

Dún Laoghaire-Rathdown County Council

Road Safety Plan 2022-2030



Working together to create
a Safer, Greener and
Healthier County



VISION
ZERO



September 2022

The Journey Towards Vision Zero

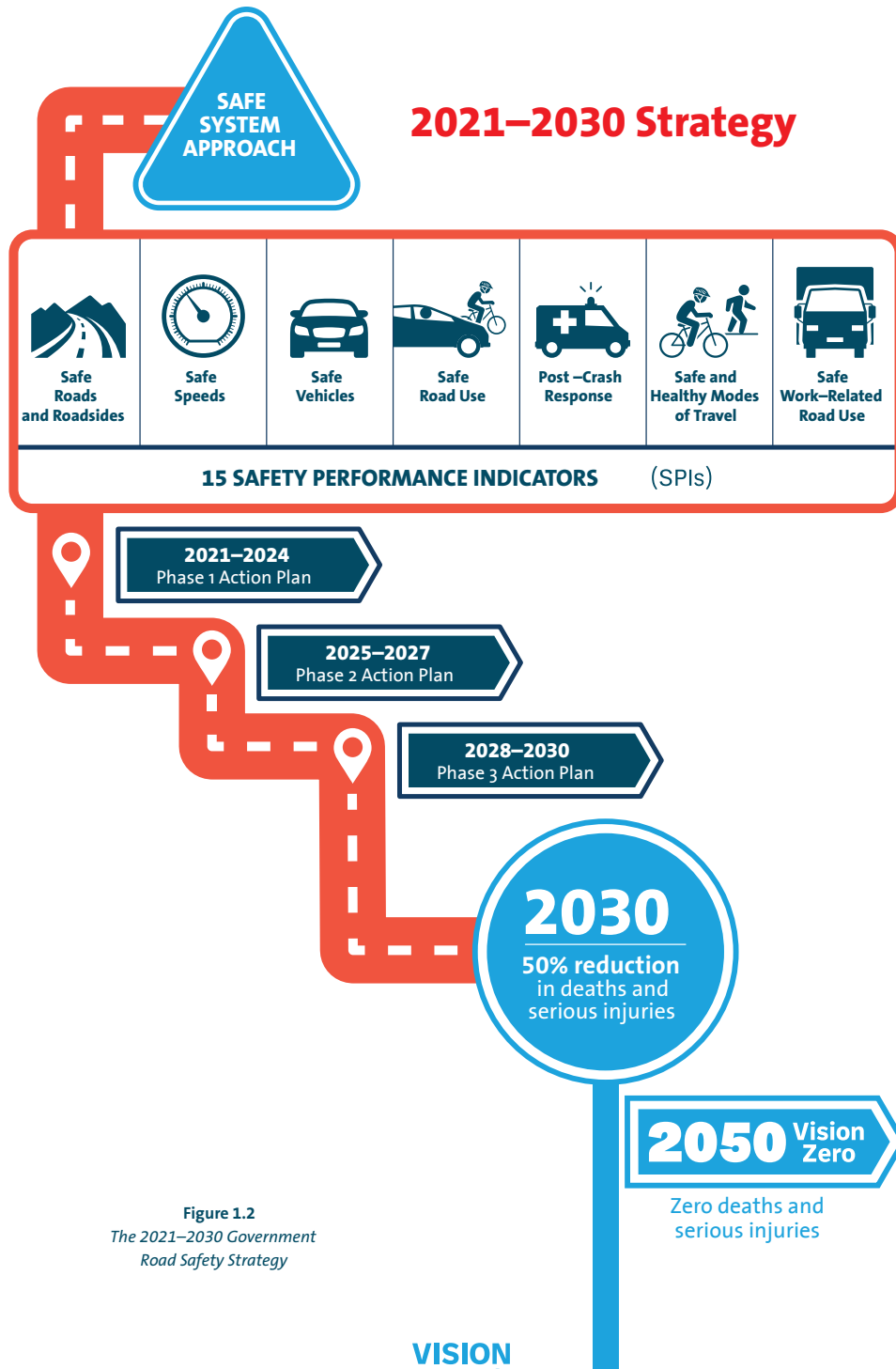


Figure 1.2
The 2021-2030 Government
Road Safety Strategy

CONTENTS

FOREWORD	2
1. Introduction	4
1.1 Government Road Safety Strategy 2021-2030	4
1.2 Safe Systems Approach	4
2. Profile of Dún Laoghaire-Rathdown	5
2.1 Road, Cycle and Footway Network	5
2.2 Travel Patterns and Licensed Vehicles	5
2.3 Collision and Casualty Trends 2015 to 2020	7
2.4 Casualty Trends Road Users 2015 to 2020	8
2.5 Review of the Road Safety Plan 2015-2020	9
2.6 Collision comparison with Dublin Councils	10
3. Role of Working Group and Key Stakeholders	10
3.1 Road Safety Working Together Group	10
3.2 Key Stakeholders	11
4. DLR Road Safety Plan 2022 – 2030	12
4.1 Aims and Objectives of the RS Plan 2022-2030	12
4.2 Road Safety Plan Targets	12
5. Critical Success Factors and Action Planning	14
5.1 Critical Success Factors	14
5.2 Action Plan	14
5.3 Elements of a Safe System	14
6. Monitoring and Evaluation	20
7. Summary	21



An Cathaoirleach, Cllr Mary Hanafin

We are all road users. As pedestrians, cyclists, public transport users, passengers or drivers, road safety issues affect us all. Collisions on our roads can have an all too devastating impact on the lives of individuals, friends, families and communities.

The County is growing rapidly and the population is increasing and we want to create a place where people have the opportunity to move safely around the County. Although there has been a lot done in the County to make the roads safer for all road users to reduce collision numbers, there is a lot more to be done. The development of safer roads, as part of our wider vision to improve the transport network, are vital for improving inclusive access to education, training, jobs and other key services. Improved road safety is essential to ensure that we see the increase in walking and cycling necessary to create the safer, greener and healthier county.

I would like to thank everybody who gave us their views during the public consultation on this road safety plan. Your views, and the support of many agencies, including the Road Safety Authority and An Garda Síochána, have been invaluable in developing this important document.

A range of organisations have a role in ensuring that everybody feels safe travelling in our County. When resources and budgets are limited, partnership and informed prioritisation will allow us to have the greatest impact possible. Road Safety is not just about how our roads are designed, it is about how we use them and we all have a part to play by travelling responsibly and safely.

Go dté tú slán.



Chief Executive Frank Curran

Road Safety is an issue that impacts on us in our everyday lives. We all have a personal responsibility to walk, cycle and drive in a way that keeps us safe and be mindful of the potential to do harm to other road users. As your Chief Executive, I am committed to the ongoing development of a safe and sustainable transport network in the County that prioritises walking and cycling and focuses on four Safe System Priority areas to reduce collision numbers on our roads.

