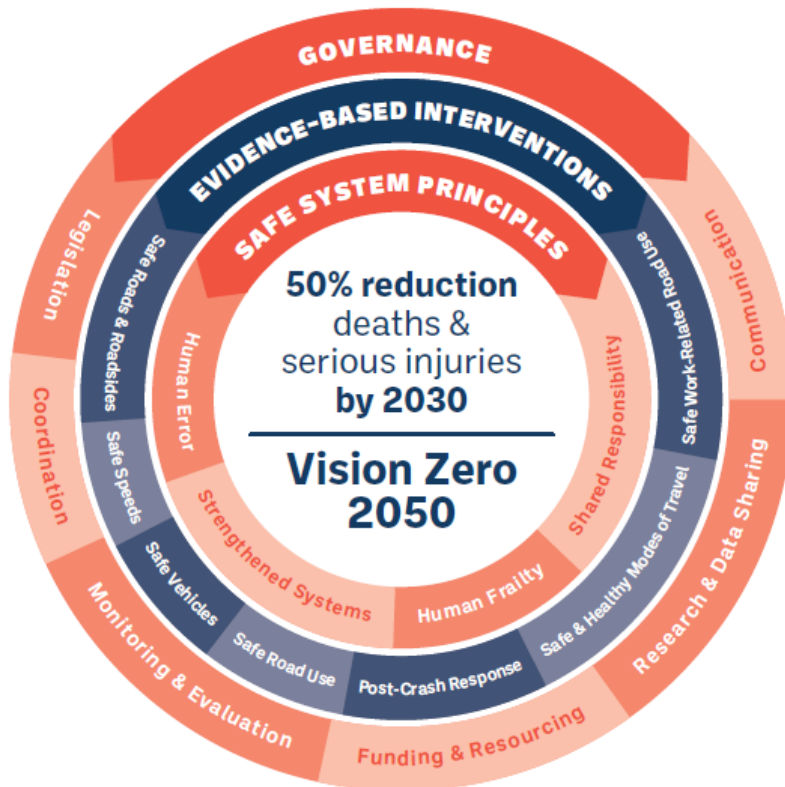


Dún Laoghaire - Rathdown County Council
Municipal Services Department
Traffic & Road Safety



Draft Road Safety Plan 2022 – 2030



**Working together to create a
Safer, Greener and Healthier County**

June 2022

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Foreword (to be prepared)

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The Journey Towards Vision Zero



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 improving 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 infrastructure managers. The basis ethical 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 and Cycle Network

The road network in the County has been significantly upgraded in the last 10 years with improved facilities provided for pedestrians, cyclists and those with reduced mobility. Dún Laoghaire - Rathdown County Council maintains a road network of about of 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 1400km 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 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 provided details of national travel data and Figure 2.1 shows details of County travel data by means of travel to work for, school or college. Excluding 'not stated' and 'working from home data', an analysis of the data in Figure 2.1 shows that 36.6% of trips in Dún Laoghaire-Rathdown County Council are by car, 15.2% by car passengers, 6.6% by bike, 14.1% by walking, 11.2% by bus and 13.9% by Luas or Dart.

Means of Travel	Work	School or College	Total
On foot	6,875	12,337	19,212
Bicycle	5,770	3,247	9,017
Bus, minibus or coach	7,781	7,476	15,257
Train, DART or LUAS	14,094	4,838	18,932
Motorcycle or scooter	805	50	855
Car driver	47,577	2,356	49,933
Car passenger	2,155	18,507	20,662
Van	2,260	34	2,294
Other (incl. lorry)	173	9	182
Work mainly at or from home	3,935	74	4,009
Not stated	2,972	1,138	4,110
Total	94,397	50,066	144,463

Figure 2.1. CSO Census Travel Data for 2016

The number of licensed vehicles registered in Ireland continues to grow in Ireland in each year, as shown in Figure 2.2. 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.

2.3 Collision and Casualty Trends 2015 to 2020

Tables 2.1 and 2.2 provide an overview of reported collision and casualty number trends in the County over the period 2015 to 2020. This data was obtained from the Road Safety Authority (Collision Fact Reports 2015 to 2019) with the initial data compiled by An Garda Síochána at the scene of a collision. 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).

