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Department of Transport

Cumann Lucht Bainistíochta Contae agus Cathrach
County and City Management Association

RSTG Conference 2024 15th May - Day 1

Networking\Exhibition & Coffee Break

We will resume at 14.25 pm

Session 3- Climate Adaptation, Rehabilitation of Roads Over Peat Guidelines, Regional and Local Roads Safety Statistics

Chair Dominic Mullaney

14.30-14.50	Critical Infrastructure Routes & Climate Adaptation	Kevin Motherway &Brian Cross
14.50-15.10	Revision of the Roads Over Peat Guidelines	James Mc Crum - DoT, Oliver Brennan-Wicklow County Council
15.10-15.30	Road Safety Authority - Stats on RLR Network	Velma Burns - RSA

Join the Q&A session at Slido.com and enter 5812867
Or via the QR Code

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ROADS Services Training Group

LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION - 2024

Day 1-Session 3-Presentation 1

Kevin Motherway & Brian Cross

Sligo Radisson Hotel, Sligo, May 2024

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CARO

Initiative of Local Government

Funded by DECC :

- **Build** on Experience & Expertise
- **Drive** Climate Action & Build Capacity within LA Sector
- **Coordinate** Engagement across Various Agencies and Government Departments
- **Translate** Sectoral Efforts to Local Level
- **Assist** in drafting and implementation of LA Climate Action Plans

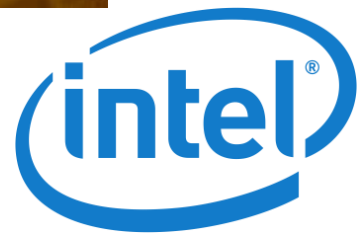
CARO Work Programme

- Management & Governance
- Adaptation
- Mitigation
- Communications & Citizen Engagement
- Training & Education
- Knowledge Development

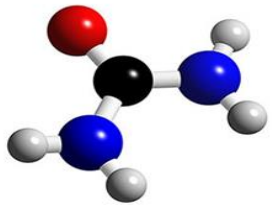
Climate Action

Climate Mitigation + Climate Adaptation

The Intel Parable




SPREADING




intel
Collinstown Industrial Park


THE IRISH TIMES
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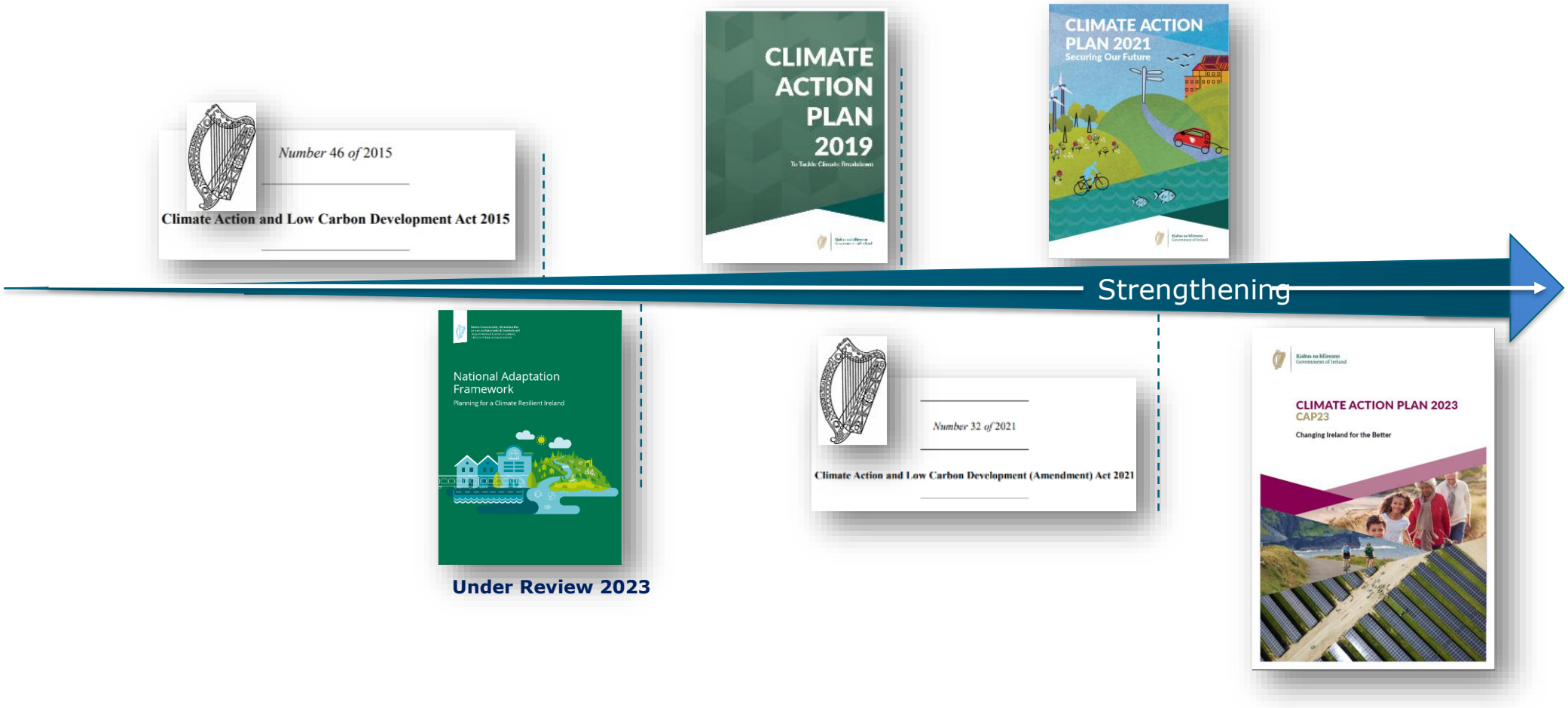
Climate Action Policy Context



Climate Action:
Regional & Local Roads

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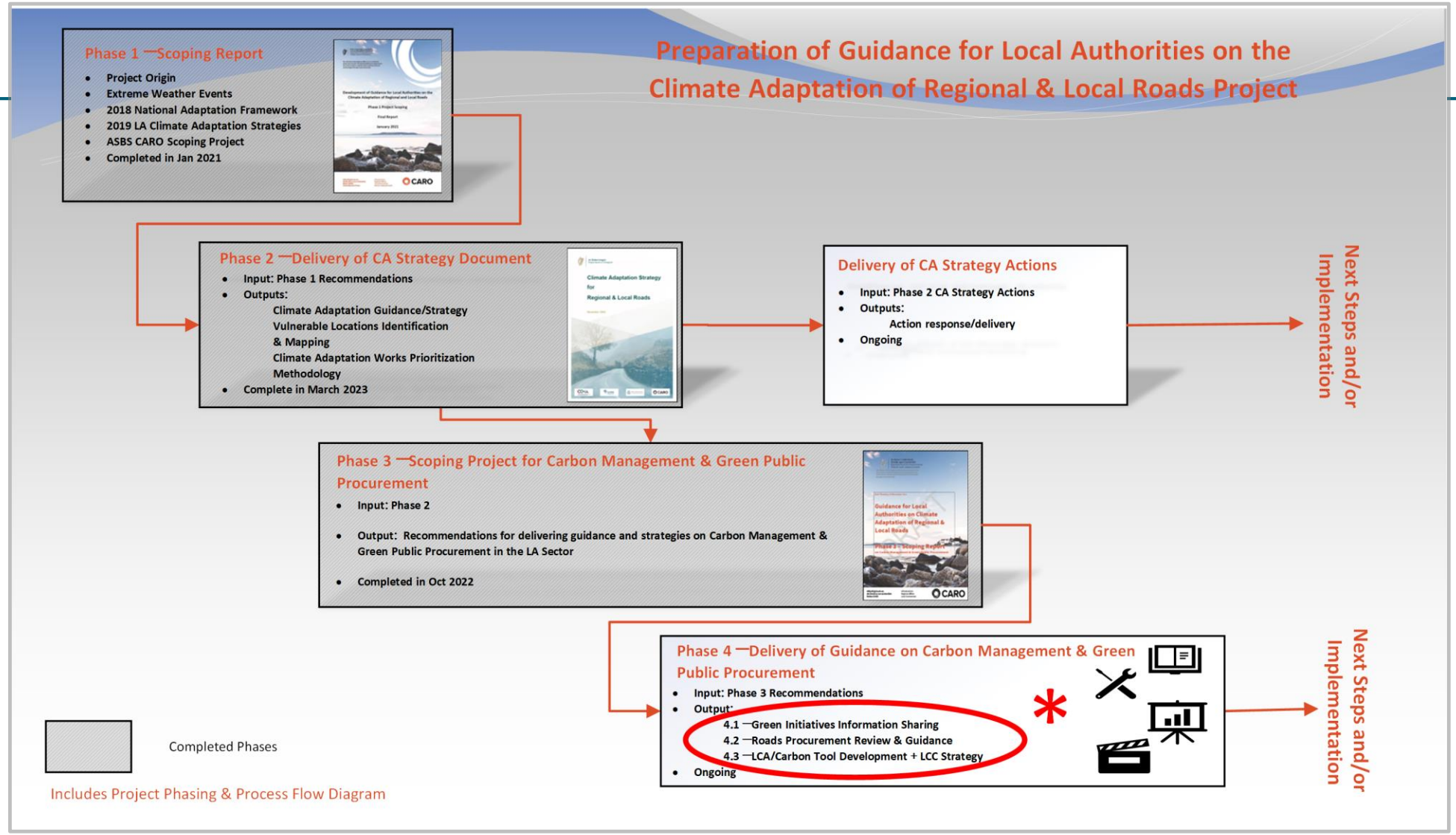
- **Loss of road function**
- **Damage to road infrastructure**
- **Flooding**
- **Increased emergency events**
- **Service outages (e.g. power)**
- **Other social, environmental & economic consequences**

