



Comhairle Chontae Uíbh Fhailí
Offaly County Council

ROAD SAFETY PLAN

2023- 2030



Taisteal Gníomhach
Active Travel
Comhairle Chontae Uíbh Fhailí
Offaly County Council



Document Control

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Approved By

Role	Name	Date
Senior Engineer	Barry Lennon	8/2/2024
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In memory of all those who lost their lives on Roads in
County Offaly.

Offaly County Council wishes to extend its deepest
condolences to all those left behind.



Comhairle Chontae Uíbh Fhailí
Offaly County Council

FOREWORD FROM OUR CHIEF EXECUTIVE:

I am pleased to present this Road Safety Plan for County Offaly for the period 2023-2030. This plan is a live document and will be reviewed periodically in order to address any changes in our guidelines or legislation as we move forward towards 2024.

This document represents a collaborative approach in the formulation of this plan between a number of stakeholders who have a day to day interface with Road Safety issues and who are best placed to implement positive changes. Each one of these stakeholder groupings is represented on Offaly County Council's 'Road Safety Working Group' chaired by our Director of Services for the Roads and Infrastructure Department of Offaly County Council.

This Plan is underpinned by 'Our Journey Towards Vision Zero – Ireland's Government Road Safety Strategy 2021-2030' as published by the Department of Transport in collaboration with the Road Safety Authority. The guiding principle of 'Our Journey Towards Vision Zero' is to eradicate all Road Fatalities and Serious Injuries by 2050. The targets outlined for 2050 are supported by a Safe System approach which is a 7 step approach underpinned with 15 Safety Performance Indicators and 50 high Impact actions to be targeted between now and 2024 whereafter a review will take place.

Offaly County Council and our colleagues within the Road Safety Working Group are working towards implementing the Safe System Approach across our County through a number of avenues whether that be;

- Investment in Safety Improvement Schemes,
- Speed Limit Reviews,
- Improving our Corporate Fleet to more modern safer vehicles,
- Continued Enforcement measures as implemented by our colleagues in An Garda Síochána,
- Safe and Healthy Modes of Transport via the delivery of green, sustainable infrastructure which promotes modal shift
- Implementation of work related driver training for outdoor staff and the implementation of our Corporate Driving for work policy across Offaly County Council.

Offaly County Council and our stakeholder colleagues within the Road Safety Working Together Group are committed to providing leadership in the delivery of the targets as set out in 'Our Journey Towards Vision Zero – Irelands Government Road Safety Strategy 2021-2030' and this Road Safety Plan is designed to map out the initial approach to delivering same.



Ms. Anna Marie Delaney,
Chief Executive,
Offaly County Council.



Comhairle Chontae Uíbh Fhailí
Offaly County Council

Message from the Chairperson of Offaly County Council:

The Offaly Road Safety Plan 2023-2030 is a Strategy to reduce road deaths in County Offaly over the lifetime of the Plan.

This plan was delivered by our Roads and Infrastructure Department in consultation with An Garda Síochána, Transport Infrastructure Ireland and the Road Safety Authority. Work on the Plan was undertaken through the Road Safety Working Group. This Working Group work develop and initiate road safety priorities and communicate good practice.

The Plan contains several road safety actions and we collectively agree that we can all play our part in achieving these actions over the next number of years to help reduce road fatalities and accidents in County Offaly.

Cathaoirleach Cllr Eddie Fitzpatrick,
Offaly County Council.

Message from the CEO of the Road Safety Authority:



Sam Waide, CEO, Road Safety Authority

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

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

The 2020 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.

Sam Waide, CEO, Road Safety Authority

MISSION STATEMENT

To make our roads safe for everyone and to help reduce the number of fatalities, collisions and casualties on the roads in County Offaly.

INTRODUCTION

This plan is based on the National Road Safety Strategy 2021-2030. It has a new ambition at its core, guiding Offaly towards 'Vision Zero'. Vision Zero, will be delivered by the Safe System approach, it is a long-term goal aimed at eradicating road traffic deaths and serious injuries by 2050. This approach emphasises the need to focus on all elements of the road traffic system to successfully improve road safety. The Safety Systems approach is based on four principles:

- . 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 enhance their effects and to ensure that road users are protected if one part of the system fails.

The Safety System approach has been internationally recognised by key organisations as the optimal, best-practice approach to achieve ambitious reductions in road user fatalities and serious injuries. It recognises that while death and serious injury can be prevented through strengthening the traffic system we can never completely eliminate road traffic collisions because there will always be a degree of human error contributing to these.

This Plan is designed to ensure a coordinated, collaborative and consistent approach to improving road safety for all road users.

The Offaly Road Safety Together Working Group provides support to the local authority in its promotion of Road Safety in County Offaly.