1. Safe roads and roadsides
2. Safe speeds
3. Safe road use
4. Safe and healthy modes

While there has been progress in reducing fatal collisions at a local and national level, there is a need for us to remain diligent and to build on the progress to date. Every death or serious injury is of immense regret, and we must strive to remain focused on improving the level of road safety in the County. This can only be done by working in close collaboration with the key agencies and stakeholders in road safety over the lifetime of the plan.

Foreword



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 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.

1. Introduction

Safe mobility is central to the quality of life of all who live and work in Dún Laoghaire-Rathdown County Council. This 8-year plan sets out our vision for road safety and the policies and actions the Council pursue to achieve this goal. Continuing the work in the previous Dún Laoghaire-Rathdown County Council Road Safety Plan 2015-2020, this new Road Safety Plan 2022 to 2030, will be delivered with a heightened focus on the provision of better infrastructure, improved road user behaviour, and better enforcement.

The citizens of Dún Laoghaire-Rathdown should be able to go about their daily lives without being placed under undue risk of injury from traffic. A 'safe systems' approach to road safety is based on the principle that life and health should not be compromised to meet the demands of mobility. Dún Laoghaire-Rathdown County Council should be a County where it is safe for everyone to walk and cycle and travel to their destination safely.

1.1 Government Road Safety Strategy 2021-2030

Ireland's fifth Road Safety Strategy 2021-2030, launched in December 2021, seeks to build on the progress and understanding provided by the first four strategies, with the objective of improved road safety on Irish roads.

The primary aim of the government's new road safety strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030. This means reducing deaths on Ireland's roads annually from 144 to 72 or lower and reducing serious injuries from 1,259 to 630 or lower by 2030. Guiding this strategy is Vision Zero, Ireland's long-term goal of achieving zero road deaths or serious injuries by 2050. The strategy has been developed through extensive engagement with the public and with other key stakeholders. Over 2,000 submissions from the public were received as part of the national public consultation and the public's input on the future of road safety helped inform the development of the national road safety strategy.

The Road Safety Strategy 2021-2030 will be delivered in three phases as follows:

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

Phase 1 runs from 2021 to 2024 and is backed by a projected €3.8bn investment and includes 50 high-impact actions and 136 support actions. Local authorities are the lead agency or the support agency for a number of these actions.

