisions on Irish roads.

We are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders, such as An Garda Síochána and the Health and Safety Authority, to save lives.

What we do

Our mission of making Irish roads safer for everyone involves delivering some key functions:

- Road safety promotion, education and awareness
- Road safety and collision research
- Primary responsibility as the lead agency for the governance and implementation of the government's Road Safety Strategy
- Driver testing and driver licensing
- Governance and supervision of the National Car Testing Service and Commercial Vehicle Roadworthiness Testing
- Enforcement of a range of road haulage industry and driver regulations
- Regulation of the driving instruction industry
- Development and monitoring of vehicle standards
- Advising the Department of Transport and the Minister for Transport on all aspects of road safety public policy.

Transport Infrastructure Ireland

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



What we do

TII exists to fulfil an important purpose of national strategic significance, touching the lives of citizens and visitors alike on a daily basis. Our mission is to provide high quality transport infrastructure and services, delivering a better quality of life and supporting economic

growth. In fulfilling our mission, we strive towards three over-arching aims which, taken together, represent our vision:

- To be leaders in the delivery and operation of transport infrastructure;
- To ensure that Ireland's national road infrastructure is safe, sustainable and resilient, delivering better accessibility and mobility for people and goods; and
- To be recognised as an organisation that values its people, customers and partners.

TII has a Regional Road Safety Engineer and a Road Safety Inspection Engineer who liaises with Tipperary County Council, as well as other counties in the region, regarding issues of road safety on national roads.

Health Service Executive (HSE)

The Health Service Executive (HSE) provides health and social services to everyone living in Ireland. Our services are delivered to young and old, in hospitals, health facilities and in communities across the country. The HSE recognises that it has a key role to play in Road Safety. Road Traffic collisions are a significant social problem resulting in death, injury and long-term disability which impacts the health system as well as society as a whole. The Irish Health Service deals with the many health related outcomes of road crashes and collisions through the National Ambulance Service, A & E services, hospital services, rehabilitation, longer term and community care. It deals with the trauma, tragedy and results of crashes and collisions on our roads on a daily basis. The HSE fully supports and endorses the aims and objectives of the National Road Safety Strategies.



National Ambulance Service (NAS)

The National Ambulance Service takes in excess of 300,000 emergency calls each year. The key objective is to respond to 999/112 emergency calls as quickly as possible with the most appropriate skills and equipment.



The mission of the National Ambulance Service is to serve the needs of patients and the public as part of an integrated health system, through the provision of high quality, safe and patient-centred services. This care begins immediately at the time that the emergency call is received and continues through to the safe treatment, transportation and handover of the patient to the clinical team at the receiving hospital or emergency department.

Tipperary Fire & Rescue Service

Tipperary Fire & Rescue Service maintains round the clock emergency cover to protect life and property. There are twelve fire stations in the county based at:



- Borrisokane
- Cahir
- Carrick-on-Suir
- Cashel
- Clonmel
- Cloughjordan
- Nenagh
- Newport
- Roscrea
- Templemore
- Thurles
- Tipperary Town

The fire fighters based at these stations undergo continuous training to ensure that the service they provide is of the highest possible standard. In addition, fire officers are available to give fire safety advice and to ensure that standards are properly maintained to ensure public safety. On average the fire service attends over 1,500 incidents per year.

The fire service headquarters is based at Limerick Road, Nenagh, Co. Tipperary. These offices administer all items relating to the operational fire service, fire safety, building control, emergency planning and petroleum licensing.

PART 2

Tipperary Road Safety Strategy Action Plan 2022-2024

Safe System Priority Intervention Area: Safe Roads and Roadside

Safe roads and road sides involves the planning, design and operation of roads and road sides and provides the framework for safe road and vehicle use. The aim of this priority intervention area is to support correct road use through providing 'self-explaining' roads (i.e. roads that are easy to understand and use) and forgiving road sides (i.e. road sides that minimise the impact of collisions) so that if a collision occurs it does not lead to death or serious injury.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
1	Progress Road Safety Inspections on National Routes in accordance with HD17 (AM-STY-06044) of the DMRB and the EU Directive on Road Safety Infrastructure Management. TCC will address identified hazards based on its prioritised ranking for treatment.	TII/TCC	TII/TCC	Annually	TCC	
2	Progress Identified High Collision Locations on the National road network routes in accordance with HD15 (GE-STY-01022) of the DMRB and the EU Directive on Road Safety Infrastructure Management. Proposed schemes will be progressed where engineering measures deemed appropriate.	TII/TCC	TII/TCC	Annually & ongoing	TCC	
3	Road Safety Audit (For National Roads in accordance with HD19 (GE-STY-01024) of the DMRB and the EU Directive on Road Safety Infrastructure Management. A Road Safety Audit will be undertaken for all required schemes.	TII/TCC	TCC	Ongoing	TII	
4	Implement HD16 (CC-STY-04002) inspection requirements for temporary safety measures at road works in accordance with the EU Directive on Road Safety Infrastructure Management.	TII/TCC	TCC	Varies depending on the timeframe of the road works	TII	
5	Implement any national safety rating indicator for national primary roads in Tipperary	TII	TII	Q4 2024	TCC	1