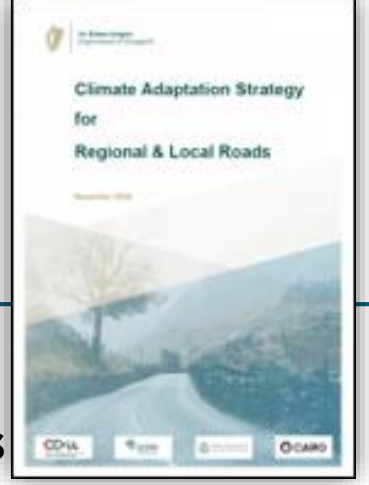
CARO is assisting the Local Authority sector by providing guidance and training to adapt to Climate Change impacts by:

- **Increasing infrastructure resilience**
- **Reduce carbon emissions**
- **Limiting loss of road function**
- **Enhancing management systems and processes**
- **Identify "Lifeline roads" CIR**

Project Outline



Project Outputs to date



- **2021 Climate Adaptation Works Prioritization Methodology**
- **2023 Climate Adaptation Strategy for Regional& Local Roads**
- **Input to EPA RAP by-product rules**

epa

NATIONAL BY-PRODUCT CRITERIA

Reference Number: BP-N001/2023

of the 3rd October 2023

Ongoing Work

- Climate Adaptation Strategy for R&LRs – Implementation
  - ✓ Critical Infrastructure Routes (CIRs) (support role to DoTSO)
  - ✓ Geotechnical Asset Management Guidance
  - ✓ Common Failure Types (CFTs)
- Development of an LCA/Carbon ***Measuring*** Tool for R&LR Sector – 'Embodied Carbon', Pilot Project

Pipeline Work

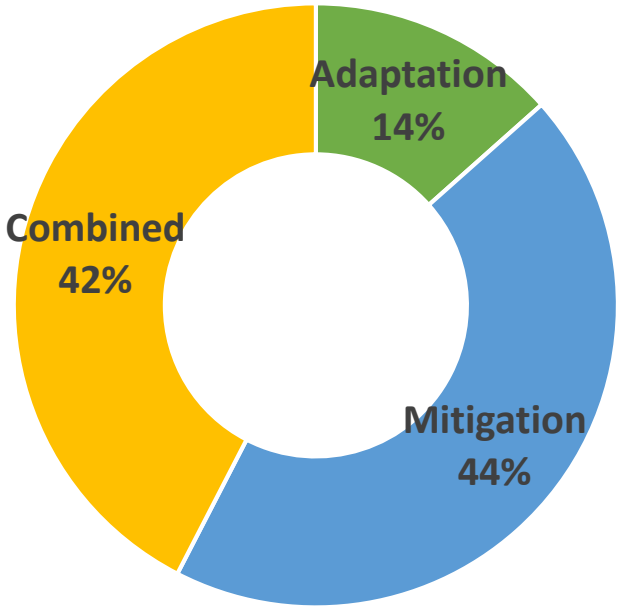
- Life Cycle Costing (LCC) /Whole Life Costing (WLC) Strategy/Guidance…….
- Guidance Document for Green Public Procurement & Carbon Management……..

Local Authority Climate Action Plans

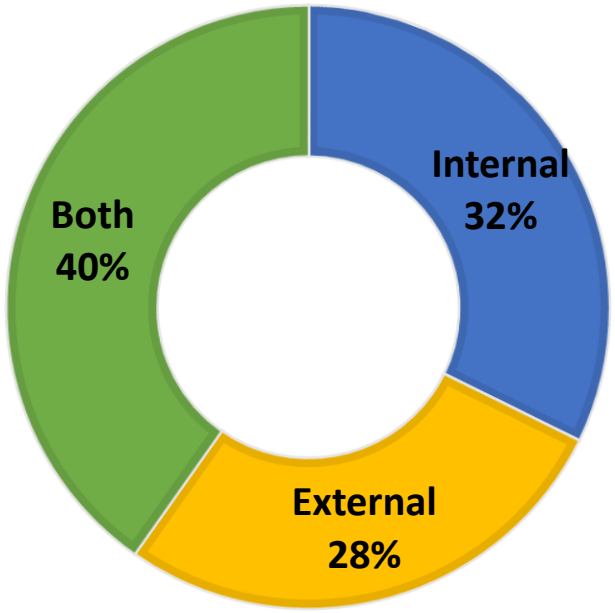
- 31 LACAPS
- 4 CARO regions
- 3,919 actions
- 395 stakeholders
- 57 themes
- 25 sectors

LACAP - Overview

Adaptation / Mitigation



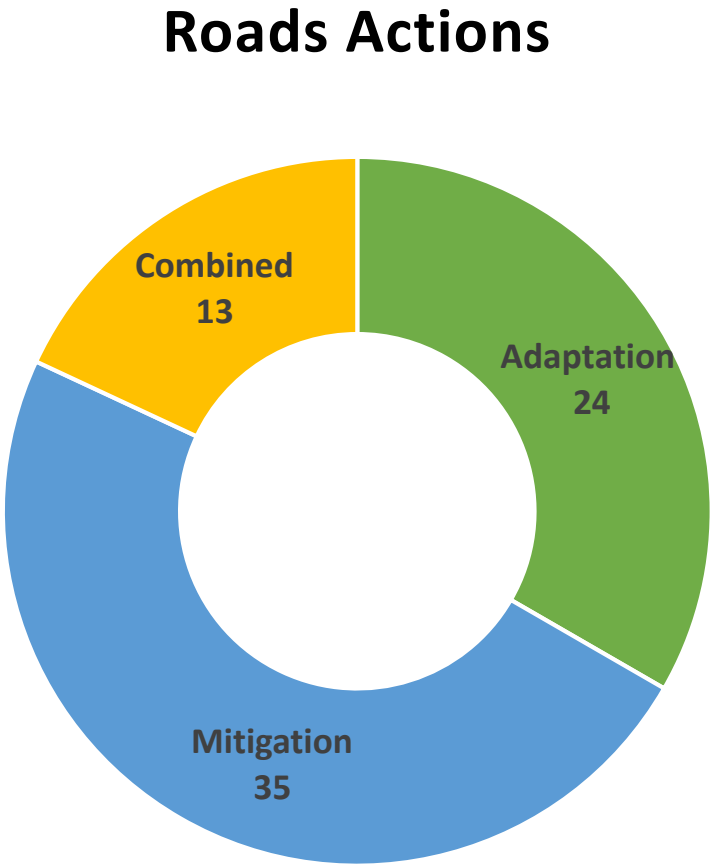
Internal/External



LA CAP: Roads Actions

3,919 LA CAP actions

72 Road-related actions



LA CAP: Adaptation Actions

- Bridge Repair Programmes (6LAs)
- Control Parking/facilitate modal shift
- Continue to deliver Restoration Improvement (RI) Restoration Maintenance (RM) programmes
- Review Winter Maintenance approach
- Footpath maintenance
- Drainage
- Implement Climate Adaptation Strategy

LA CAP Mitigation Actions

- Explore new Low Carbon materials
- Explore cold recycled mixes / RAP
- Identify areas for road space reallocation
- Use of HVO in Road Fleet
- Maintain a high standard of active travel routes by use (cleaning/Maintenance)
- Review roundabouts for improvements: Consider Dutch style cycle lanes
- Increase planting on roundabout centre
- Speed limit review - 30km/hr on roads

LA CAP Combined Actions (Mitigation/Adaptation)

- Undertake Risk Assessment on Climate Impacts
- Explore ways to minimize expected increase in maintenance
- Install sensors to gather active travel use
- Incorporate Active travel measures into road improvement schemes
- Implement alternative treatments for winter maintenance…..respond to weather warning appropriately
- Increase planting on roundabout centres
- Speed limit review – for safety & emissions
- Participate in Rehabilitation of roads over peat working group

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Thank You

Questions to be entered through SLIDO when entering your question please direct it to **Kevin Motherway** and they will be addressed at the end of the session:

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Climate Adaptation Strategy for Regional & Local Roads

Technical Annex 1

Critical Infrastructure Routes (CIR's)

Brian Cross
Senior Executive Engineer
Dept of Transport Support Office

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Action Responses

Action 1 Drainage

Action 2 Climate Adaptation added Roads Asset Guidance

Action 3 Climate Adaptation added to Bridge Guidance

Action 4 Geotechnical Assets & Climate Adaptation

Action 5 MapRoad AMS & Climate Adaptation

Action 6 Vulnerability Mapping

Action 7 Identify Critical Infrastructure Routes (CIR)

Action 8 Climate Adaptation Prioritisation Methodology

Action 9 Monitor & Review

What are Critical Infrastructure Routes ?

Answer CIR's

*Critical Infrastructure Routes are those parts of the Regional and Local road network which are of **greatest importance** from a social, economic or emergency response perspective.*

Critical Infrastructure Routes Technical Annex 1

'Greatest Importance' ?