The County Offaly Road Safety Plan will be available in the following locations:

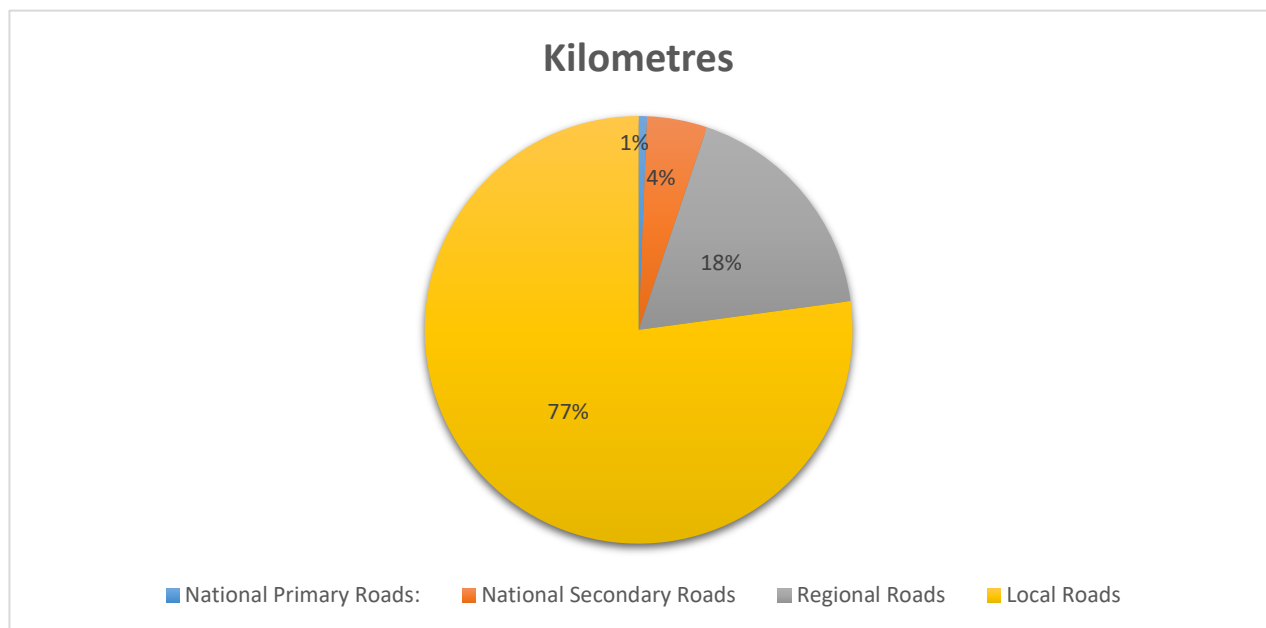
- . Offaly County Council, Aras an Chontae, Charleville Road, Tullamore.
- . Municipal Districts Offices of Tullamore, Birr and Edenderry
- . An Garda Síochána website (garda.ie) and Garda Stations,
- . RSA Offices
- . www.offaly.ie

Profile of the County

Offaly is situated in the Midlands of Ireland and shares boundaries with counties Westmeath, Meath, Kildare, Laois, Tipperary, Galway and Roscommon. As at Census 2020 the County's population was 82,668 persons.

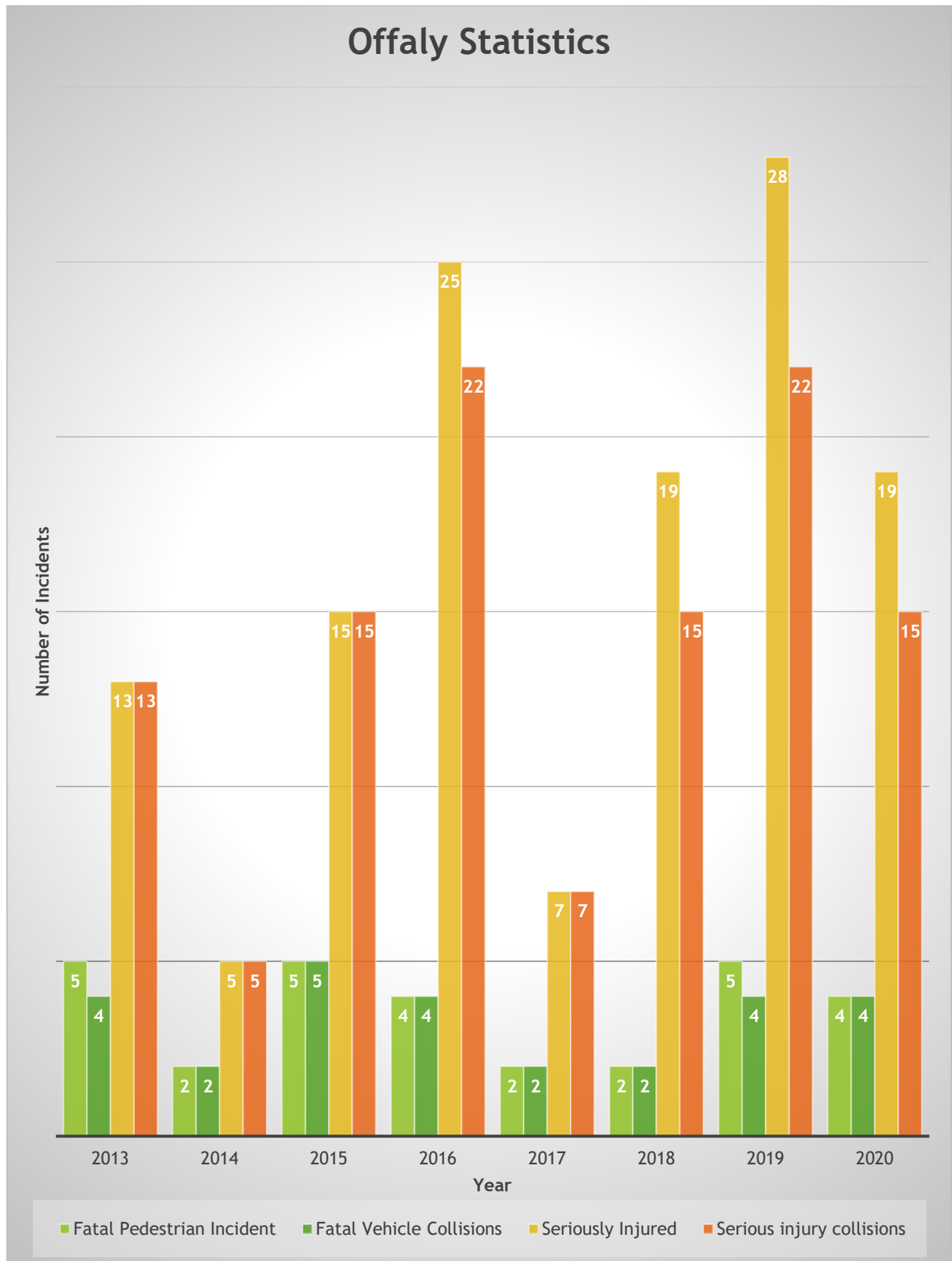
Road Network:

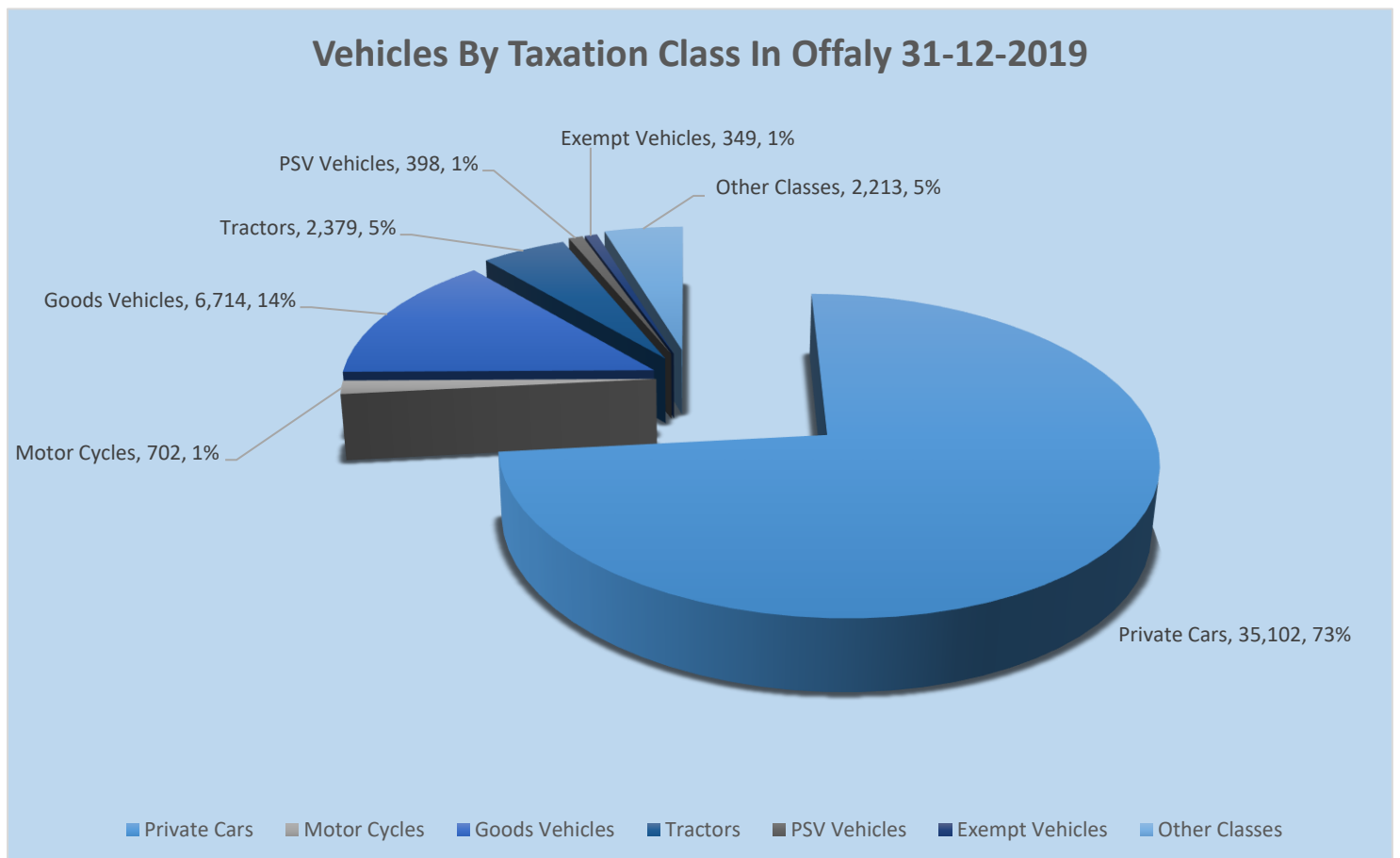
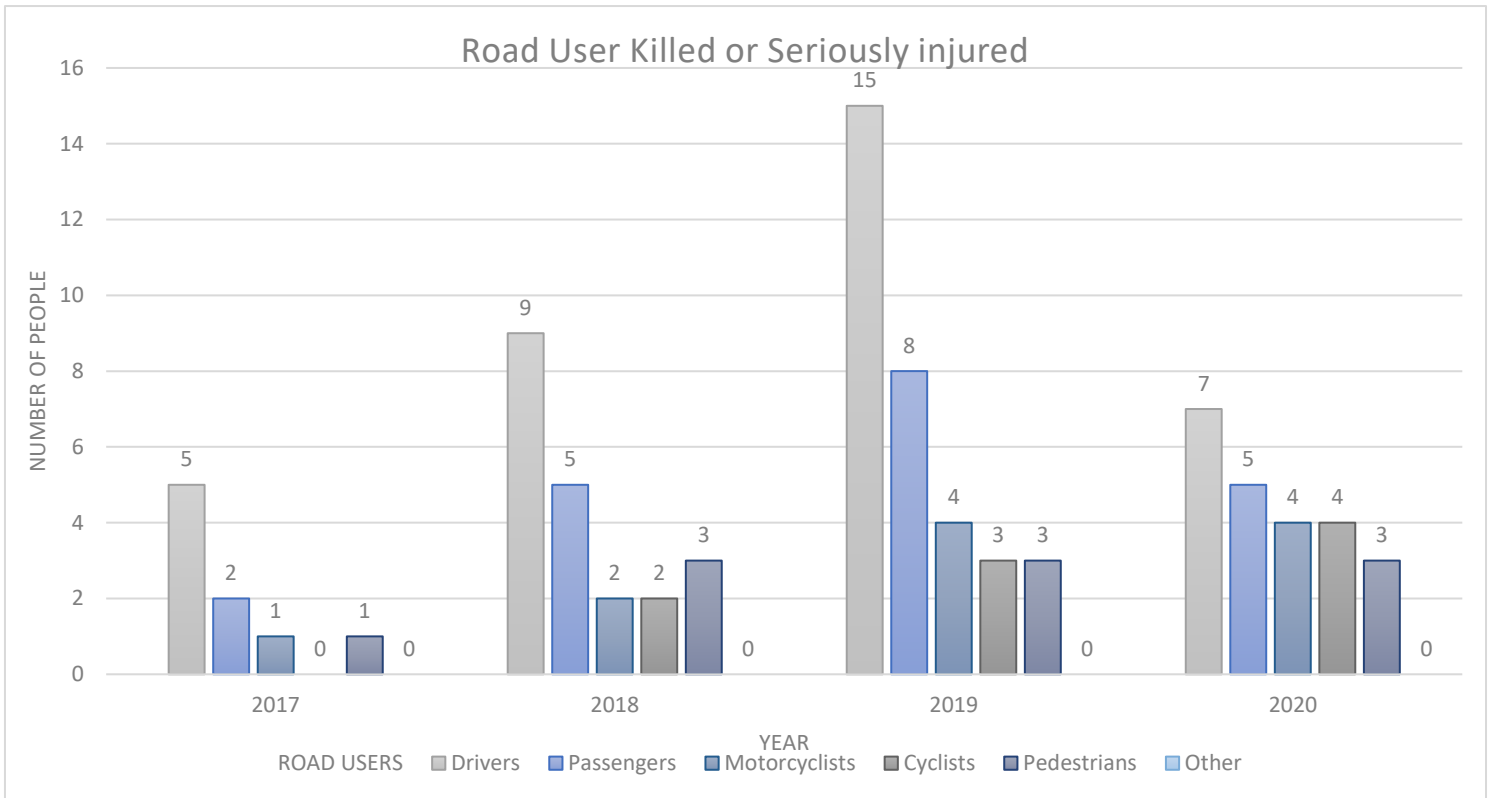
National Primary roads:	14 Km. (All motorway)
National Secondary Roads:	101 Km.
Regional Roads:	392 Km.
Local Roads:	1,712 Km.
<hr/>	
Total:	2,219 Km.