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
6	Implementation of awareness and media campaign for roadside hedge cutting, with continued liaison with landowners to close out issues. Instigate legal action when necessary.	TCC	TCC	Annually		
7	Deliver programme of LED upgrade/retrofit as per national strategy as part of the South East region. Works to be completed by 2024.	RMO/KCC/TCC	RMO/KCC/TCC	Ongoing to 2024		
8	Continue to progress fencing retrofit programme on National Roads with view to completion by 2024 subject to landowner agreement.	TCC		Ongoing to 2024	TII	
9	Construct footpaths and develop cycleways and greenways, including segregation where appropriate.	TCC		Ongoing	NTA/TII	5
10	Identify, prioritise and implement four low cost safety measures for non-national roads.	TCC	TCC	Annually	DoT	
11	Support national policy to increase the length of divided roads on the national primary road network in Tipperary. Consider when progressing the design phase on N24 Waterford to Cahir.	TII	TII	Q4 2024	TCC	3
12	Road Works Programme - publish annual Road Works Programme identifying road improvements being carried out.	TCC	TCC	Annually	TII/DoT/NTA	
13	Resource the implementation of the Road Network Safety Analysis Programme for local and regional roads when rolled out by DoT.	CCMA/LA's, Department of Transport		Ongoing to Q4 2025		52
14	Monitor and undertake treatment as required on routes identified in the Winter Service Plan. Implement Winter Service Plan and publish Plan on TCC website.	TCC		Ongoing	TII/DoT	
15	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	DoT, LGMA, AGS	62

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
16	Continue the repair and maintenance of existing footpaths via "Own Resource" funding stream and, where possible, comply with DMURS on best practice standards.	TCC		Annual		
17	Continue to maximise drainage funding streams: Drainage Allocation, Geo App, Climate Change funding to implement the Annual Drainage Works Programme on the road network.	TCC			DoT/TII	
18	Deliver road safety improvement schemes and minor realignment schemes on national roads, to create forgiving roadsides, self-explaining roads and a safe environment for vulnerable road users, where schemes are identified by TII or TCC.	TII	CEO	Ongoing over life time of plan	TCC	2
19	Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy actions. TCC will assign a resource in accordance with the recommendation.	DOT/TII/CCMA/LA's	DoT Principal, CEO TII, LA Chief Executive	2023		63
20	Identify bus stops on rural sections of national roads for assessment through the Collision Prevention Programme (CPP).	TII	CEO	Q4 2024	CCMA /LA's, NTA, Bus Operators, Local Links	71

Safe System Priority Intervention Area: Safe Speeds

Safe speeds is a central element of the Safe System approach. It involves consideration of road and vehicle planning and design, the setting of injury-minimising speed limits, as well as public education and awareness, and the enforcement of these limits.

Successful Safe System approaches ensure that the set speed limits on parts of the network are not higher than the built-in protection provided by roads, roadsides and vehicles. Although collisions may still occur, they should not lead to death or serious injury.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
21	Contribute to national guidance and standards in the roll out of 30 km/h speed limits in high risk locations and implement when national guidance is available.	CCMA/LA's	Chief Executive	Annual	DoT	78
22	Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	AGS, TII, TCC	10
23	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30km/h zones in urban areas.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	CCMA / LA's	76
24	Support a public information campaign to raise awareness of the new Enhancing Motorways Operations System (eMOS) i.e., the implementation of variable speed limits and lane control measures on the M50.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	TII	77
25	Review existing speed limits in line with current guidelines and best practice.	TCC		2022/2023	TII/DoT	6
26	Support the operation of the safety camera system to maximise its effectiveness in detecting road traffic offences.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	RSA, CCMA/LA's	9
27	Support the review of speed management measures on the road network.	TCC/TII		Q4 2024	AGS/RSA	8

Safe System Priority Intervention Area: Safe Vehicles

The safe vehicles element of the Safe Systems approach addresses the safety of the road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.

It includes measures to help avoid a collision and to mitigate the severity of a collision before it occurs. It also involves measures to reduce injury in the event of a collision and to reduce the consequences of injury. Of particular relevance here is the EU General Safety Regulation (GSR) which introduces safety requirements for new vehicles coming into effect from 2022.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
28	Participate in the development of an agreed national strategy for the introduction of Connected and Automated Mobility (CAM)	Road Safety Authority				12
29	Process Abnormal Load Permits as applied for, average 200 per year.	TCC	TCC	Ongoing	AGS	
30	Maintain Tipperary County Council fleet so that all vehicles are safe and fit for purpose.	TCC	TCC	Ongoing		
31	Educate drivers about tyre safety maintenance and checking, and promote the national campaign.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	AGS, ITIA, REPAK ELT	87
32	Promote a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including: <ul style="list-style-type: none"> • Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle; • Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock Braking System(ABS), Emergency Stopping, Lane Departure, Intelligent Speed Assist and • Promote online facility to check NCT or CVRT vehicle test history. 	Road Safety Authority	Director - Vehicle Standards & Enforcement, Director - Road Safety, Research & Driver Education	Annual	SIMI	14
33	Promote the public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	SIMI	88

Safe System Priority Intervention Area: Safe Road Use

Safe road use incorporates a wide range of safety behaviours such as compliance with the posted speed limit, driving without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and correct use of child restraints.