Strategic Facilities and the Methodology

- Hospitals
- Airports/Airstrips
- Electricity Generation
- Fire Stations
- Food Distribution Centres
- Ports and Fisheries
- Coastguard & Lifeboat Stations
- LA Maintenance Depots

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Critical Infrastructure Routes with Strategic Facilities

CIR's
Regional &
Local Roads

Motorways and National Roads
#Regionals

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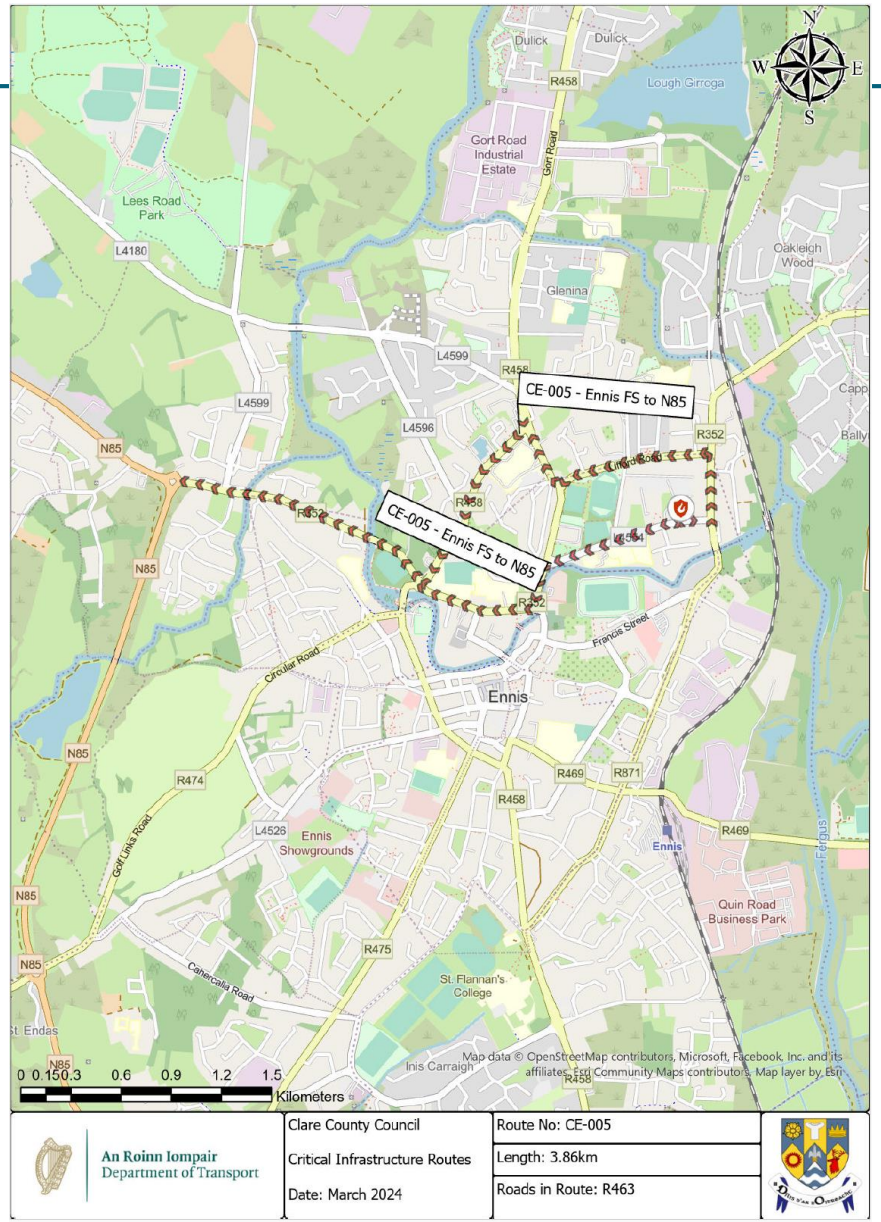
CIR's Identified Pilot Counties

CRITICAL INFRASTRUCTURE ROUTES IDENTIFIED IN CO. GALWAY			
No Identified	30	Approx. Total Network Length	6926 km
Total Length	131.90km	Approx. % of Network identified as CIR's	1.90%

CRITICAL INFRASTRUCTURE ROUTES IDENTIFIED IN CO. CLARE			
No Identified	21	Approx. Total Network Length	4387 km
Total Length	78.89 km	Approx. % of Network identified as CIR's	1.80 %

CRITICAL INFRASTRUCTURE ROUTES IDENTIFIED IN Fingal County Council			
No Identified	9	Approx. Total Network Length	1562 km
Total Length	7.78 km	Approx. % of Network identified as CIR's	0.50%

Easy one ?
Connemara Airport to N59



Multiple, Ennis County Clare

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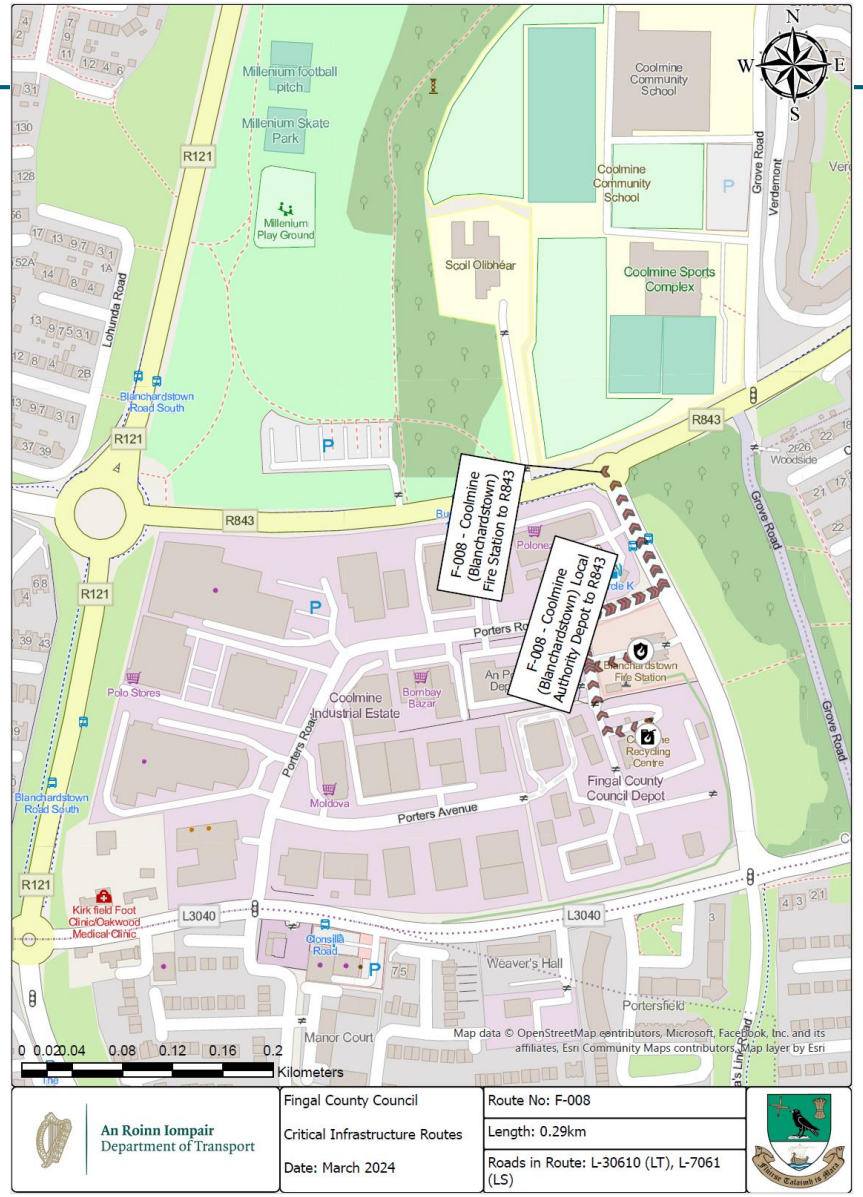

Fingal, 290m

What Next

- Booklets of CIR's are being issued to each LA Review
- Forward corrections back to DoTSO as per the email instructions
- CIR's proposed to be part of the MapRoad AMS

Funding

Refer to Technical Annex 2 – Prioritisation of Climate Adaptation Projects

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ROADS Services Training Group

LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION - 2024

Day 1-Session 3-Presentation 2

James McCrum & Oliver Brennan

Sligo Radisson Hotel, Sligo, May 2024

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Department of Transport

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County and City Management Association