1.2 Safe Systems Approach

The national Road Safety Strategy is led by a Safe System approach, which is viewed as best practice globally in the delivery of road safety strategies. 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 all those involved in road safety, e.g., vehicle producers and those developing infrastructure. The basic assumption is that it is not acceptable to pay a price in deaths for the mobility the society needs. The Safe Systems approach to road safety is built on several key principles:

- 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.

- Forgiving Systems – roads that we travel on, vehicles we travel in, speeds we travel at and the attitudes of road users to each other, needs to be more forgiving of human error.

System priority areas have been identified that will be the focal points during the period of the strategy, as follows:

- Safe Roads & Roadsides
- Safe Speeds
- Safe Road Use
- Safe and Healthy Modes of Travel
- Safe Vehicles
- Post-crash Response
- Safe Work-Related Road Use

2. Profile of Dún Laoghaire-Rathdown

Dún Laoghaire-Rathdown County is located on the east coast of Ireland between the outer suburbs of Dublin City and the Dublin / Wicklow Mountains and covers the suburban areas of Dundrum, Glencullen, Stillorgan, Blackrock, Dún Laoghaire and Ballybrack. The population of the County according to the 2016 census was 218,018, a 6% increase over the 2011 census (Central Statistics Office, 2011 & 2016).

2.1 Road, Cycle and Footway Network

The road network in the County has been significantly upgraded in the last 10 years with improved facilities provided for pedestrians, cyclists and for those with reduced mobility. Dún Laoghaire-Rathdown County Council maintains a road network of about 877km in the County, broken down as follows:

- Local and Residential Estate Roads – 647km
- Regional Roads – 113km
- National Roads – 34km
- Motorway – 33km

The Council also maintains about 250km of various types of cycle route and 1,400km of footpath around the County. A significant programme of works exists to improve pedestrian and cycle facilities around the County and these works are mainly funded by the National Transport Authority.

The M50 and M11 motorway road network in the County is managed and funded by Transport Infrastructure Ireland (TII) and the maintenance is carried out by either M50 PPP Concessions (applies to most of the M50) or by a Motorway Maintenance and Renewal Contractor (MMARC).

2.2 Travel Patterns and Licensed Vehicles

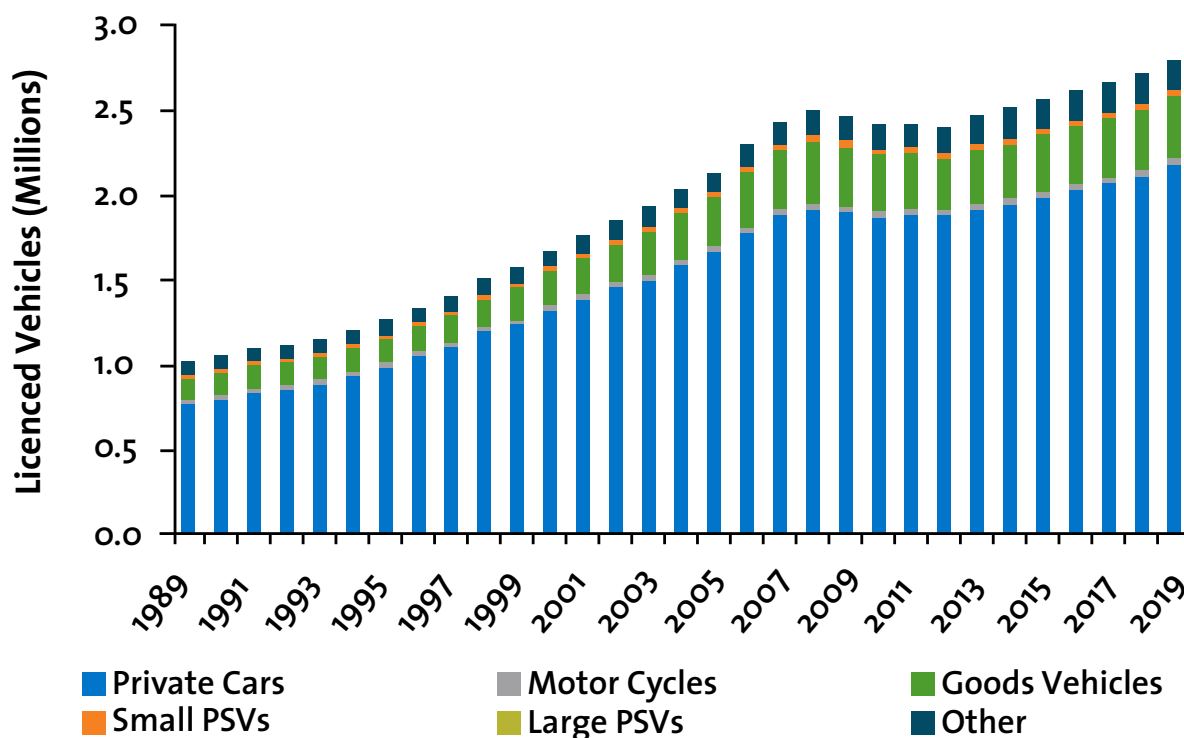
The CSO Census 2016 provides details of national travel data and Table 2.1 shows details of County travel data by means of travel to work, school or college. Excluding ‘not stated’ an analysis of the data in Figure 2.1 shows that 36% of trips in Dún Laoghaire-Rathdown County Council are by car, 59% by sustainable travel mode (including car passengers).