It involves setting road user standards (e.g., driver training and licensing requirements), developing traffic legislation and implementing targeted enforcement. It also includes public education and awareness campaigns and harnessing the benefits of safety technologies so that we share our roads safely, mitigating the risk of fatalities and serious injuries.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
34	Establish a working group with relevant expertise to develop and publish joint guidelines on how to deal safely and practically with new vehicle types such as alternative fuel vehicles involved in a road traffic incident.	Fire Service	Chief Fire Officer	Q4 2023	HSA/RSA/AGS	83
35	Raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular explain Safe Systems and enrol the public into the Vision Zero objective.	Road Safety Authority	Director - Road Safety, Research and Driver Education	Q1 2022	AGS, TII, NTA, HSA, DoT, MBRS, NOTM, DoH, CCMA/LA's	22
36	Implement specific educational measures aimed at protecting vulnerable road users, in particular: <ul style="list-style-type: none"> • driver's obligation to drive in anticipation of vulnerable road users on the road, • awareness of pedestrians including children and impaired pedestrians, • safe crossing by pedestrians, • safe overtaking of cyclists, • avoidance of 'dooring', including promotion of 'Dutch reach', • use of personal protection equipment for pedestrians, cyclists and motorcyclists, • awareness of blind spots on HGVs and buses, • road users and workers at road works, • care for young and older people, • use of scooters and e-scooters, • horse riders, and • the rules of the road. 	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	HSA, CCMA / LA's, AGS, Bus Éireann	133

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
37	Work with the Road Safety Together Working Group to actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by recommending the inclusion of a youth representative on the Road Safety Working Together Group.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	DYCA, ETB, Transition Year Coordinators, LCA Leaders, Professional Development Service for Teachers (PDST), National Youth Council of Ireland, Local RSWTG	92
38	Implement public awareness campaigns on driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	Road Safety Authority	Director - Road Safety, Research & Driver Education			
39	Promote an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles/trailers.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q4 2022	HSA, Irish Farmers Association, AGS	131
40	Raise awareness of the medical fitness to drive regulations to ensure full understanding and compliance in respect of drivers that have a drug and/or alcohol dependence.	Road Safety Authority	Director - Driver Testing & Licensing	Q3 2022	AGS, NOTM, MRBS, GP's, Drivers, Employers, HSA	132
41	Promote public education to support the safe use of e-scooters (micro mobility vehicles) on Irish roads, particularly for last-mile journeys.	Department of Transport, Road Safety Authority	DoT Principal, Director - Road Safety, Research & Driver Education	Q1 2022 and Ongoing	NITA	134
42	Promote and support an expanded Cycle Right Programme which includes online theory and practical skills for children and adults.	Tipperary Sports Partnership	Co-ordinator Tipperary Sports Partnership	Annual	TCC	

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
43	Engage with vulnerable road user representative organisations (cyclists, pedestrians, motorcyclists, horse riders) on a national level to identify opportunities for co-operation and joint promotional activity.	National Transport Authority, Road Safety Authority	Director - Road Safety, Research and Driver Education	Annual	AGS	124
44	Promote an educational campaign on the safe use of junctions by all road users with a focus on driver interaction with cyclists.	National Transport Authority, Road Safety Authority	CEO NTA, Director - Road Safety, Research & Driver Education	Q2 2022	AGS	135
45	Promote the standardised guide to reducing road safety school gate risk.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Ongoing	AGS, CCMA / LA's, DoE, An Taisce, DoT, NTA, National Parents Council	136
46	Promote a campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q2 2023	AGS, Fire Service, HSA, CCMA/LA's, TII	137
47	Continue with a Road Safety Working Together Group to co-ordinate multi-agency road safety policy and implementation at local level.	CCMA/LA's	Chief Executive	Ongoing	RSA, AGS, TII, HSE, CFO representatives as required.	94
48	Publish a Road Safety Action Plan and annual review on progress with implementation.	CCMA/LA's	Chief Executive	Annual	RSA, AGS, TII, HSE, CFO representatives as required.	95
49	Roll out 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.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Ongoing	Fire Service, AGS, NAS	138

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
50	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	AGS, NTA, CCMA/ LA's, Community Groups	140
51	Optimise https://www.rsa.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.	Road Safety Authority	Director - Corporate, Policy, Strategy & Technology	Annual	Stakeholders	149
52	Ensure continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	RSA, CCMA / LA's, TII, NTA, MBRS	16
53	Continue to deprive criminals use of the road network through high-visibility policing and intelligence-led enforcement operations.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	DoJ, DoT, MBRS, RSA	17

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
54	Provide figures at joint meetings for lifesaver enforcement activity focusing on dangerous behaviours.	An Garda Síochána	Commissioner of An Garda Síochána	Monthly		25
55	Maintain a dedicated Roads Policing capacity with focus on road safety within An Garda Síochána.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	RSA, CCMA / LA's, TII, NTA, MBRS, HSA	26
56	Continue to enforce Road Traffic Legislation using the Safety Camera System and the Mobility App.	An Garda Síochána	Commissioner of An Garda Síochána	Annual		150
57	Prepare, implement and share with partner agencies the Roads Policing Operations Plan.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	RSA, CCMA / LA's, TII, NTA, MBRS, HSA	151
58	Support the RSA in the education of safer road use such that AGS will provide details of all education engagements undertaken.	RSA	Commissioner of An Garda Síochána	Annual	An Garda Síochána	
59	Deliver public education on causal factors for collisions and reduce the incidence of unaccompanied drivers, in conjunction with An Garda Síochána.	An Garda Síochána/ RSA		Annual		21, 27

Safe System Priority Intervention Area: Post-Crash Response

Post-crash response concerns the rescue, treatment and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and the consequences of injuries in the event of a collision.