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RSA

ROADS Services Training Group

LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION - 2024

Overview of collision trends and dangerous behaviours

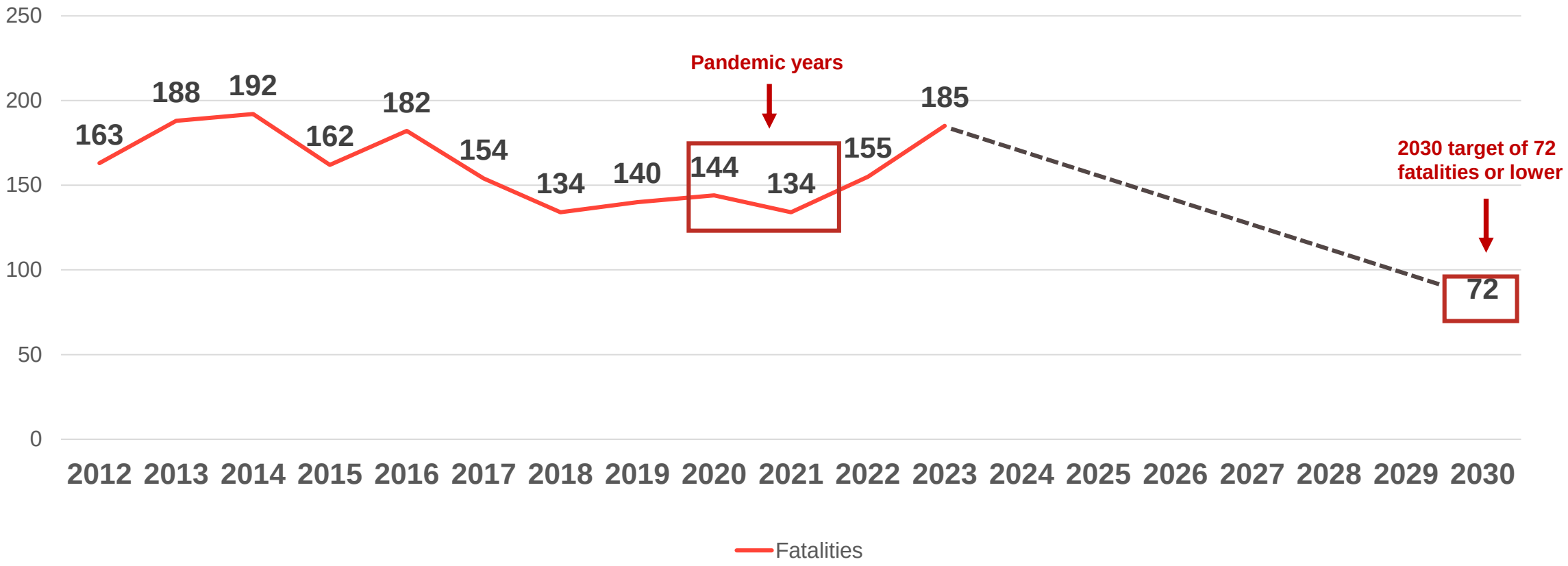
Velma Burns
Research Manager
Road Safety Authority

Sligo Radisson Hotel, Sligo, May 2024

Presentation outline

- National trends: fatalities and serious injuries
- Profile of collision type: Regional, National and Local Roads
- Overview of dangerous behaviours
- Data sharing progress update

Long-term trend fatalities



Note: All data for 2020-2023 are provisional and subject to change.

Summary of fatalities 2023

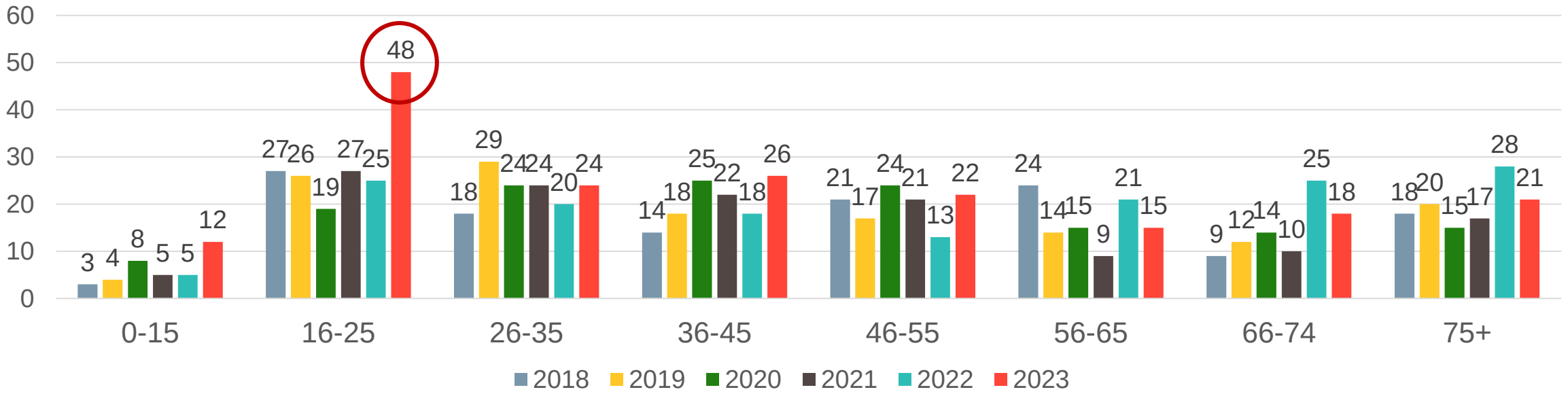
1 January – 31 December 2023

- Fatalities are highest since 2014 when there were 192 fatalities.
- Average of 15 fatalities a month
- Increasing number of fatalities among passenger, pedestrians and motorcyclists
- A quarter of fatalities were aged 16-25 years
- Almost half (47%) of fatalities occurred between 8pm and 7am
- Almost half (48%) of fatalities occurred between Friday and Sunday
- Approximately 7 in 10 on rural roads, with a speed limit of 80km/h or greater

Note: All data for 2020-2023 are provisional and subject to change. Fatality figures from January-December used to calculate monthly average.

Fatalities by Age Group

1 January – 31 December

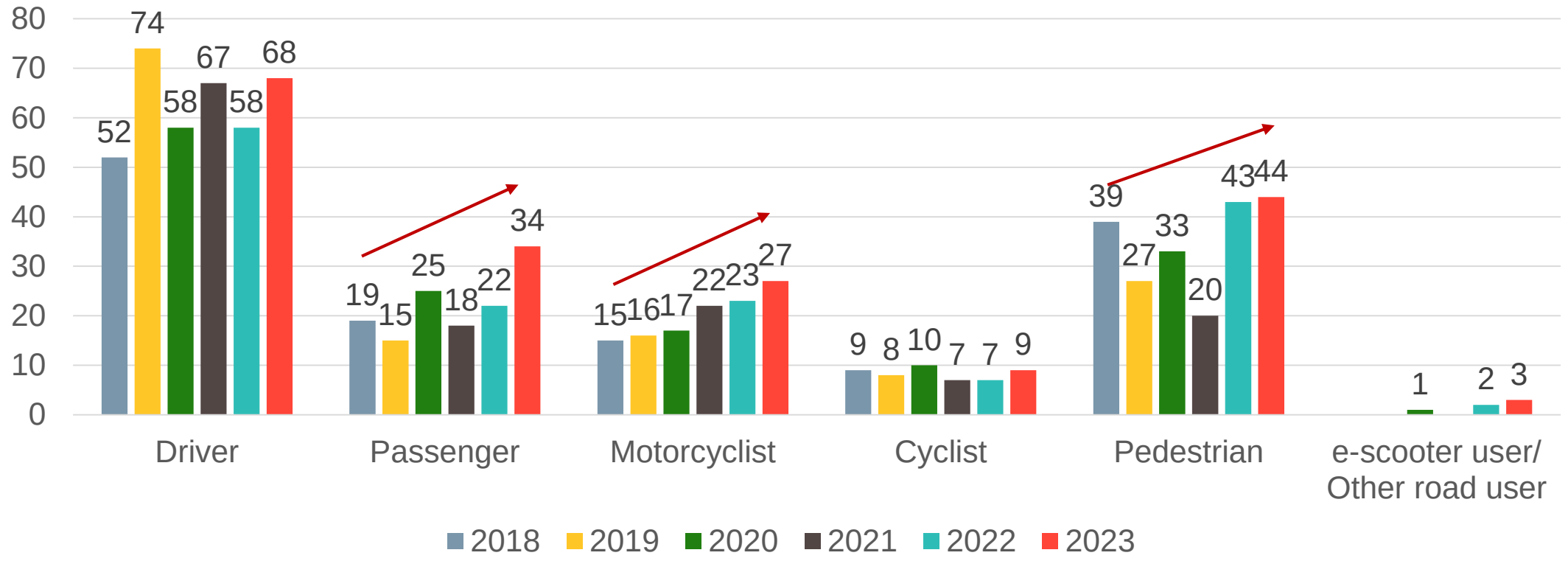


- In 2023, the highest risk age group was those aged **16-25 years (26%)**. Of fatalities, **78% (145)** were **male** and **22% (41)** were **female.**
- Of those 48 fatalities **aged 16-25**, 15 were drivers, 16 were passengers, 8 were pedestrians, 7 were motorcyclists, 2 were cyclists. Of these 48 fatalities 38 were male and 10 were female.

Note: All data for 2020-2023 are provisional and subject to change.

Fatalities by Road User Type

1 January – 31 December



Fatalities by County

In 2023, Tipperary (16), Cork (15), Dublin (15), Galway (12) and Mayo (12) saw the highest numbers of fatalities. Together they represent 38% of all fatalities.