The number of licensed vehicles registered in Ireland continues to grow in Ireland in each year, as shown in Figure 2.1. The total registered number of Electric Vehicles (EV’s) on the road (Oct 2020) was 24,416, an increase of 59.5% on 2019. Early indications are that the sales of new EV’s in 2022 are significantly higher than in 2021.

Table 2.1. Census 2016: Population age 5 and over by means of travel to work and education (CSO, 2016)

Means of Travel	Total (Work and Education)	Percentage excluding not stated
On foot	19,212	13.7%
Bicycle	9,017	6.4%
Bus, Minibus, Coach	15,257	10.9%
Train Dart, Luas	18,932	13.4%
Motor Cycle or Scooter	855	0.6%
Car Driver	49,933	35.6%
Car Passenger	20,662	14.7%
Van, Lorry, other	2,476	1.8%
Work mainly from home	4,009	2.9%
Not stated	4,110	
Total	144,463	100%

Number of Vehicles Under Licence, 1989 - 2019



Source: DVCS D, D/Trans

Figure 2.1. Number of vehicles under licence 1989 to 2019 (Transport Trends 2020, Department of Transport)

2.3 Collision and Casualty Trends 2015 to 2020

Tables 2.2 and 2.3 provide an overview of reported collision and casualty number trends in Dún Laoghaire-Rathdown County over the period 2015 to 2020. This data was obtained from the Road Safety Authority (Collision Fact Reports 2015 to 2019). Collision data is compiled by An Garda Síochána at the scene of a collision and forwarded to the RSA. In a collision, there may be more than one casualty. For example, in a pedestrian collision, there may be an injury to both the car driver and the pedestrian (i.e., two casualties in one road collision).

Table 2.2 Collision Trends in DLRCC 2015 to 2020

Year	2015	2016	2017	2018	2019	2020
Fatal	3	3	6	1	1	2
Serious	30	29	34	49	37	45
Minor	141	158	172	167	93	Not available
Total	174	190	212	217	131	-

Table 2.3 Casualty Trends in DLRCC 2015 to 2020

Year	2015	2016	2017	2018	2019	2020
Fatal	3	3	6	1	1	2
Serious	31	30	39	51	37	47
Minor	180	194	194	212	137	172
Total	214	227	239	264	165	291

2.3 Collision and Casualty Trends 2015 to 2020

The collision reduction target set in the previous 2015 to 2020 Road Safety Plan aimed to keep the number of fatal collisions below 6 and the number of serious collisions below 16. Table 2.2 and 2.3 shows that the target has not been met for serious collision numbers and that the casualty numbers are still high in the County. It should be noted that the level of reporting of collisions is unknown and it can be difficult to compare injury collision trends year on year. This may indicate that the actual level of collisions may even be higher in the County resulting in very significant human suffering at many levels to many families and also at a high cost to society.

2.4 Casualty Trends Road Users 2015 to 2020

Tables 2.4 and Table 2.5 show the overall fatal and injury casualty trends for various road users Dún Laoghaire-Rathdown County over the period 2015 to 2020.