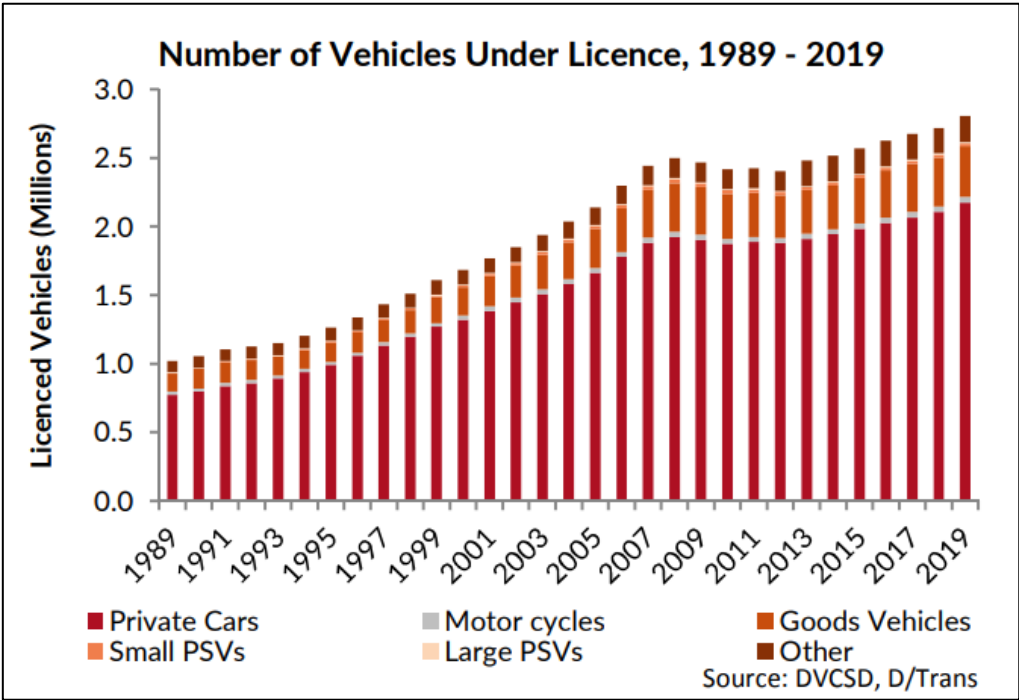


Figure 2.2. Number of vehicles under licence 1989 to 2019 (Transport Trends 2020, Department of Transport)

Table 2.1 Collision Trends in DLR County Council Area 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 2.2 Casualty Trends in DLR County Council Area 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	127	172
Total	214	227	239	264	165	291

The collision reduction target set in the 2015 to 2020 Road Safety Plan aimed to keep the number of fatal collisions below 6 and the number of serious injury collisions numbers below 16. Table 2.1 and 2.2 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 2.3 and Table 2.4 show the overall fatal and injury casualty trends for various road users categories over the period 2015 to 2020.

Table 2.3 Fatal Casualties in DLR County Council Area 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 2.4 Injury Casualties in DLR County Council Area 2015 to 2019						
Casualties	2015	2016	2017	2018	2019	average
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	164	219

From Tables 2.3 and 2.4, we see that over half of the collisions involve vulnerable road users (pedestrians, pedal cyclists and motor cyclists) and greater focus will be placed in reducing collisions involving vulnerable road users in the new road safety plan.

2.5 Review of the dlr Road Safety Plan 2015 to 2020

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. Among the current members are the Road Safety Authority, An Garda Síochána (AGS) Dublin Fire Service and Transport Infrastructure Ireland.
- 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 scheme are currently underway around the County.
- School cycle training in 5th and 6th classes in Primary schools. The Department of Transport Cycle Right cycle training programme is supported by the Council.
- The provision of a school warden service with over 70 school wardens.
- Road safety awareness campaigns in conjunction with AGS and the RSA.
- Hosting of the AXA Road Shows focussing on 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 with the shaded cell showing the lowest rate per 100,000 population each year. The data shows that the fatal casualty rate per 1000 population has been lower than most of the Dublin Local Authorities each year.