This involves the use of efficient emergency notification systems, the safe and timely transportation of qualified medical personnel and the correct diagnosis and stabilisation of the patient at the scene. It also includes the safe transport of the patient to the most appropriate facility for treatment, quality emergency room and trauma care, access to specialised rehabilitation services and supports for casualties' families.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
60	Allocate a Family Liaison Officer in respect of support and provision of information in relation to fatal and serious Road Traffic Collisions.	An Garda Síochána	Commissioner of An Garda Síochána	Ongoing		38
61	Complete LA16 Forms following fatal collisions.	TCC	District Engineer	Within 15 days of fatality occurring	AGS	
62	Continue to develop and promote Road Safety through our social media channels, targeting high risk groups.	RSA/TCC	Tipperary Fire and Rescue Service	Ongoing	Tipperary Fire and Rescue Service	21
63	Deliver Emergency Driving Standard Training to fire personnel.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing	RSA	66
64	Continue to promote the Tipperary Fire and Rescue Service' Blue Light Awareness Campaign.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing		138
65	Provide ongoing training to operational staff regarding RTC's.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing		66
66	Provide ongoing training/upskilling for EFR's (Emergency First Responders) to respond to RTC's.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing		127
67	Carry our post incident review with Principle Response Agencies, i.e. Learning outcomes	NAS	Chief Ambulance Officer	Within one month of fatality occurring	NAS	
68	Develop practices with Tipperary Fire and Rescue Service in responding to RTC's involving alternative fuel vehicles.	Tipperary Fire and Rescue Service	Chief Fire Officer		AGS	
69	Develop a post-crash response that includes a standardised deployment of personnel for the implementation of timely road closures.	TCC/AGS/TII		Q2 2023		

Safe System Priority Intervention Area: Safe and Healthy Modes of Travel

Safe and healthy modes of travel acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel.

It involves the promotion of safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks in the event of a collision are more serious than for in-vehicle road users.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
70	Continue to promote and resource the implementation of the annual Active Travel programme and optimise the available funding stream in tandem with the National Greenway Programme.	NTA/TII	NTA/TII/TCC	Annually		
71	Develop and promote a Cycle Network plan for Tipperary providing connections to active travel networks and Greenways.	TII/NTA/TCC	NTA	2023	TCC/TII	176
72	Safe Routes to School Programme - continue the rollout of the Safe Routes to School Programme funded by the NTA in co-operation with An Taisce.	TCC		Ongoing	NTA/An Taisce	

Safe System Priority Intervention Area: Safe Work-Related Road Use

Safe work-related use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries. It includes journeys made using publicly or privately owned or leased motor vehicles (including motorcycles), as well as cycling or walking.

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/Due Date	Support Department or Agency	Linked to GRSS Action No.
73	Engage with academic, business, civil society, and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	Stakeholders	47
74	Implement any national intervention work related road safety strategy, including the adoption of safe work and maintenance protocols and promoting a 'Driving for Work' standard.	TCC/TII/AGS/RSA		Q4 2024		48
75	Target the promotion of road safety across all sectors of the community, including businesses.	TCC/TII/AGS/RSA		Annual		

PART 3

Tipperary Road Safety Strategy

2018-2021

Post Plan Review

Introduction

June 2018 saw the launch of the first Road Safety Strategy for all of Tipperary covering the period 2018-2020. This was a joint strategy involving Tipperary County Council (TCC), An Garda Síochána (AGS), Transport Infrastructure Ireland (TII), Road Safety Authority (RSA), Tipperary Fire and Rescue Services and Health Service Executive (HSE), through the National Ambulance Service.

Aim

The aim of the Strategy was to build on former road safety interventions and offer a strategic direction for road safety in Tipperary in terms of Education, Engineering, Enforcement and Evaluation. It reflected the National Road Safety Strategy 2013-2020 in its aims and objectives which were:

- To create a safer road environment in Tipperary for all road users
- To improve co-operation between the agencies and groups represented on the Road Safety Working Together Group (RSWTG)
- To improve road user behaviour by co-ordinating public education and awareness.

It was designed to ensure a co-ordinated, collaborative, and consistent approach to improving road safety for all road users in Tipperary and it targeted actions to be delivered throughout Tipperary.

Mission Statement

The Mission Statement contained in the strategy was “To create a greater awareness of road safety through all our stakeholders with the aim of reducing the number, severity, and life-changing impact of road collisions, thereby making County Tipperary a safer place for all road users.”

The Strategy in 2021

It was decided to extend the 2018-2020 Plan into 2021 and to continue to work on the actions contained therein due to a delay in publication of the Government Road Safety Strategy 2021-2030. This was published in December 2021 and work began on the new Tipperary Road Safety Strategy in Quarter 1 of 2022.

The Road Safety Working Together Group (RSWTG)

The Government Road Safety Strategy 2013-2020 required each county to establish a Road Safety Working Together Group (RSWTG). According to the Tipperary Road Safety Strategy 2018-2020 the RSWTG group was to have a significant and pivotal role in:

- Overseeing the development and implementation of the Tipperary Road Safety Strategy
- Agreeing actions to be progressed over the lifetime of the Strategy
- Securing funding for the implementation of actions
- Ensuring that all agencies/representatives on the Group worked together to achieve the objectives of the plan
- Recommending road safety policies to the Roads and Transportation Strategic Policy Committee
- Inputting into the County Speed Limit Review Process.

The Road Safety Working Together Group (outlined above) established a working group comprising representatives of the different Stakeholder organisations to develop the Tipperary Strategy and the Actions which would be progressed over the lifetime of the Strategy. This Strategy was then brought to the full Road Safety Working Together Group who approved it. The Strategy was presented to the Strategic Policy Committee (SPC) of the Council and from there it went to a meeting of the Plenary Council who ratified the Strategy on 14 May 2018.

With regard to securing funding for the implementation of Actions, this was undertaken by all Stakeholders in order to fund the Actions which they led or supported. There was no review of Tipperary Road Traffic Special Speed Limit Bye-Laws 2017 during the lifetime of the Tipperary Road Safety Strategy 2018-2020.