From Tables 2.4 and 2.5, we see that over half of the collisions involve vulnerable road users (pedestrians, pedal cyclists and motor cyclists). This increases to 78% for fatal and serious collisions involving vulnerable road users, as shown in

Table 2.4 Fatal Casualties in DLRCC 2015 to 2020

Casualties	2015	2016	2017	2018	2019	2020
Pedestrians	0	1	4	1	1	1
Pedal Cycle Users	0	0	0	0	0	0
Motor Cycle Users	1	1	0	0	0	0
Car Users	2	1	2	0	0	1
PSV Users	0	0	0	0	0	0
Goods Veh. Users	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0
Total	3	3	6	1	1	2

Table 2.5 Injury Casualties in DLRCC 2015 to 2020

Casualties	2015	2016	2017	2018	2019	2020
Pedestrians	19	36	51	43	26	35
Pedal Cycle Users	58	66	63	62	41	58
Motor Cycle Users	17	18	26	19	15	19
Car Users	107	98	89	128	64	97
PSV Users	0	0	0	2	1	1
Goods Veh. Users	7	5	0	1	9	4
Other/Unknown	3	1	4	7	8	5
Total	211	224	233	262	1	219

Table 2.6 with the collisions data obtained from the Road Safety Authority. Continued focus will be placed on reducing collisions involving vulnerable road users in the new road safety plan. Better walking and cycling facilities were a key theme that emerged from the public consultation on the road safety plan.

2.5 Review of the dlr Road Safety Plan 2015 to 2020

Table 2.6 Fatal and Serious Casualties in DLRCC 2017 to 2020 (Source: RSA)

Casualties	2017	2018	2019	2020
Pedestrians	19	14	12	12
Pedal Cycle Users	10	20	12	24
Motor Cycle Users	7	4	6	4
Vehicle Users including passengers	9	14	8	8
Total	45	52	38	48

Dún Laoghaire-Rathdown County Council adopted a Road Safety Plan for the County in 2015. The 5-year plan, covering the period 2015 to 2020, provided a focus on the reduction in road collisions under the headings of Education, Enforcement, Engineering and Encouragement. It was designed to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all road users. As part of the plan, a Road Safety Working Together Group was set up to oversee and steer the implementation of the Road Safety Plan. Among the main actions carried out each year of the previous plan were the following:

- The setting up of Road Safety Working Together Group with 3-4 meetings held each year. This included representatives from the Road Safety Authority, the Gardaí, the Dublin Fire Service, Transport Infrastructure Ireland, and the Dublin Cycling Campaign;
- A Cycle Forum was also set up with 4 meetings per year to increase awareness of cycling schemes and initiatives. Among the current members are the Dublin Cycling Campaign, An Garda Síochána and dlr Sport Partnership.
- The development of new and upgraded pedestrian and cycle infrastructure on roads and in parks throughout the County. About 50 pedestrian and cycle schemes are currently at various stages of development around the County with a number of key cycle routes and pedestrian improvement schemes delivered in the last two years.
- School cycle training in 5th and 6th classes in Primary schools for 1500+ pupils each year. The Department of Transport Cycle Right cycle training programme is supported by the Council.
- The provision of a school warden service with over 80 school wardens, including reserves.
- Road safety awareness campaigns in conjunction with AGS and the RSA.
- Hosting of the AXA Road Safety Shows that focused on road safety education and awareness for transition year students.

2.6 Collision comparison with other City and County Council areas

Comparing the rate of collisions per population among Local Authorities provides a useful indicator on how Dún Laoghaire-Rathdown County are performing compared to other Councils. Using population data from the 2016 Census, a fatal casualty rate comparison is made with the main Dublin City and County Councils, as shown in Table 2.6, with the shaded cell showing the lowest rate per 100,000 population each year. The data shows that the fatal casualty rate per 1,000 population was lower than most of the Dublin Local Authorities each year.

Table 2.7 Fatality Rate per 100,000 Population 2016 to 2020

City & County Council	2016	2017	2018	2019	2020
Dublin Region	1.6	1.8	1.0	1.4	1.5
Dún Laoghaire	1.4	2.8	0.5	0.5	0.9
Fingal	1.4	0.7	0.7	2.0	2.0
South Dublin	1.4	2.5	1.1	1.4	1.8
Dublin City	1.8	1.6	1.4	1.4	1.3

3. Role of the Working Group and key Stakeholders

3.1 Road Safety Working Together Group

Reducing the number of collisions on the road involves many different partners and stakeholders working together. In the previous Road Safety Strategy, the Road Safety Authority recognised that the ambitious road safety targets would only be met through the cooperation of all agencies involved in road safety and the shared responsibilities by all road users. As part of the Road Safety Plan 2015 to 2020, a Road Safety Working Together Group was set up in Dún Laoghaire-Rathdown County Council and Terms of Reference for the Road Safety Working Together Group were developed by the Traffic & Road Safety Section in 2016, the first in Ireland. The main aims of the Road Safety Working Together Group were as follows:

1. To oversee the implementation of the Road Safety Plan.
2. To discuss road safety priorities and communicate good practice.
3. To enhance the knowledge of all those on the Working Group.
4. To endeavour to seek funding for road safety initiatives.
5. To recommend and provide input into Council transportation and road safety policies.
6. To foster links with other organisations that may have a role to play in Road Safety.
7. To review and report on progress in the Road Safety Plan over the 5 years.