Land Mass	493,985 hectares
Population Density	39.08
% of Ireland	2.8%

Number of Road Traffic Incidents:





SAFE SYSTEM APPROACH:

The seven areas of intervention of the **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

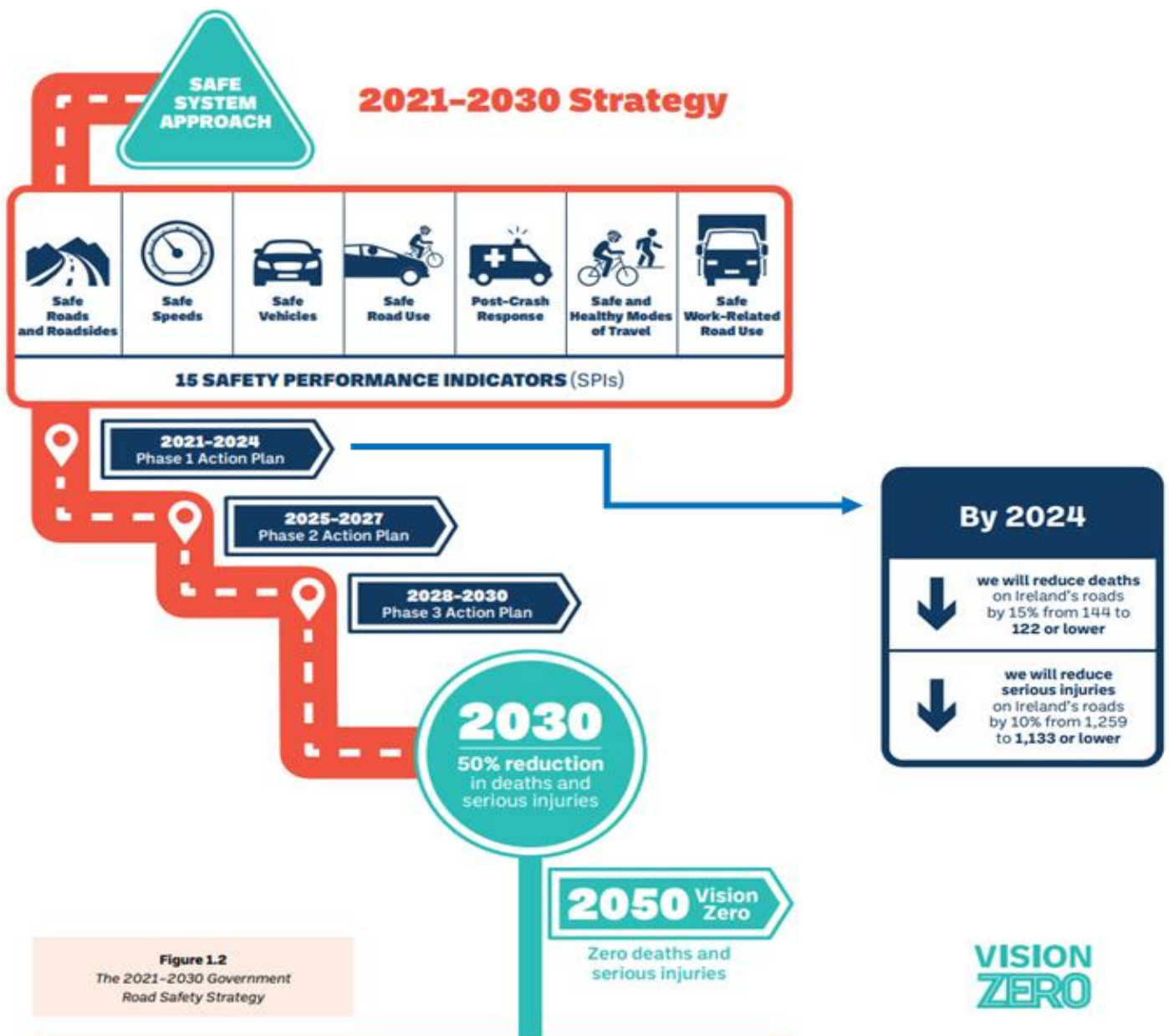


Figure 1.2
The 2021-2030 Government
Road Safety Strategy

ROAD SAFETY ACTION PLAN 2023-2030:

AIMS and OBJECTIVES OF THE ROAD SAFETY PLAN 2023-2030:

The principal aims of the Offaly Road Safety Plan 2023-2030 are as follows:

- 1) To develop an Action Plan to improve safety for all road users in the county.
- 2) To continue the engagement with other road safety agencies through the Road Safety Working Group.
- 3) To highlight the scale of the fatal and non-fatal collisions that are occurring at present on the County Road network.
- 4) To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures and is a key consideration in the planning, design, construction and maintenance of the road, footpath and cycle network within the county.
- 5) To play a role in meeting national road safety targets set out in the National Road Safety Strategy 2021 to 2030.

The main objective in the Road Safety Plan is to reduce the number of collisions and casualties on the roads of Offaly in line with National targets and to provide focus on making roads in the County a safer place for all road users.

Interim targets have been set for fatality and serious injury reductions in Ireland for 2024 and 2030 based on the baseline of the average of the 2017-2020 figures for fatalities and serious injuries as target.

These are shown in Table 4.1 as follows:

	By 2024	By 2030
Fatalities	We will reduce deaths on Ireland's roads by 15% from 144 to 122 or lower	We will reduce deaths on Ireland's roads by 50% from 144 to 72
Serious Injury	We will reduce serious injuries on Ireland's roads by 10% from 1,259 to 1,133 or lower	We will reduce serious injuries on Ireland's road by 50% from 1,259 to 630 or lower

-Table 4.1 National Road Safety Strategy – Interim Targets (baseline 2017-2019)

Interim and longer term targets have been set for the Offaly Road Safety Plan as shown in Table 4.2 as follows by applying percentages from table 4.1 above:

YEAR	2017	2018	2019	2020	2021	Target 2024	Target 2030
Fatal	2	2	5	4	0	3	2
Serious	7	19	28	19	28	10	5
Minor	141	124	111	60	99	53	26
Total	150	145	144	83	127	66	33

Table 4.2 Casualty Trends in Offaly 2017-2021 together with Road Safety Plan – Interim Targets

The targets being set as part of the road safety plan are ambitious and will require a concerted effort by all stakeholders and Offaly County Council will lead the co-ordination and implementation of changes designed to reduce collision numbers and severity on the roads.

ACTION PLANNING:

There are three distinct phases set out in the Government Road Safety Strategy 2021-2030 (GRSS) as follows with which Local Safety Plan should mirror:

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

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

- . High-impact actions (50 Actions) – direct impact on collision reduction.
- . Support actions (136 Actions) – evidence based and small interventions.

Both the high-impact actions and support actions are essential to improving road safety in Ireland and achieving our ambitious Phase 1, 2030 and 2050 targets. Completion of all these crucial activities will be dependent on several critical success factors, including dedicated partnership-working and data sharing across our key stakeholders.