RSA

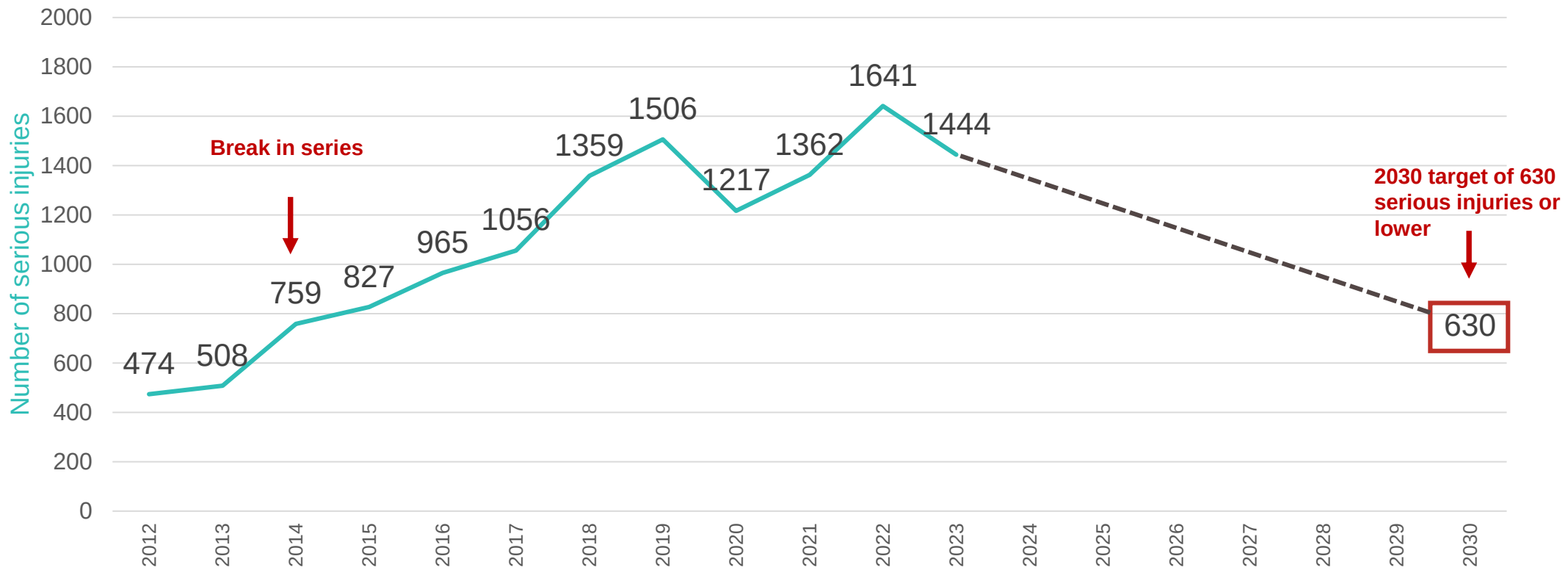
185 road deaths

Up 30 on last year

Up to 31 December 2023

Please note: all figures are provisional and subject to change. Figures as of 25 March 2024

Long term trend serious injuries



2020-2023 serious injury data is provisional and subject to change. There can be significant fluctuations in serious injury numbers until such time as records are fully updated.

Serious injuries 2019-2023

9 serious injuries for every fatality

Differences versus fatality trends:

- **Road user profile**: similar to fatalities **except for cyclists** (5% of fatalities; 19% of serious injuries).

- **Age profile :** broadly similar, but **greater share of those killed** were **aged 66+ (24%)** compared to those seriously injured (13%).

- **Road type:** Fatalities mostly on **high-speed rural roads** (3 in 4), while **half of all serious injuries on urban roads (53%).** Peaks among cyclists (8 in 10 on urban roads) and pedestrians (9 in 10 urban roads).

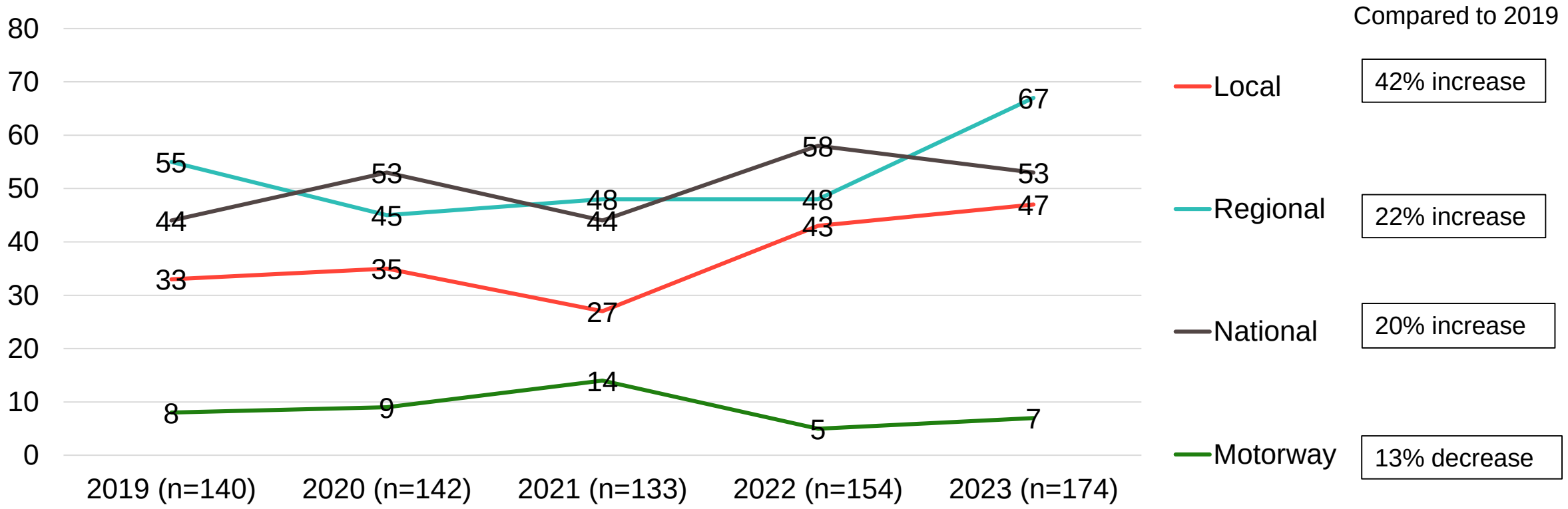
- **Time of day:** More than half (54%) of serious injuries occurred **12pm - 8pm**, (44% of fatalities).Higher proportions of fatalities between **8pm and 4am** compared to serious injuries (33% vs 22%).

Fatal and serious injuries by collision type

Regional, national and local roads.

Fatalities by road type over the past five years

Deaths on Regional and Local roads highest in 2023 compared to the previous 4 years



Figures are provisional and subject to change. Road Type known for 2 fatalities in 2020, for 1 fatality in 2021, for 1 fatalities in 2022, and for 11 fatalities in 2023 which are not included in the graph above.

Analysis of Primary Collision Type (PCT)

e.g. head on; non-motorised users; vehicle to vehicle; single vehicle collision; other

Regional roads

- **Single vehicle collisions (SVC) dominant feature in fatalities over past 6 years**
- **Non motorised users represent largest share in 2023**

- Compared to 2022:
  - Increase in fatalities in **Head-on collisions** (+9), **NMU** fatalities (+6) and fatalities in **SVCs** (+5).

National roads

- Greatest share of **fatalities** in **head-on collisions**, while greatest share of **serious injuries** in **vehicle to vehicle collisions**.

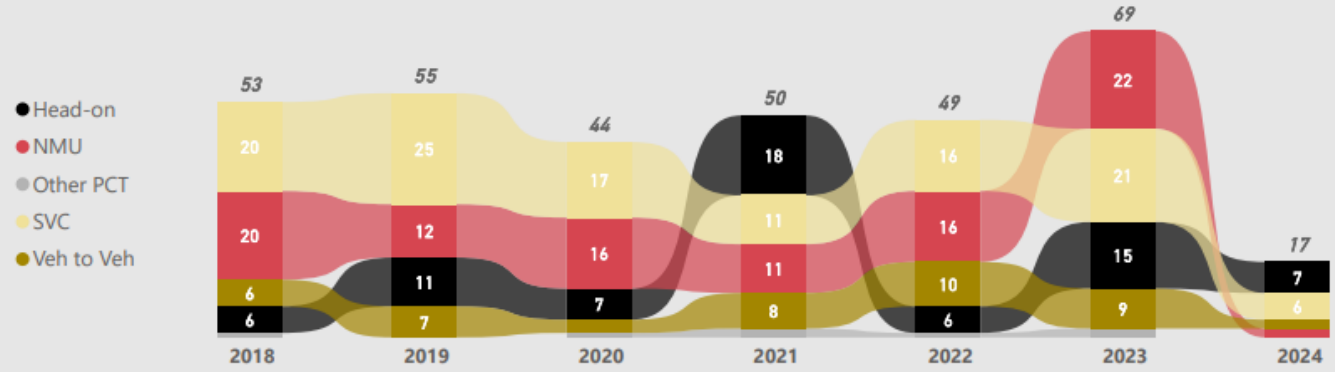
Local roads

- **SVCs** increasingly dominant in fatalities on L roads.
- Greatest share of **fatalities** in **SVCs**, while greatest share of serious injuries among **NMU.**

Source Tii 16 April 2024.