The Collaborative Approach

The collaborative approach to road safety worked very well in Tipperary. A Road Safety Working Together Group (RSWTG) was established, and regular meetings of the group were held throughout the lifetime of the Strategy. Meetings were well attended by the participating organisations i.e., Tipperary County Council, An Garda Síochána, Road Safety Authority (RSA), Transport Infrastructure Ireland (TII) and Tipperary Fire and Rescue Service.

In 2020, meetings moved to on-line rather than in-person meetings due to the arrival of the Covid-19 pandemic, but this did not in any way diminish attendance at the meetings, or the commitment of members to promoting road safety.

Progress on the Actions in the Strategy was reviewed at each meeting of the Road Safety Working Together Group with a representative of each stakeholder presenting a report on the actions led by their organisation. In addition, an Annual Report on progress was produced and published each year.

Collision Prevention Teams

A further example of the collaboration of the stakeholders could be seen in the Collision Prevention Team Meetings which were held regularly during the lifetime of the Plan. These meetings were facilitated by Tipperary County Council and were attended by the five District Engineers from Tipperary County Council and the Inspector and two Sergeants from the Garda Roads Policing Unit in the Tipperary Division. These meetings examined fatal and serious injury collisions to determine if there were any measures that could be implemented to prevent future fatalities or serious injuries at these locations.

Targets

The Strategy set the ambitious target of reducing fatalities and serious injuries to 4 and 10 respectively per year in County Tipperary by 2020. This would require a reduction of 69% on the 2016 figures. This high, stringent target was in keeping with the targets set in the Government Road Safety Strategy 2013-2020 which had 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.

However, fatalities and serious injuries in Tipperary have remained stubbornly high with 42 deaths having occurred on Tipperary roads between 2018 and 2021.

Figure 13:

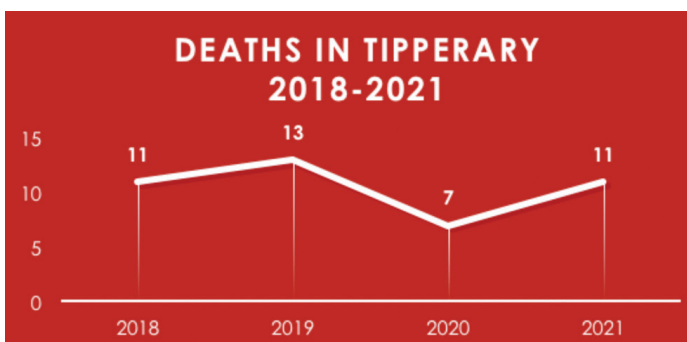
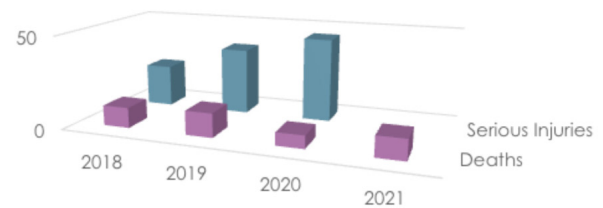


Figure 14:

Deaths and Serious Injuries in Tipperary 2018-2021



Serious injury figures are not available for 2021
(February 2022)

Contributing Factors to Road Fatalities and Serious Injuries in Tipperary

Although Tipperary has a relatively low population of 167,661 according to the most recent census, which took place in 2022, it is the sixth largest county in Ireland based on size, covering an area of 4,305 square kilometres. The total length of roadway in Tipperary is almost 6,000 kilometres. There are 7 national roads going through it; N24, N52, N62, N65, N74, N75 and N76 and it also has two motorways crossing it; M7 and M8.

Road Safety Education and Awareness

From a standing start in 2018, Tipperary County Council has become very proactive in trying to raise awareness in road safety. In addition to the work being undertaken by the RSA, Tipperary County Council regularly runs road safety adverts on local radio and in local newspapers on a variety of topics such as speeding, drink driving, wearing high vis materials if out walking or cycling and on the dangers posed by farm machinery to vulnerable road users e.g., walkers or cyclists on country roads. In 2021, Tipperary County Council ran nine such campaigns. This complements at a local level what the Road Safety Authority (RSA) does at a national level.

Tipperary County Council is also engaging with new technologies and media. In 2021, the Road Safety Section:

- participated in a webinar for older road users in Cork and Tipperary;
- organised a webinar for Transition Year (TY) students in Tipperary in which 14 schools participated;
- in conjunction with Waterford, Wicklow and Kilkenny County Councils, Tipperary County Council participated in “The Road Safety Oscars”

with Beat 102 103 where the listeners were asked to “drop” a road safety video on TikTok to try to win a substantial prize.

Despite the high levels of road safety promotion by both Tipperary County Council and Road Safety Authority, many drivers continue to engage in dangerous behaviours. For example, according to research provided by the Road Safety Authority, of the eighty-seven drivers killed in Ireland in 2021, twenty-four (27.5%) were not wearing a seatbelt.

Over the lifetime of the Strategy, Tipperary County Council has taken part in other initiatives: -

In 2019, the Council took part in two events for toddlers learning to ride balance bikes. A road safety element was included, teaching the children to stop at traffic lights, pedestrian crossings, and level crossings for example. This was a fun way for children to start learning about road safety through play.

Tipperary County Council provides funding to Tipperary Sports Partnership towards the provision of the Cycle Right Programme to Fifth and Sixth Class in primary schools. The target set of providing training to twenty schools each year was achieved with approximately 2,800 children benefitting from the training just as they reach the age where they might start to go out on the roads alone. This is a very valuable learning experience for them.