ACTIONS:

The following table's list actions related to these priority areas as outlined in the Government Road Safety Strategy 2021-2030 and the local actions which have been identified as being deliverable by the Road Safety Action Plan.

Priority Area 1:

Safe Roads and Roadsides. Safe roads and roadsides involve the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.

Government Road Safety Strategy Actions

Action Number	GRSS Action	Lead /Support Agency
4	Fund and implement low-cost safety schemes as identified by local authorities on the regional and local road network per year and progress the implementation of larger specific safety schemes per year.	DoT, CCMA / LA
5	Over the period 2021 to 2025, 1,000km of segregated walking and cycling facilities will be constructed nationally or under construction on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.	DoT, NTA, CCMA /LA
56	Review and make recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals.	DoT, NTA/LA
61	Complete LA 16 Collision Reporting and Evaluation procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	DoT, LA/TII
62	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	RSA, DoT, CCMA /LA
63	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.	DoT, LA, TII
66	Deliver training to key stakeholders; <ul style="list-style-type: none">to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective.to provide guidance on the design of roads utilising the safe system.	TII/LA
68	Each Local Authority to publish/renew their prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis.	CCMA,LA

Action Number	GRSS Action	Lead /Support Agency
69	Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	CCMA, LA
71	Facilitate the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System approach.	TII,NTA,LA
72	Facilitate NTA works to Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	NTA/LA

The following list of actions are to be undertaken as part of the Offaly Road Safety Action Plan within the priority area Safe roads and roadsides.

1. Appoint a designated Engineering Resource to lead the delivery of road safety improvement schemes.
2. Carry out safety improvements each year.
3. Progress cycle improvements schemes each year as part of the development of the primary and secondary cycle network.
4. Carry out road and footpath improvements each year.
5. Complete 100% of LA16 fatal collision forms in conjunction with An Garda Síochána.
6. Work closely with An Garda Síochána and the Road Safety Authority to identify collision prone locations in the County.
7. Maintain clear footways in the interest of accessibility by reducing obstructions.
8. Work closely with An Garda Síochána to enforce legislation in respect of illegal and dangerous parking on pavements, roadsides and other locations.
9. Facilitate the improvement of rural and urban bus stop facilities in line with a Safe System approach as funded by the NTA and TII (rural bus stops on National Roads).

Priority Area 2:

Safe Speeds: Safe speeds are a central element of the Safe System approach. It involves consideration of the following;

- Road and vehicle planning and design.
- The setting of injury-minimising speed limits.
- As well as public education and awareness.
- The enforcement of these limits.

Government Road Safety Strategy (GRSS) Actions

GRSS Action Number	GRSS Action	Lead /Support Agency
10	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.	RSA/AGS/TII
76	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.	RSA/LA
78	Extend the number of 30kmh speed limit zones in high-risk locations (urban city/town centers) for Vulnerable Road Users in line with best practice models.	LA/DoT
79	Examine the feasibility of 30kmh speed limit or lower in school vicinities and report on progress.	LA/DoT

The following actions are to be undertaken as part of the Offaly Road Safety Action Plan within the priority area 'Safe Speeds'.

1. Work closely on day-to-day road safety and traffic matters arising and ensure road safety is a key agenda item as part of the quarterly public Joint Policing committees.
2. Work closely on road safety awareness campaigns and promote greater use of social media to promote various awareness campaigns and educational resources.
3. Review and update the Speed Limit Byelaws with a view to introducing a 30 kph speed limits in residential areas, towns and village and near schools.
4. Undertake Traffic Calming measures around the County, where deemed necessary including junction improvements, pedestrian improvement schemes, public realm enhancement schemes.
5. Work closely with An Garda Siochana and the Road Safety Authority on road safety awareness campaigns related to speed such as 'Go-slow' days.
6. Work closely with An Garda Siochana to identify suitable locations for speed detection and speed alert cameras.

Priority Area 3:

Safe Road Use: Safe road use incorporates a wide range of safety behaviors 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.

Government Road Safety Strategy Actions

GRSS Number	Action	GRSS Action	Lead/Support Agency
22		Develop and implement a communications strategy and plan to raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enroll the public into the Vision Zero objective.	RSA/LA
92		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 Together Working Group.	RSA
94		Establish a Road Safety Working Together Group (RSWTG) in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.	LA/various agencies
95		Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	LA/various agencies
133		Implement specific educational measures aimed at protecting vulnerable road users, use of scooters and e-scooters in the rules of the road.	RSA/various agencies
136		Develop and launch a standardised guide to reducing road safety school gate risk.	RSA/various agencies
151		Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	AGS/various agencies

The following actions are to be undertaken as part of the Offaly Road Safety Action Plan within the priority area 'Safe Road Use';

1. Work closely with An Garda Síochána on day-to-day road safety and traffic matters and road safety awareness campaigns and ensure road safety is a key agenda item as part of the quarterly public Joint Policing committees.
2. Work closely with the Road Safety Authority Education Officers to deliver training in schools.
3. Continue use of social media to promote various awareness campaigns and educational resources throughout the year.