As part of the new Road Safety Plan 2022 to 2030, two Elected Members will be requested to join the Road Safety Working Together group.

3.2 Key Stakeholders

The following provides a description of the key stakeholders on the Road Safety Working Together Group responsible for overseeing the implementation of the 8-year plan.

Dún Laoghaire-Rathdown County Council (www.dlrcoco.ie)

Dún Laoghaire-Rathdown County Council is responsible for the construction and maintenance of public roads in the County. This involves ensuring road safety is a key consideration in the planning, design, construction and maintenance of roads to provide a safe and efficient road network. The Council also has a road safety awareness role in schools and among the general population in terms of creating awareness and addressing road safety issues. Delivery of a road safety plan is an objective of Dún Laoghaire-Rathdown Corporate Plan 2020 to 2024, under Corporate Goal 3, 'Enhance people's lives through access to sustainable travel choices across our network of communities'.

An Garda Síochána (www.garda.ie)

The mission of An Garda Síochána in its Corporate Strategy 2019-2021 is to "Keep People Safe". This includes a number of strategic goals in the area of road safety in an attempt to reduce the incidence of fatal and serious injuries and improve road safety and they commit to working in partnership on education and targeting enforcement activities to reduce deaths and serious injuries. Dún Laoghaire-Rathdown and An Garda Síochána work closely together on traffic issues, road safety campaigns and sustainable mobility initiatives in the County.

Road Safety Authority (www.rsa.ie)

The aim of the Road Safety Authority (RSA) is to save lives and prevent injuries by reducing the number and severity of collisions on the road. The functions for which the RSA is responsible are set out in the legislation. The mission of the RSA is to make Irish roads safer for everyone and this 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 (www.tii.ie)

Transport Infrastructure Ireland is a state agency in Ireland dealing with national roads and public transport infrastructure. The body was established in 2015 by merging the former National Roads Authority and Railway Procurement Agency. Their purpose is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment.

Dublin Fire Service

The purpose of the Fire Service is to respond quickly and efficiently to fires and other emergencies, including road traffic incidents, throughout the County. This response consists of a pre-determined turnout of appliances and equipment based on the nature, magnitude and severity of the incident. There are fire stations in the Kill O’The Grange and Rathfarnham.

Health Service Executive

The Health Service Executive (HSE) is responsible for providing health and personal social services for everyone living in the Republic of Ireland. The HSE recognises that it has a key role to play in Road Safety as 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 from the Ambulance Service, A&E Services, hospital services, rehabilitation, longer term and community care. The health service deals with the trauma, tragedy and results of crashes and collisions on our roads on a daily basis.

4. DLR Road Safety Plan 2022 - 2030

4.1 Aims and Objectives of the Road Safety Plan 2022-2030

The principal aims of the Dún Laoghaire-Rathdown County Council Road Safety Plan 2022 to 2030 are as follows:

- To develop an action plan to improve safety for all road users in the County.
- To continue the engagement with other road safety agencies through an expanded Road Safety Working Together Working Group.
- To highlight the scale of the fatal and injury collisions that are occurring at present on the County Council’s road network.
- To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures and active travel schemes in the County Council.
- To develop new initiatives to focus on specific vulnerable road user groups.
- 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 Dún Laoghaire-Rathdown County Council in line with National targets and to provide focus on making roads in the County a safer place for all road users.

4.2 Road Safety Plan Targets

At the core of the Road Safety Strategy 2021–2030 is the aim to achieve Vision Zero in Ireland by 2050. Vision Zero was formally adopted in Ireland’s Programme for Government in June 2020 (Department of the Taoiseach, 2020) and is also the goal underpinning the EU Road Safety Policy Framework 2021–2030 ‘Next Steps towards Vision Zero’ that was adopted in 2021. Along with over 25,000 deaths per year, over 135,000 people are seriously injured on European roads per year. Aligning with these, Ireland’s Vision Zero goal is that by 2050 no one will be killed or seriously injured on Ireland’s roads.”.

Vision Zero will be delivered through embedding the Safe System approach into local and 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.