Fatal injuries and serious injuries by broad collision type on the Regional road network

Report dated : 16/Apr/2024



Broad Collision Type	Fatal Injury Count	% Fatal
SVC	116	34.4%
NMU	99	29.4%
Head-on	70	20.8%
Veh to Veh	45	13.4%
Other PCT	7	2.1%
Total	**337**	**100.0%**

Total Head-on fatal injuries **70**

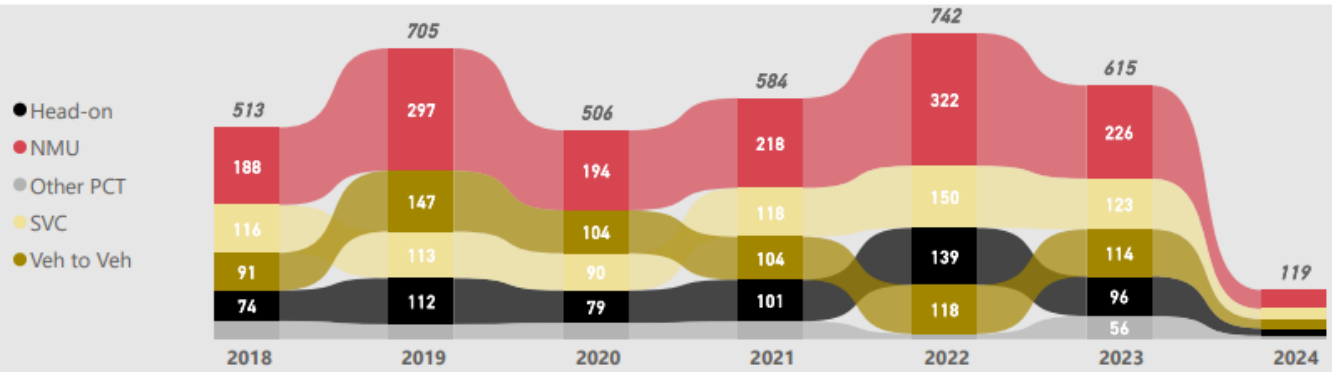
Total Veh to Veh fatal injuries **45**

Total Single vehicle fatal injuries **116**

Total NMUs fatal injuries **99**

Total Other PCT fatal injuries **7**

Serious injuries by broad collision type reported on the ... Regional road network



Broad Collision Type	Serious Injury Count	% Serious Injury
NMU	1491	39.4%
SVC	735	19.4%
Veh to Veh	700	18.5%
Head-on	619	16.4%
Other PCT	239	6.3%
Total	**3784**	**100.0%**

Total Head-on serious injuries **619**

Total Veh to Veh serious injuries **700**

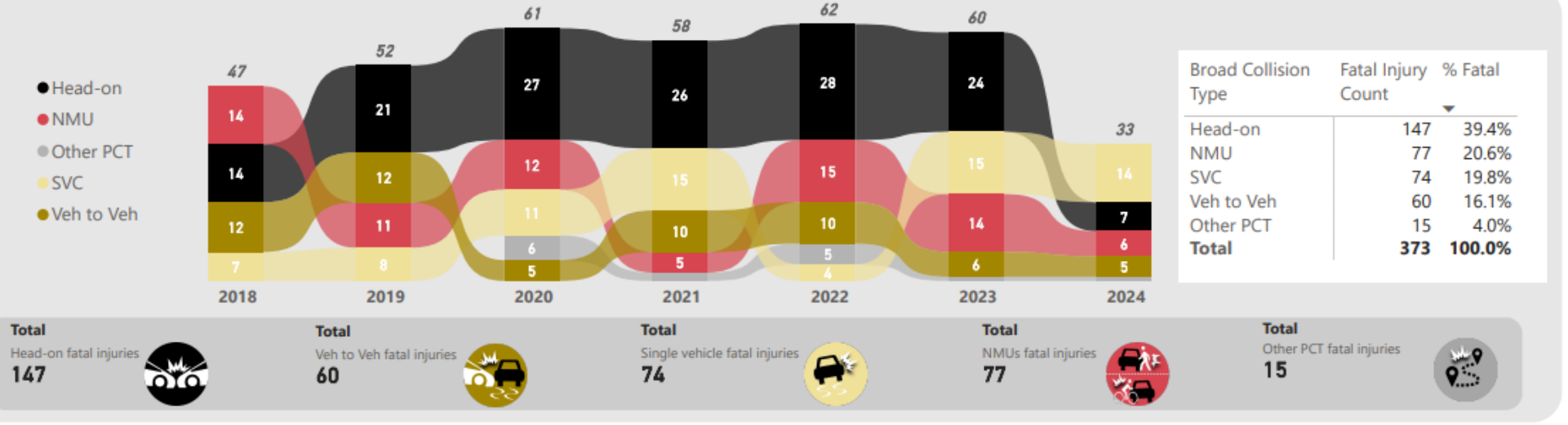
Total Single vehicle serious injuries **735**

Total NMUs serious injuries **1491**

Total Other PCT serious injuries **239**

Fatal injuries and serious injuries by broad collision type on the National road network

Report dated : 16/Apr/2024



Broad Collision Type	Fatal Injury Count	% Fatal
Head-on	147	39.4%
NMU	77	20.6%
SVC	74	19.8%
Veh to Veh	60	16.1%
Other PCT	15	4.0%
Total	**373**	**100.0%**

Total Head-on fatal injuries **147**

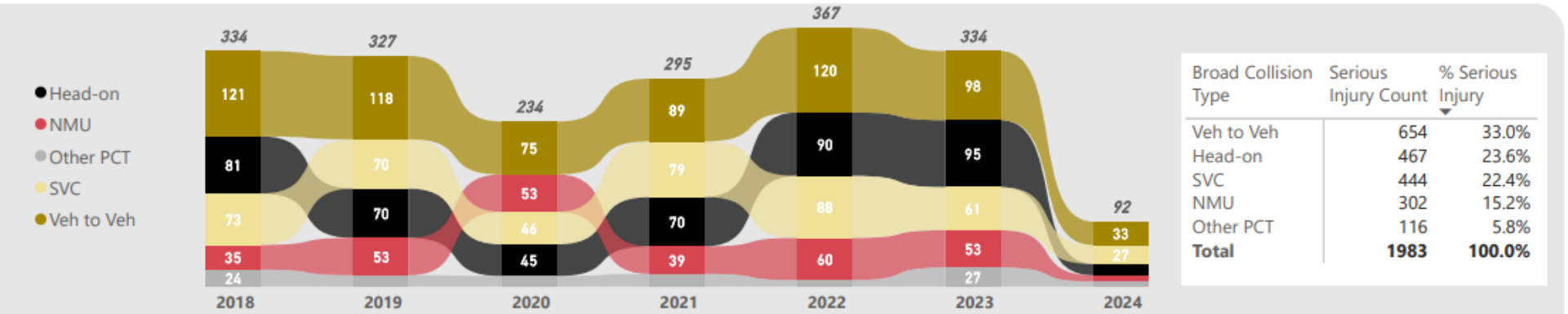
Total Veh to Veh fatal injuries **60**

Total Single vehicle fatal injuries **74**

Total NMUs fatal injuries **77**

Total Other PCT fatal injuries **15**

Serious injuries by broad collision type reported on the ... Motorway & Primary & Secondary road network



Broad Collision Type	Serious Injury Count	% Serious Injury
Veh to Veh	654	33.0%
Head-on	467	23.6%
SVC	444	22.4%
NMU	302	15.2%
Other PCT	116	5.8%
Total	**1983**	**100.0%**

Total Head-on serious injuries **467**

Total Veh to Veh serious injuries **654**

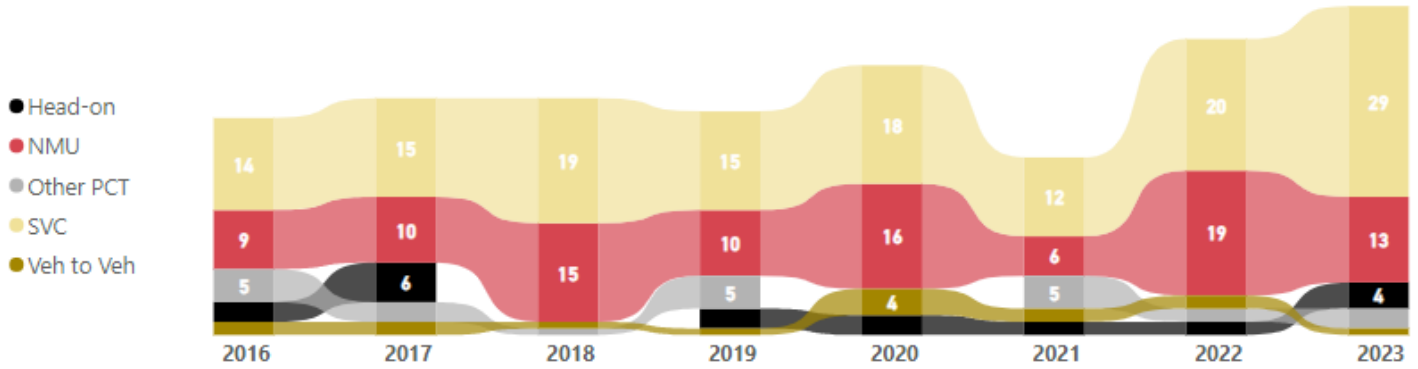
Total Single vehicle serious injuries **444**

Total NMUs serious injuries **302**

Total Other PCT serious injuries **116**

Fatal injuries by broad collision type on the Local and not defined road network

Injuries reported along the Local & Not Defined network



Broad Collision Type	Fatal Injury Count	% Fatal
SVC	143	47.2%
NMU	98	32.3%
Other PCT	24	7.9%
Head-on	23	7.6%
Veh to Veh	15	5.0%
Total	**303**	**100.0%**