Priority Area 4:

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

Government Road Safety Strategy Actions

GRSS Action Number	GRSS Action	Lead/Support Agency
40	Continue to implement an Active Travel infrastructure scheme where local authorities can apply for funding to develop improved Active Travel infrastructure.	DoT/ LA, NTA, TII, CCMA, DRCD, DHLGH
41	Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.	DoT/NTA, RSA, various agencies
42	Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.	DOT/Cycling Ireland/RSA/LA various agencies
176	Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.	NTA/TII, CCMA/LA
177	Roll-out of the Safe Routes to Schools Programme and provide "front-of-school" treatments to a minimum of 500 schools.	NTA, An Taisce, CCMA, LA/RSA

The following actions are to be undertaken as part of the Offaly Road Safety Action Plan within the priority area 'Safe and healthy modes of travel.

1. Progress active travel infrastructure schemes each year in line with best practice.
2. Work with various agencies to promote sustainable and active modes of travel.
3. Promote the Cycle Right programme to schools.
4. Work with the National Transport Authority to develop a Cycle network plan for the county.
5. Carry out front of school treatments, as appropriate, in line with the NTA Best Practice guide and road safety initiatives.

Of the seven system priority areas, the Offaly Road Safety Action Plan has no direct lead or support role under the following priority areas.

Priority Areas:

- **Safe work-related road use.** Safe work-related road use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries.
- **Safe vehicles.** The safe vehicles element of the Safe System approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.
- **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 consequences of injuries in the event of a collision.

The following actions are, however, deemed relevant to these priority areas and will be undertaken as part of the Offaly Road Safety Action Plan:

1. Training:

LA staff to have relevant HS training completed for the Department activities that they complete e.g. Safe Pass, First Aid, Management Safety in Construction (MSIC), Construction Skills Certification Schemes (CSCS) for Signing, Lighting & Guarding (SLG) tickets, driving for work.

2. Driving for Work/Training:

Continue with provision of driver decision training and issue of organization driver safety handbook to all staff who operate a LA vehicle.

3. Driving for Work/Technology:

Implement technology to assist LA vehicle drivers to effectively complete weekly inspections (replace hard copy to electronic inspections templates).

4. Communication & Consultation:

Continue to circulate Monthly Safety Reports to staff and discuss content at Team meetings.

5. Fleet Vehicles:

Where appropriate fleet vehicles have been upgraded to ensure compliance with Chapter 8 of the Traffic Management Manual.

Conclusion:

The various road safety interventions and targets as set out in previous National Road Safety Strategies coupled with an ever-strengthening road safety culture have resulted in a successful period in road safety for Ireland with deaths and injuries decreasing at a rate that is comparable with other best performing countries in the EU. There has been significant improvement in compliance by road users in respect of the main collision causation factors such as seatbelt wearing, speeding on some roads, use of mobile phones and alcohol related offences. However, despite an overall reduction in road deaths there is a continued need to focus on vulnerable road users and causal factors where there are low levels of compliance and this will be a major focus on the Government Road Safety Strategy 2021-2030.

The Offaly Road Safety Plan 2023-2030 will focus on the holistic Safety System approach to road safety management. The Safe System approach emphasises the 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. This approach is being followed in the Road Safety Plan through the Road Safety Working Group and other agencies with actions outlined under the Safe Systems priority intervention areas.

The Plan encourages all who use our roads to play their part in reducing road deaths and collisions and take responsibility for their own behaviour on the road.

Members of the Road Safety Working Group:

Offaly County Council: Mr. Tom Shanahan, Director of Services
Mr. Barry Lennon, Senior Engineer
Mr. Michael Mullarkey, Chief Technician
Mr. Mark Mahon, Area Engineer, Edenderry Municipal District Council
Mr. John Connelly, Area Engineer, Tullamore Municipal District Council
Mr. John Mitchell, Area Engineer, Birr Municipal District Council
Ms. Phyllis Hughes, Administrative Officer

An Garda Siochana: Inspector Kieran Keyes
Inspector Alan Kerin

Road Safety Authority: Ms. Nicola Walsh, Road Safety Promotion Officer
Ms. Regina Staunton, Senior Road Safety Promotion Officer

On behalf of TII: Mr. John Carton, Regional Road Safety Engineer



ABBREVIATIONS:

AGS	An Garda Siochana
CCMA	County and City Managers Association
CVRT	Commercial Vehicle Roadworthiness Testing
DOE	Department of Education
DoECC	Department of Environment, Climate and Communications
DoH	Department of Health
DoT	Department of Transport
DYCA	Department of Youth and Children Affairs
ETB	Education Training Board
HSA	Health and Safety Authority
HSE	Health Service Executive
ITIA	Irish Tyre Industry Association
LA	Local Authorities
LGMA	Local Government Management Agency
MBRS	Medical Bureau of Road Safety
NAS	National Ambulance Service
NOTM	National Office for Traffic Medicine
PDST	Professional Development Service for Teachers
SIMI	Society of Irish Motor Industry
TII	Transport Infrastructure Ireland

APPENDIX:

Evaluation of Road Safety Plan 2016-2020

EDUCATION

Action No.	Measure	Lead Department or Agency	Responsibility	Completion Date	Support Department or Agency	Evaluation
1	Implement public education/awareness campaigns which target the main causal factors for collisions, deaths and serious injuries for all road users but in particular the high risk groups.	RSA	Director – Road Safety, Research & Driver Education	Annually	HSA/AGS	Achieved.
2	Apply new media techniques/initiatives to road safety awareness/education campaigns which are interactive and age appropriate including the development of a social media strategy	RSA	Director – Road Safety, Research & Driver Education	Annually	Public and Private Organisations	Achieved.
3	Conduct on-going public education/awareness campaign to improve road users' understanding of how and why speed limits are set.	RSA	Director – Road Safety, Research & Driver Education	Annually	AGS	Achieved.
4	Organise an Irish Road Safety Week with a series of local and national coordinated events aimed at raising awareness of road safety.	RSA	Director – Road Safety, Research & Driver Education	Annually	AGS/Las	Achieved.
5	Develop a standardised guide to reducing road safety school gate risks and implement nationally.	RSA	Director – Road Safety, Research & Driver Education	2020	AGS/Las/DES	Achieved.