In order to reach this long-term goal and track progress towards it, interim targets have been set for fatal and serious injury reductions in Ireland for 2024 and 2030 based on the baseline of the average of the 2017-2019 figures for fatalities and serious injuries as target. These are shown in Table 4.1

Table 4.1 National Road Safety Strategy – Interim Targets (baseline 2017-2019)		
Collision Type	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 or lower
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 roads by 50% from 1,259 to 630 or lower

Applying percentages from Table 4.1, interim and longer term targets have been set for the Road Safety Plan as shown in Table 4.2

Table 4.2 dlr Road Safety Plan – Interim Targets						
Collision Type	2017	2018	2019	Average	Target 2024	Target 2030
Fatal	6	1	1	3	2	1
Serious	39	51	37	42	27	15
Total	45	52	38	45	189	105

The targets being set as part of the road safety plan are ambitious and will require a concerted effort by the Council, in conjunction with other key agencies, to reduce collision numbers and collision severity on the roads.

5. Critical Success Factors and Action Planning

5.1 Critical Success Factors

The key challenges facing road safety in Ireland are outlined in the National Road Safety Strategy. Several critical success factors are identified in the national strategy that must be followed to ensure that the targets in the strategy are reached. These are as follows:

- political commitment which will be instrumental to the success of this 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 our interventions and activities.

In line with National Strategy, the Dún Laoghaire-Rathdown County Council Road Safety Plan 2022 to 2030 is designed to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all road users. Its implementation will be dependent on the co-operation of the principal agencies charged with responsibility for road safety with each road user playing a part in reducing casualty numbers. As part of the plan, a Road Safety Working Together Group will continue to oversee and steer the implementation of the Road Safety Plan 2022 to 2030.

5.2 Action Planning

There are three distinct phases set out in the Government Road Safety Strategy 2021-2030 (GRSS) as follows:

- 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 the ambitious Phase 1, 2030 and 2050 targets. Local Authorities have a role in the delivery of a number of high impact and support actions. Completion of all these actions will be dependent on several critical success factors, including dedicated partnership-working and data sharing across key stakeholders. Actions are informed by existing Council policy objectives set out in the County Development Plan 2022-2028 and Climate Action Plan 2019-2024.

5.3 Elements of a Safe System

The Council Road Safety Plan 2022-2030 identifies four key elements to underpin its work and its intention to achieve a county fit for everyone's access needs. The specific actions to be taken in relation to each of these elements are outlined in the following sections. The elements of a safe system comprise a different way of framing the traditional "4 E's" (education, engineering, enforcement and encouragement) from traditional casualty reduction approaches.

It is estimated that road infrastructure and surroundings play a contributing role in more than 30% of collisions, with well-designed and properly maintained roads said to reduce the probability of accidents and so-called forgiving roads, laid out using Safe System principles, reduce the severity of those accidents that do take place.

The following sections provide an overview of actions outlined in the Government Road Safety Strategy 2021-2030 where Local Authorities have a lead or support role. It also outlines the actions to be undertaken by Dún Laoghaire-Rathdown County Council each year related to these priority areas.

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.

Table 5.1 National Road Safety Strategy Actions under Safe roads and roadsides.

Action Number	Action	Lead / Support Agency
4	Fund and implement a minimum of 150 low-cost safety schemes as identified by local authorities on the regional and local road network per year and progress the implementation of a minimum of 4 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 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 a minimum of 70% of 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.	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
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
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

The following is a list of actions to be undertaken by Dún Laoghaire-Rathdown County Council as part of 'Safe roads and roadsides' to help improve the road network:

1. Appoint a Road Safety Officer to lead in the delivery of actions in the road safety plan.
2. Carry out low-cost safety and accessibility improvements at 10 locations each year.
3. Progress 10 cycle improvement schemes each year as part of the development of the primary and secondary cycle network.
4. Carry out road and footpath improvements on 10 main schemes 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. Publish/renew a prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) each year.
8. Minimise street clutter as part of all pedestrian and cycle and public realm enhancement schemes and maintain clear footways in the interest of accessibility by reducing obstructions.
9. Work closely with the National Transport Authority in the development of guidelines for the design of walking and cycling facilities and provide training to key staff.
10. Upgrade 1,500 public lights to LED lighting each year

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

Table 5.2 National Road Safety Strategy Actions under Safe Speeds

Action Number	Action	Lead / Support Agency
6	Establish a working group to examine and review the framework for the setting of speed limits. As part of this review there will be a specific consideration of the introduction of a 30kph default speed limit in urban areas.	LA/DoT
8	Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high-risk locations.	LA/AGS
78	Extend the number of 30kph speed limit zones in high-risk locations (urban city/town centres) for Vulnerable Road Users in line with best practice models.	LA/DoT
79	Examine the feasibility of 30kph speed limit or lower in school vicinities and report on progress.	LA/DoT

The following is a list of actions to be undertaken by Dún Laoghaire-Rathdown County Council as part of 'Safe Speeds' in conjunction with Elected Members and key agencies.