The Council also continued to provide a school warden service at identified schools with the wardens trained as prescribed.

Tipperary County Council committed to running a road safety poster competition in primary schools. This ran once during the lifetime of the Strategy. The topic chosen was “Cycling Safely” and bicycles and safety equipment were awarded in two schools. Unfortunately, this action was not undertaken each year during the lifetime of the Strategy, due in part to prolonged school closures and restricted entry to schools.

Tipperary Fire and Rescue Service organised two events for Transition Year students in 2018 and 2019, one in Clonmel and one in Nenagh. This was done in liaison with the Road Safety Authority (RSA) and Tipperary County Council Road Safety Section. There were a number of guest speakers including first responders and the mother of a young man who had died in a collision with a drunk driver. The speakers were very powerful and engaging. In advance of these events, a poster competition was

organised for Senior Cycle students with the winning posters then used to advertise the events.

Tipperary Fire and Rescue Service reconstructed a crash to give people an insight into the aftermath of a collision and make them think about the possible outcome of their own actions when they drive. Students were able to try out the RSA Rollover Car and experience in a safe way what it would be like to be in a car that overturned.

This event was aimed at young people who would be learning to drive in the next year or two and the aim was to make them more aware of the potential dangers of the road and, hopefully, make them more careful drivers. The event received very positive feedback on each occasion.

In 2019, Aviva Driving School provided the Road Safety Section of Tipperary County Council with a case of 15 Virtual Reality Display (VRD) Headsets for use in Second Level Schools. They show in 3D the lead up to, and the aftermath of, a collision. This was always followed up with a talk to allow the students to process what they had just seen.

A number of schools were visited, and the students felt that the scenario was very realistic. Some said that it would make them more careful and more aware as passengers as it showed them the danger of driver distraction.

For National Bike Week, Tipperary County Council provided free bike repair clinics in Thurles and Templemore. This was undertaken to emphasise the importance of having bicycles in good working order before going on the road. Just as people would have a car serviced to ensure that it is safe on the road so too must cyclists have bicycles which are safe on the road.

The Road Safety Officer in Tipperary County Council liaises on a regular basis with Road Safety Officers in other counties. It was as a result of these regular meetings that a new initiative for World Day of Remembrance for Road Collision Victims was launched. This event takes place on the third Sunday of November each year and people are asked to shine a light in their window for one hour between 7.00 and 8.00pm to remember the many victims of road traffic collisions. Local authorities and fire services also light up public buildings in a warm white light for one hour. (Fig 15.)

The Road Safety Authority (RSA) continued with their successful programme of work. In relation to Pre-schools, the target of doing one session to promote the use of Simon and Friends was exceeded in each of the four years of the Strategy.

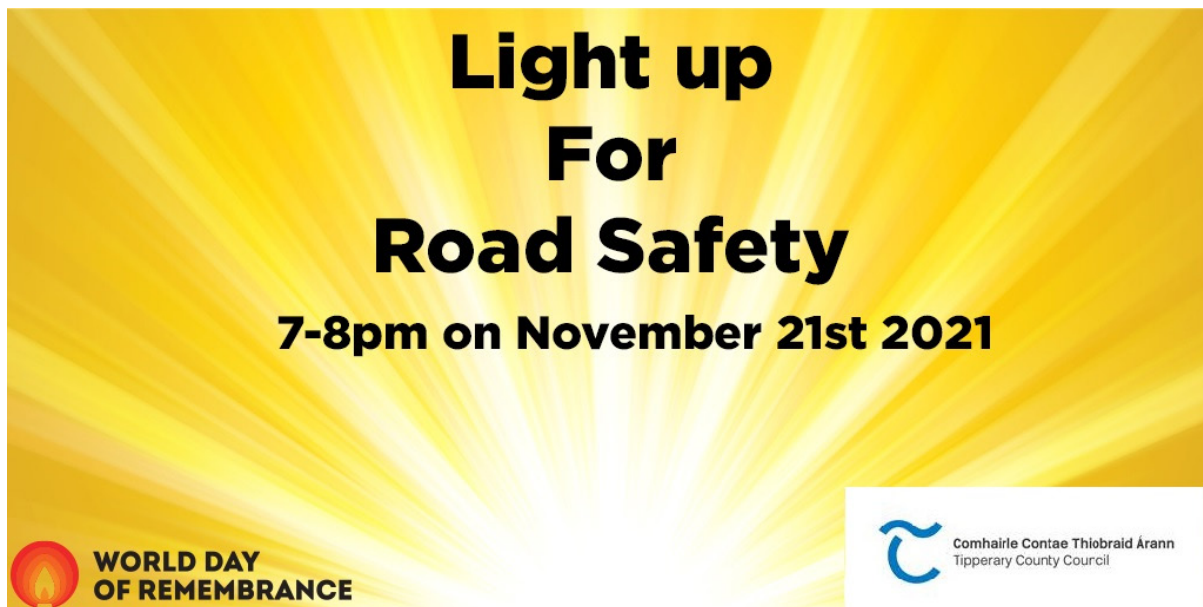


Figure 15

The target of delivering talks to primary schools promoting the use of road safety programmes such as Be Safe, Let's Go, Seatbelt Sheriff, Hi Glo Silver and Safe Cross Code was achieved in three of the four years and exceeded in two of them with a total of 140 talks being given.

In post primary schools the RSA set the target of delivering talks promoting the programmes "Road Safety Matters", "Your Road to Safety" and "Wrecked" to 10 schools. This target was exceeded every year except 2019 in spite of the challenges of Covid-19 with a total of fifty-one talks being given.