Action No.	Measure	Lead Department or Agency	Responsibility	Completion Date	Support Department or Agency	Evaluation
6	Update Offaly County Council website by highlighting Road Safety Issues/Advice	OCC	RSO	Ongoing	RSA	Achieved.
7	Use Social Media to highlight road safety issues/advice	OCC	RSO	On-going	RSA	Achieved.
8	Sponsor the Drive 4 Life Programme for Transition Year Students.	OCC	RSO	Annually	AGS	Achieved. The Drive for Life Programme was delivered in 10 Secondary Schools.
9	Supply various road safety leaflets/displays to Libraries	OCC	RSO	Annually	RSA	Achieved.
10	Promote and advertise Check it Fits Programme in Offaly	OCC	RSO	Annually	RSA	Check it Fits Service was widely advertised and supported.
11	Promote Cycle Training in schools	OCC	RSO	Annually	RSA	Where possible cycle training was promoted.
12	Place newspaper advertisements to highlight road safety issues/advice as necessary	OCC	RSO	Annually	RSA	Achieved. In conjunction with the local papers Back to School safety articles placed in papers over the life of the Plan.
13	Provide facility for displaying materials in public	OCC	RSO	As required	RSA	Achieved.

ENGINEERING:

Action No.	Measure	Lead Department or Agency	Responsibility	Completion Date	Support Department or Agency	Evaluation
14	Carry out Road Safety Audits to HD 19 Road Safety Audit on all new road schemes as required	OCC	Road Design	As required by HD 19	TII	On-going.
15	Road Safety Inspections are completed by RSI teams on behalf of TII. The completed inspections are provided to the LA for review and action via a collaborative approach with the respective Municipal District Engineer.	TII	Road Safety Inspections are completed by RSI teams on behalf of TII. Roads Safety Engineer Municipal District Engineer.	Annually	OCC	On-going.
16	Review previously designated HD 17 Road Safety Inspection reports which are now known as AM-STY-06044 and apply the recommended measures as per the Road Safety Improvement Scheme Procedure GE-STY-01037	TII	Road Safety Inspections are completed by RSI teams on behalf of TII. Roads Safety Engineer Municipal District Engineer.	On-going	TII/DTTAS	On-going.
17	Review TII Roadworks Information Website and carry out inspections as per HD 16 Temporary Safety Measures Inspection requirements	TII	Roads Section	As per requirements of HD 16	OCC	On-going.

Action No.	Measure	Lead Department or Agency	Responsibility	Completion Date	Support Department or Agency	Evaluation
18	Upload national road network roadwork sites details to TII Roadworks Information Website	OCC	Road Section	On-going	n/a	On-going.
19	Carry out inspections as per HD 16 Temporary Safety Measures Inspection requirements	OCC	Road Section	On-going	n/a	On-going.
20	Implement Speed Limit Review and National Guidelines	OCC	Director of Services Roads & Infrastructure	On-going	TII	Speed Limit Review was undertaken.
21	Undertake assessment of national road network as per HD 15 Network Safety Ranking (GESTY012022)	TII	Roads Section	Annually	AGS	Achieved.
22	Advise public of planned road works and road closures	OCC	Director of Services Roads & Infrastructure	On-going	TII	Road closures and road works were advertised on local papers also on Council's web site.
23	Review HD 15 Network Safety Ranking Reports and submit feasibility reports to TII and carry out remedial works (GESTY012022)	OCC	Road Section	Annually	AGS	On-going engagement with TII.

ENFORCEMENT:

Action No.	Measure	Lead Department or Agency	Responsibility	Completion Date	Support Department or Agency	Evaluation
24	Full utilization of detection equipment and enabled technology	AGS	Chief Superintendent			All detection and technological equipment utilized.
25	Development of safety cameras at collision prone zones	AGS	Chief Superintendent			Safety cameras have been deployed to Collision Prone Zones.
26	Continued development of the Automated Number Plate Recognition System	AGS	Chief Superintendent			ANPR is utilized daily.
27	Increase mandatory alcohol testing checkpoints	AGS	Chief Superintendent			MIT checkpoints have increased.
28	Continue High visibility enforcement targeting errant road users behavior	AGS	Chief Superintendent			High visibility enforcement operation are conducted regularly.
29	Perform multi-unit high visibility checkpoints with Road Safety Authority	AGS	Chief Superintendent			Multi-Agency checkpoints are conducted with the RSA.
30	Conduct intelligence led checkpoints and patrols	AGS	Chief Superintendent			Intelligence led checkpoints and patrols are regularly performed.
31	Avail of all opportunities to highlight the importance of safe road use	AGS	Chief Superintendent			Opportunities to deliver road safety message are used with Social Media, Local Media and Schools Programme.