City & County Council	2016	2017	2018	2019	2020
Dublin Region	1.6	1.8	1.0	1.4	1.5
Dun 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 in line with the Road Safety Strategy at that time. This included representatives from the Road Safety Authority, the Gardaí, the Dublin Fire Service, Transport Infrastructure Ireland, and other representative organisations such as the Dublin Cycling Campaign.

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 as a subcommittee of the Transportation and Marine Strategic Policy Committee.

3.2 Key Stakeholders

The following provides a description of the key stakeholders on the Road Safety Working Together Group that will be 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

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.

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.

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.

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' (EC, 2020b). 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 fatality 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

	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

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

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

Table 4.2 Casualty Trends in DLR County Council Area 2015 to 2020						
Year	2017	2018	2019	Average	Target 2024	Target 2030
Fatal	6	1	1	3	2	1
Serious	39	51	37	42	27	15
Minor	194	212	127	178	160	89
Total	239	264	165	223	189	105

Table 4.2 dlr Road Safety Plan – Interim Targets

The targets being set as part of the roadsafety plan are ambitious and will require a concerted effort by the Council, in conjunction with other key agencies, to reduce collision numbers and 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. Figure 5.1 outlines several critical success factors, identified in the national strategy, that must be followed to ensure that the targets in the strategy are reached.



Figure 5.1 Road Safety Strategy Critical Success factors

In line with the 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 with which Local Safety Plan should mirror:

- Phase 1 2021-2024
- Phase 2 2025-2027
- Phase 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. Local Authorities have a role in 16 High Impact Actions and 39 Support Actions. 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 are informed by existing Council policy set out in the following documents 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.

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.

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 a list of actions to be undertaken as part of 'Safe roads and roadsides' to help improve the road network

1. Appoint a Road Safety Officer to lead the delivery of actions in the road safety plan
2. Carry out safety improvements at 10 locations each year.
3. Progress 10 cycle improvements schemes each year as part of the development of the primary and secondary cycle network.
4. Carry our road and footpath improvement 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. Minimize street clutter as part of all road enhancement schemes.
9. Maintain clear footways in the interest of accessibility by reducing obstructions.

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

Action Number	Action	Lead /Support Agency
78	Extend the number of 30kmh 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 30kmh speed limit or lower in school vicinities and report on progress.	LA/DoT

The following a list of actions to be undertaken as part of 'Safe Speeds'.

1. Review and update the Speed Limit Byelaws with a view to introducing a 30kph speed limits in residential areas, towns and village 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 street pedestrianisation.
3. Work closely with An Garda Siochana and the Road Safety Authority on road safety awareness campaigns related to speed such as 'Go-slow' days.
4. Work closely with An Garda Siochana 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.

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 System 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
113	Implement specific educational measures aimed at protecting vulnerable road users. In particular: <ul style="list-style-type: none"> - driver's obligation to drive in anticipation of vulnerable road users on the road, - awareness of pedestrians including children and impaired pedestrians, - Safe crossing by pedestrians, - safe overtaking of cyclists, - avoidance of 'dooring', including promotion of 'Dutch reach', - use of personal protection equipment for pedestrians, cyclists and motorcyclists, - awareness of blind spots on HGVs and buses, road users and workers at road works, - care for young and older people, - use of scooters and e-scooters, - 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 a list of actions to be undertaken 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 committees
4. Greater use of social media to promote various RSA Awareness campaigns throughout the year

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. To promote and protect road users engaging in public or active transport.

Action Number	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, 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
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

The following a list of actions to be undertaken as part of 'Safe and 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 training to over 1500 pupils per year under the Cycle Right programme
4. Work with the national Transport authority to develop a Cycle network plan for the county
5. Carry out front of school treatments to 10 schools per year in line with the NTA Best practice guide and road safety initiatives.

Fully embracing and embedding a Safe System approach across all components and partners of the traffic system will allow us to transform our policy and practice beyond traditional road safety interventions and achieve greater reductions in fatalities and serious injuries than before. This will also include aligning with key international road safety policies, such as the Stockholm Declaration (Road Safety Sweden, 2020). By implementing these four priority intervention areas of the Safe System approach, we are delivering international best practice. Of the seven system priority areas, the Council has no lead or support role under the following 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.

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 Road Safety Plan is reviewed annually to establish to assess 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 carried out 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 continue 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 emphasizes 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.

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.