In relation to delivering in-service training on the Junior and Transition Year programmes in schools, this target was exceeded each year with the exception of 2021, when no new schools undertook the training due to Covid-19.

The RSA Mobility Matters programme which is geared towards the older road user to promote road safety education exceeded the target every year except 2021 with a total of thirty-eight sessions being delivered. The target was sixteen.

In addition to the actions carried out by Tipperary County Council and the RSA, An Garda Síochána (AGS) was very active in the area of education over the lifetime of the Strategy. In 2018, AGS delivered a personal safety lecture which included road and traffic matters to 150 primary schools and delivered the "It won't happen to

me" programme to 10 secondary schools. A further talk was given to adult students in Technological University of the Shannon, Thurles.

In 2019, An Garda Síochána delivered a personal safety lecture to 170 primary schools and delivered the "Road Safety Matters" programme to 10 second level schools. A road safety talk was also given to adult students in Technological University of the Shannon, Thurles.

This work continued into 2020 when in lieu of attendance at schools by the Gardaí, Cahir Gardaí delivered Cycle Safety to three primary schools. The Transition Year Programme, "It won't happen to me" was delivered in early 2020.

In 2021 an increased use of media by An Garda Síochána to notify the public of operations and incidents of enforcement was seen. The personal safety lecture was delivered to 56 schools. Access to schools was much reduced due to the circumstances presenting from the pandemic.

In summary, the Education Targets set out in the Action Plan of the Tipperary Road Safety Strategy have not only been met, they have been greatly exceeded. This emphasises what can be achieved when groups of people work together to achieve a common goal.

Road Safety Engineering

Extensive resources have been expended and works undertaken in the Engineering pillar during the lifetime of this Strategy. Over €178 million has been spent on Roadwork Programmes over the period 2018 to 2021. Works that have been undertaken include:

- Road overlays
- Safety schemes
- Drainage works
- Installation of new footpaths and cycleways
- Repairs to footpaths
- Public Lighting upgrades.

Road Safety Inspections on National Routes (HD17)

Systematic inspections of all national routes to identify existing issues relating to road safety were carried out by consultants appointed by TII. Commencing in 2018 Tipperary County Council began identifying hazards based on a prioritised ranking for treatment. Between 2018 and 2021, 259 locations were identified county wide. These are being addressed in conjunction with pavement improvement schemes.

High Collision Locations on National Routes (HD15)

TII provides periodic reports to local authorities on identified high collision locations (reports were provided between 2016 and 2021). Twenty-three schemes were identified in the county, 13 in the south of the county and 10 in the north. These safety schemes are principally being progressed in conjunction with Paving Improvement Schemes. In the period 2016-2021, 6 of the 12 schemes in the south were addressed or are included within schemes to be commenced in 2022. In the north of the county, design work was progressed on three schemes in 2021 by the Mid-West National Road Design Office (MWNDRO).

Road Safety Audit for National Routes (HD19)

Road Safety Audits were carried out on required schemes.

HD16 Inspections

HD16 inspections were carried out on all relevant roadworks schemes and uploaded to the TII website.

All of these works have been informed by engagement with relevant stakeholders through various fora including Collision Prevention Team Meetings, Road Safety Working Together Group Meetings, recording of LA16s and subsequent reviews, and road safety audits, to name just a few.

Resources have also been focused on Abnormal Load Permits and Hedge Cutting engagement with Notices issued to ensure compliance.

Much of the above work has been undertaken with reference to the EU Directive 2008/96 on Road Infrastructure Safety Management. With the introduction of EU Directive 2019/1936, amending the previous Directive, and a new National Road Safety Strategy, Tipperary County Council Roads Department looks forward to further developing Road Safety Engineering initiatives in the coming years.

Motorways

There have been a number of deaths on the motorways since they were constructed in Tipperary. There were three fatalities on the motorway system in 2018 (1 no. M7 & 2 no. M8) and three in 2021 (1 no. M7 & 2 no. M8). There were no fatalities on the motorways in 2019 and 2020.

A number of actions have been taken by TII over the past five years to improve safety on the section of M7 motorway between J22 and J27, which is particularly prone to hail events which occur suddenly, including:

- Working with Met Éireann on the forecasting of hail events. While the risk of hail showers can be forecast, the exact location of these showers cannot;
- A video was produced in cooperation between RSA and RTÉ reporter, Teresa Mannion, to alert motorists to the danger of driving in hail;
- Provision of additional VMS warning signage to alert drivers of potential hails events; it is not possible to pre-treat for hail;
- Introduction of average speed cameras between Junction 26 Nenagh and Junction 27 Birdhill;
- Additional maintenance and renewal works were carried out: -
Drainage improvements such as retrofitting a number of rolling crowns; the introduction of

additional gaps in Vibro-lines network; additional slot drains; remedial works to filter drains and increased maintenance, all of which improve run-off along the network;

Roadside safety improvement works including infill vehicle restraint systems and retrofitting of post and rail fencing.

In summary, significant engineering work was carried out during the lifetime of the Strategy to make roads in Tipperary a safer place to drive.

Enforcement

In regard to Garda enforcement of Road Safety offences one of the actions taken was greater visibility in each Garda District. This target was achieved. There has been increased visibility and a focus on the detection of lifesaver offences on all national primary routes throughout Tipperary. Tipperary Gardaí achieved the highest level of lifesaver offence enforcement in the Southern Region during 2021.

Regarding Mandatory Intoxication Testing (MITS), Quarters 2, 3 and 4 of 2021 saw Tipperary Gardaí achieve an incremental level of MIT execution with a view to increasing Driving Under the Influence (DUI) detections.