Head-on fatal injuries **23**

Veh to Veh fatal injuries **15**

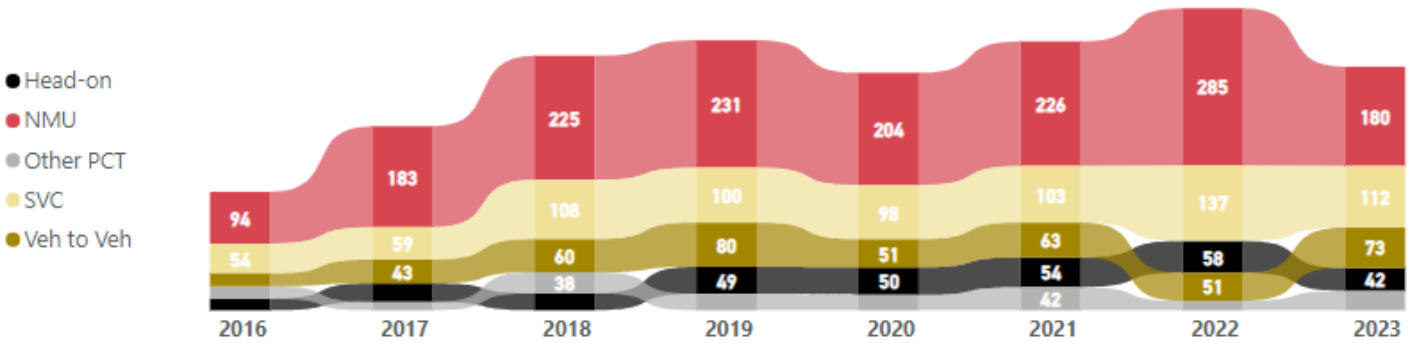
Single vehicle fatal injuries **143**

NMUs fatal injuries **98**

Other PCT fatal... **24**

Serious injuries by broad collision type

Injuries reported along the Local & Not Defined network



Broad Collision Type	Serious Injury Count	% Serious Injury
Other PCT	228	6.69%
Head-on	339	9.94%
Veh to Veh	444	13.02%
SVC	771	22.61%
NMU	1628	47.74%
Total	**3410**	**100.00%**

Head-on serious injuries **339**

Veh to Veh serious injuries **444**

Single vehicle serious injuries **771**

NMUs serious injuries **1.6K**

Other PCT serious injuries **228**

Overview of dangerous behaviours

Intoxicated driving and non-seat belt wearing

Intoxicated driving - Alcohol

Self-report survey data

- Across studies, on average **1 in 10** drivers surveyed drove after consuming any alcohol (12 months)
- **Social acceptability** of drink-driving has increased since 2019
- 1 in 4 motorists agree that:
  - **Driving short distances** after having a drink is acceptable
  - They may have been **over the limit** when driving **the morning after** a night out
  - Much higher levels among those who admit to drink driving

Non-seat belt wearing

Observational, self-report and collision data

- A **decline** in drivers and front seat passengers wearing seat belts in observation studies
- **Highest level of rear seat** passengers wearing a seat belt since first survey in observation studies
- Those under 45 years reported higher levels of **not wearing a seat belt** in all seating positions compared to those 45+ (30 days)
- 1 in 5 drivers **do not insist** that passengers in the rear seat wear a seat belt
- On average **1 in every 4** drivers and passengers killed were not wearing a seat belt

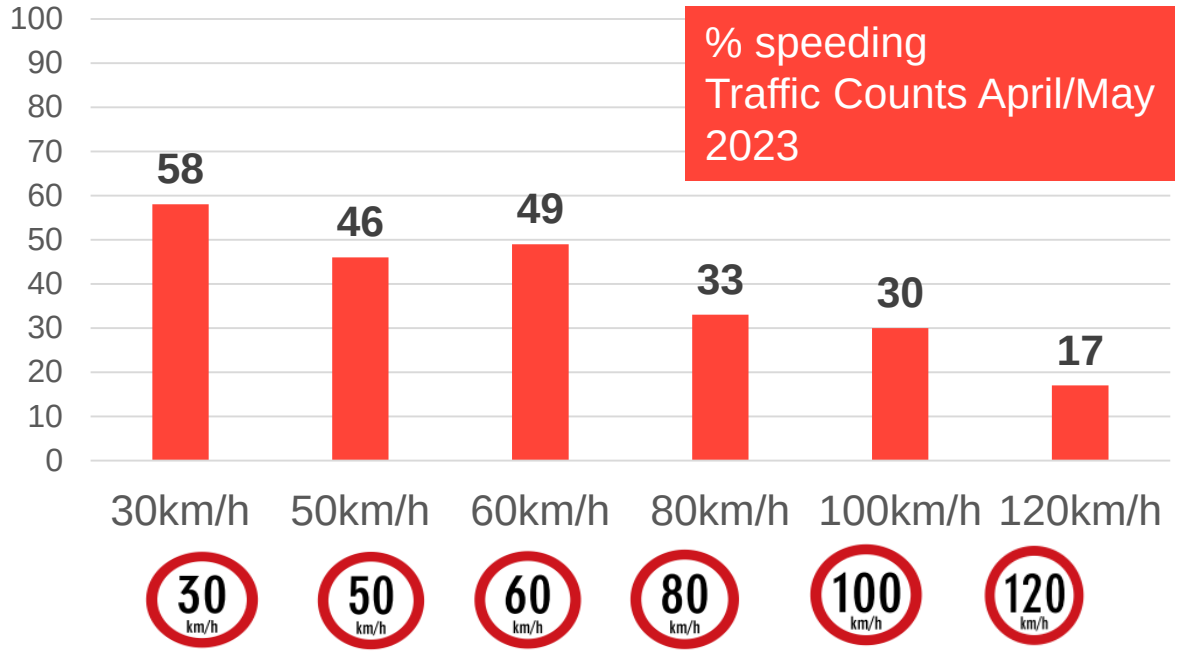
VISION ZERO

RSA

Speed

Speeding

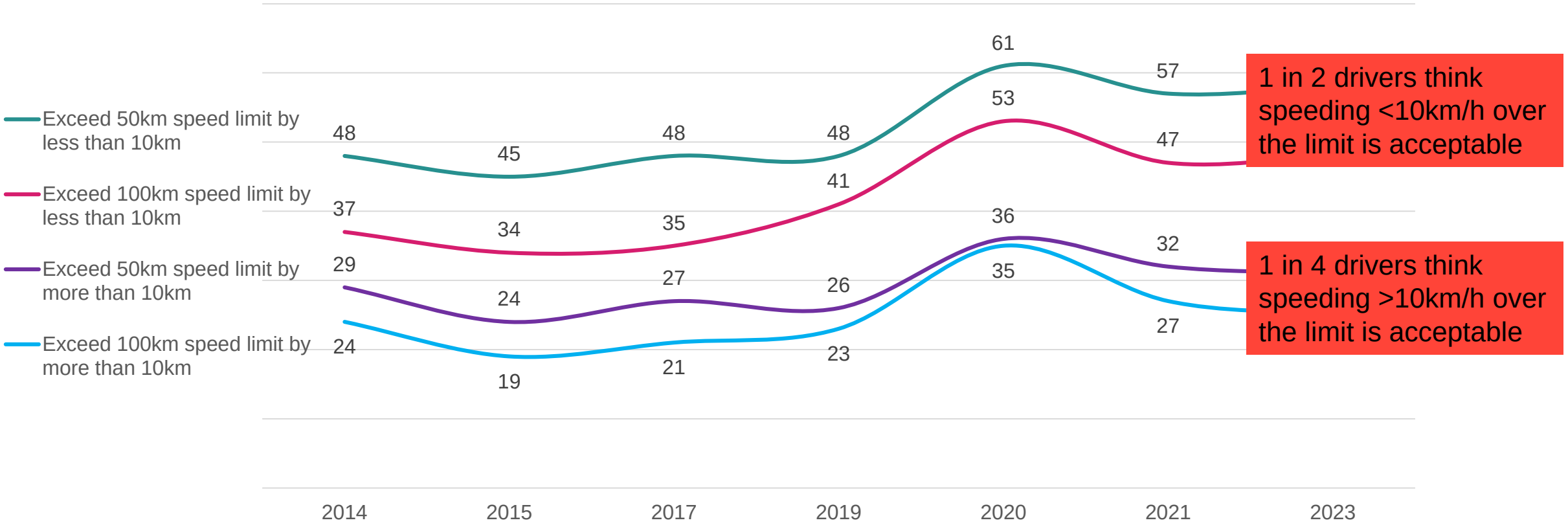
Traffic Count Study



- On all road types non-compliance highest between 8pm-8am, specifically between 4am-8am
- Majority of non-compliance on all road types exceeded the speed limit by up to 10km/h
- 80% of HGV drivers exceed the speed limit on 100km/h roads (limit 80km/h).

Speeding – levels of self-reported behaviour

Driver Attitude and Behaviour (DAB) surveys, Base: All Motorists (1,000+)



Topline findings: Understanding urban speeding

In person and online focus groups with drivers

- Perception that speeding is **not a problem** in urban areas – traffic dictates speed, fewer people killed on urban roads.
- **Time pressure** – frustration with traffic jams/calming, making-up for perceived lost time.
- **Habit/reinforcement** – e.g. 'The more people do it and get away with it, the more likely they are to do it again'.
- **Self-serving/self-centredness** – don't consider impact of their actions on other road users.

Topline findings: Understanding urban speeding

In person and online focus groups with drivers

- **Lack of knowledge/understanding** – don't know what the limits are, and/or the rationale for speed limits, insufficient education about speeding.
- **Unintentional/accidental speeding** – sudden changes in speed limit with minor road environment changes.
- **Peer group influences** – younger drivers tend to speed because their peers are 'egging them on'.