1. Review and update the Speed Limit Byelaws with a view to introducing a 30kph speed limit in residential areas, towns and villages, and near schools.
2. Introduce various forms of traffic calming around the County, where deemed necessary, including junction improvements, speed ramp and chicanes, pedestrian improvement schemes, public realm enhancement schemes and pedestrianisation schemes.
3. Work closely with An Garda Síochána and the Road Safety Authority on road safety awareness campaigns related to speed such as 'Go-slow' and European Day without a Road Death (EDWARD) day.
4. Work closely with An Garda Síochána to identify suitable locations for speed detection and speed alert cameras.

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.

Table 5.3 National Road Safety Strategy Actions under Safe Road Use

Action Number	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 Systems approach and enrol the public into the Vision Zero objective.	RSA/LA
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.	RSA/ various agencies
136	Develop and Launch a standardised guide to reducing road safety school gate risk.	RSA/ various agencies
140	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.	LA and various groups
151	Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	AGS/ various agencies

The following is a list of actions to be undertaken Dún Laoghaire-Rathdown County Council as part of 'Safe Road Use'.

1. Sign up to the European Road Safety Charter following the adoption of the Road Safety Plan.
2. Review the operation of the Road Safety Working together group and expand membership to include Elected Members.
3. 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 Committee.
4. Greater use of social media to promote various RSA awareness campaigns throughout the year.
5. Review the Council Neighbourhood Traffic Management Guidelines.

Safe and healthy modes of travel: Sustainable mobility is contingent on the provision of 'reliable and realistic' transport alternatives to complete everyday journeys. 'Safe and healthy modes of travel' acknowledge that there is a difference in collision severity risk across different modes of travel and aims to promote and protect road users engaging in public or active transport.

The following is a list of actions to be undertaken by Dún Laoghaire-Rathdown County Council as part of 'Safe and

Table 5.4 National Road Safety Strategy Actions under Safe and healthy modes of travel

Action Number	Action	Lead / Support Agency
40	Continue to implement active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure.	DoT/ LA, NTA, RSA
41	Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.	DoT/ LA, NTA,
42	Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.	DoT/ LA
44	Conduct a case study of countries that have adopted mechanisms to reduce traffic (for example car free streets in urban areas) to enhance the safety of other road users and make recommendations for Ireland.	DoT/LA/TII
176	Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.	NTA/LA
177	Roll-out of the Safe Routes to Schools Programme and provide "front-of-school" treatments to a minimum of 500 schools.	NTA, CCMA, LA/ RSA

healthy modes of travel’:

1. Progress 10 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. Support the delivery of cycle training to over 1,000 pupils per year under the Department of Transport Cycle Right programme.
4. Work with the National Transport Authority to develop a Cycle network plan for the County and learn about best practice elsewhere in Ireland and Europe.
5. Carry out front of school treatments to 10 schools per year in line with the National Transport Authority Best Practice guide and road safety measures.

By implementing these four priority intervention areas of the Safe System approach, we are delivering international best practice. Of the seven safe system priority areas, the Council has no lead or support role under the priority areas.

Table 5.4 National Road Safety Strategy Actions where the Council has a limited role	
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.

6. Monitoring and Evaluation

The effectiveness of a particular service refers to the extent it achieves its objectives. It is vital that the progress of the Road Safety Plan is reviewed annually establish if it is effective in meeting the objectives and carrying out its actions. As part of the Road Safety Plan 2022-2030, to help ensure a reduction in collisions and casualties in the County, a report will be prepared annually to monitor the implementation of the plan and will be presented to the Elected Members at the Transportation and County Wide Movement Strategic Policy Committee.

7. Summary

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, and alcohol related offences. However, despite an overall reduction in road deaths, there is a continuing need to focus on vulnerable road-users and causal factors where there are low levels of compliance and this will be a major focus of the Government Road Safety Strategy 2021—2030.

This Dún Laoghaire-Rathdown County Council Road Safety Plan 2022 to 2030 will focus on the holistic Safe 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 Together Group and other agencies, with actions outlined under four of the seven Safe Systems priority intervention areas.

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).

The Plan also seeks to encourage every member of the community to play their part in reducing road collisions by taking responsibility for their own behaviour as road users through road safety awareness and education campaigns.