The Gardaí have continued to conduct commercial vehicle checks in both individual and joint road operations with the RSA targeting abnormal loads and heavy goods vehicles. School bus checks were completed in conjunction with the RSA in September 2021 with one school bus being removed from the public roads.

Since June 2021, weekly checkpoints with the RSA have resumed, following an interruption due to Covid-19, with a view to enforcing road transport legislation. One multi-agency checkpoint was conducted on a weekly basis since June 2021.

In order to monitor and update the list of Collision Prone Zones and to ensure that appropriate policing attention was paid to those areas, quarterly meetings were held with the District Engineers of Tipperary County Council in order to discuss the prevalence of locations concerning fatal and material damage road traffic collisions.

Regarding Media Awareness, throughout the lifetime of the Strategy, there has been an increased use of social media to notify the public of operations and incidents of enforcement.

Evaluation

Monitoring of the implementation of the Tipperary Road Safety Strategy and evaluation of the Action Plan took place at every meeting of the Road Safety Working Together Group (RSWTG). The group met three times per year. Initially the meetings were held in person, and later on-line due to Covid-19. Areas where actions have not been met have been identified and rectified where possible. Reports have been provided identifying the number and type of community events and the number of people who participated in the events.

The target of reducing road deaths in Tipperary to four, and serious injuries to ten by 2020, (which was based on the target in the Government Road Safety Strategy 2013-2020 to reduce the number of fatalities to twenty-five and serious injuries to sixty-one per million population) was not achieved despite the efforts and actions outlined above. This was always going to be a very ambitious target and one which would be difficult to achieve. It is a cause of regret to us that it was not achieved.

Learnings

Collaboration and dedicated partnership-working amongst the stakeholders was essential in achieving the targets set out in the Tipperary Road Safety Strategy 2018-2021 and will be critical to ensuring the success of the Safe System approach in our new Strategy.

A strength of the Strategy was the ownership and commitment that each stakeholder showed to their assigned actions. This must continue if we are to succeed in achieving the targets set out in the Tipperary Road Safety Action Plan 2022-2024.

Continuous monitoring of progress on the Action Plan by the Road Safety Working Together Group played a critical role in achieving the targets of the 2018-2021 Strategy. This has been identified as the optimal best-practice approach and must continue in the new Action Plan.

Education alone cannot eliminate road safety collisions leading to death and serious injury. High levels of targeted enforcement have been beneficial and will greatly influence our ability to achieve the targets set out in the new Strategy. There is a continuous need to target dangerous driver behaviours such as drink or drug driving and fatigued and distracted driving (such as using mobile phones).

There has been investment in the development and implementation of forgiving roadsides (i.e. minimising the

impact of a collision such as retro-fit fencing on national roads) and self-explaining (i.e. easy to understand and use) infrastructure. This was critical to improving road safety and must continue in the next Tipperary Road Safety Strategy. Of importance also will be the provision of segregated infrastructure for cyclists and pedestrians, and road and footpath maintenance.

Conclusion

Promoting the safe use of roads in Ireland is an integral policy measure that sustains communities – both rural and urban – and protects the lives and wellbeing of our families, neighbours, friends, and work colleagues.

There has been extensive engagement and collaboration between the key stakeholders of An Garda Síochána, Transport Infrastructure Ireland, the Road Safety Authority, Tipperary County Council and Tipperary Fire & Rescue Service throughout the lifetime of the Tipperary Road Safety Strategy 2018-2021. This engagement led to a planned, coordinated, and professional approach to increasing Road Safety through the extensive list of actions identified and delivered upon.

There have been many improvements throughout this period in the four pillars of Education, Engineering, Enforcement and Evaluation, with significant resources committed by all of the key stakeholders to actions in these areas. A strength of the Strategy has been the ownership and commitment that each stakeholder has shown to their assigned actions. We must continue to deepen our collaboration and co-operation with all stakeholders with regards to sharing the knowledge and learnings we gain for improving road safety.

It is acknowledged that over the lifetime of the Tipperary Road Safety Strategy there have been forty-two deaths on Tipperary roads, forty-two too many and our sympathies are with the families and friends of the victims of these fatal collisions.

And so, while progress has been made in Road Safety in recent years, much more needs to be done to achieve the goal of Vision Zero by 2050, as envisaged in the Government Road Safety Strategy 2021-2030.

Abbreviations

ABS	Automatic anti-lock braking system
ADAS	Advanced driver assist system
ADI	Approved driving instructor
AGS	An Garda Síochána
ANPR	Automatic number plate recognition
CAM	Connected and automated mobility
CCMA	County and City Management Association
CEO	Chief Executive Officer
CPC	Certificate of professional competence
CVORI	Commercial vehicle operator risk indicator
CVRT	Commercial vehicle roadworthiness testing
DETE	Department of Enterprise, Trade and Employment
DFWS	Driving for work standard
DHLGH	Department of Housing, Local Government and Heritage
DMURS	Design manual for urban roads and streets
DoE	Department of Education
DECC	Department of Environment, Climate and Communications
DoH	Department of Health
DoJ	Department of Justice
DoT	Department of Transport
DRCD	Department of Rural and Community Development
DGVW	Design Gross Vehicle Weight
EC	European Commission
EDR	Event Data Recorder
EDT	Essential Driver Training
EFR	Emergency First Response
EI	Enterprise Ireland
HSE	Health Service Executive
NAS	National Ambulance Service

**VISION
ZERO**

**NO ROAD DEATHS
OR SERIOUS INJURIES BY 2050**