Impaired driving

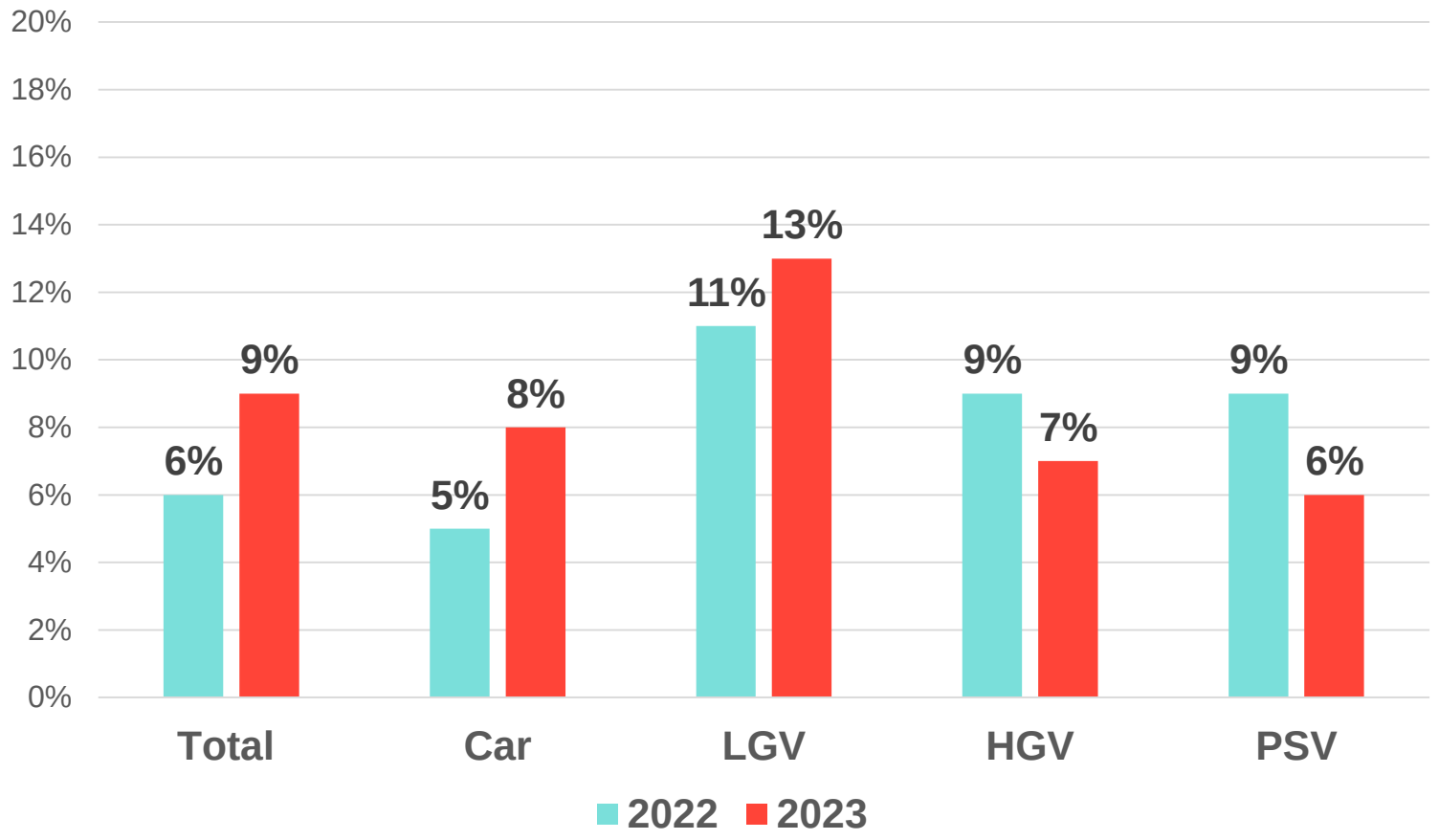
Mobile phone use

Mobile Device Usage

Observation survey

- Almost 1 in 10 motorists using a mobile device.
- Consistent across urban roads, rural roads, and motorways

Mobile device usage (mobile phones and other mobile devices) -
20,551 vehicles at 145 sites
Fieldwork was conducted in September and October 2023



145 sites in study

Traffic Counts used to extrapolate number of vehicles with distracted drivers

Rock Road, Dublin City, Urban Road

Thu 5 Oct,

mobile phone usage: 12%

Estimated traffic count 90 mins: 702 vehicles

84 drivers distracted

Literature review: Understanding driver mobile phone use

Two processes linked to driver mobile phone use identified, both of which are present concurrently and interact:

1. Controlled cognitive processing

Drivers intend to use their phones, doing so deliberately, and because of conscious decision-making. The behaviour derives from:

- High self-efficacy – e.g., I believe I can handle the car safely while using the phone.
- Low risk perceptions – e.g., I won't get caught.
- Normative influences – e.g., belief others use their phones all the time.
- Justifications – e.g., I only use my phone if it is important to take the call.

2. Uncontrolled cognitive processing

Driver behaviour linked to unconscious processes derived from habit formation, Fear Of Missing Out ('FOMO'), smart phone dependence (aka 'addiction'). This dependence is present across all aspects of life, and is not restricted to in-vehicle.

Topline findings: Understanding young driver mobile phone use

Online focus groups with drivers aged 18-24

- **Normative influences**: All drivers use phones in-vehicle, regardless of age or gender (according to participants). Not helpful to focus on young drivers. Professional drivers viewed as biggest culprits.
- **Cognitive justifications**: 'I'd only send a message if it was a priority – to my parents or girlfriend', 'I'd only do it on a rural road I knew well', 'I'd only do it in slow moving traffic in town'.
- **Risk perceptions**: 'Close to zero chance of being caught'.
- **Dependence**: 'FOMO is a real thing', 'I think it is addiction to be honest.'
- **Not all behaviours are equal**: e.g., use (navigation, texting, music etc.) and context (stopped on red vs. moving in traffic). Doesn't help to focus on 'mobile phone use' in general.
- **Inconsistency in how different technologies are regulated** – leads to a lack of credibility, not consistent to ignore in-vehicle distractions caused by increasingly complex infotainment systems and focus only on driver behaviour/mobile phone use.

In summary

- Evidence shows **concerning engagement** across drink-driving, non-seat belt wearing, speeding and driver mobile phone use.
- **Social acceptability of drink-driving** remains a concern.
- The **peak** in self-report speeding engagement and acceptability observed during 2020 has not returned to pre-COVID levels.
- **High risk groups**: male, under 35, those who drive for work.
- **Common themes** emerging from the qualitative research include: normative/peer influences, lack of enforcement, subjective justifications.
- Findings from the completed **qualitative studies** will inform policy recommendations in addressing urban speeding and driver mobile phone use.

Update on data sharing

Ongoing consultation

Action 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.

- The RSA previously shared **8 key data fields** with the LGMA and RMO, who then made this information available on MapRoad. However, the CCMA advised that that arrangement should not continue until appropriate data governance procedures are implemented.
- The **Data Enabler Group (DEG),** established to support delivery of the government Road Safety Strategy, have prioritised activities to formalise the development of Data Sharing Agreements (DSA) between relevant Road Safety Strategy partners, including the LGMA and RMO.
  - The RSA has consulted with AGS to agree the data fields to be shared with the RSA (necessity and proportionality).
  - The RSA has consulted with the LGMA and RMO (on behalf of the Local Authorities) on data requirements in tandem.
  - The consultation in relation to data sharing is ongoing with the Data Protection Commissioner led by the DoT.
  - A Ministerial Direction will be required for the RSA and an amendment to the Roads Act for the Local Authorities to lawfully receive the data.
  - Resolving current data sharing challenges has been designated a Ministerial priority.

An Roinn Iompair
Department of Transport

Cumann Lucht Bainistíochta Contae agus Cathrach
County and City Management Association

Thank You

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Appendix

Fatalities by County

In 2023, Tipperary (16), Cork (15), Dublin (15), Galway (12) and Mayo (12) saw the highest numbers of fatalities. Together they represent 38% of all fatalities.

County	2019	2020	2021	2022	2023	Total
Carlow	2	3	0	0	3	8
Cavan	3	2	5	5	6	21
Clare	5	3	2	7	6	23
Cork	14	22	8	13	15	72
Donegal	8	10	7	8	10	43
Dublin	19	20	20	14	15	34
Galway	7	5	12	6	12	42
Kerry	6	9	6	8	10	39
Kildare	4	4	7	4	3	22
Kilkenny	6	4	2	9	4	25
Laois	1		2	3	3	9
Leitrim	1	1	0	2	4	8
Limerick	9	4	5	10	7	35
Longford	1	0	3	2	2	8
Louth	4	9	7	8	7	35
Mayo	3	5	5	5	12	30
Meath	7	8	14	7	7	43
Monaghan	2	3	5	6	7	23
Offaly	5	4	0	4	7	20
Roscommon	3	5	2	4	6	20
Sligo	1	2	1	6	4	14
Tipperary	13	7	10	7	16	53
Waterford	3	2	1	3	3	12
Westmeath	3	4	2	3	6	18
Wexford	7	7	7	9	3	33
Wicklow	3	1	1	2	7	14
Total	**140**	**144**	**134**	**155**	**185**	**758**

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RSTG Conference 2024 15th May - Day 1

Networking\Exhibition & Coffee Break

We will resume at 16.00 pm

Session 4-Green Public Procurement & Nature Base Solutions

Chair Marcus O'Connor

16.00-16.20	Green Public Procurement	Aoife Sugrue - Cork County Council
16.20-16.40	Nature Based Solutions	Averil Gannon - DHLGH

Join the Q&A session at Slido.com and enter 5812867
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