



Dublin City Council Road Safety Strategy 2023-2030 &

Phase 1 - Dublin City Council Local Road Safety Action Plan 2023-2024

February 2023



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3. Foreword – Lord Mayor of Dublin, Caroline Conroy, and Owen P Keegan, Chief Executive Dublin City Council

The preparation of a revised Dublin City Council Road Safety Strategy, 2023 to 2030, and Local Road Safety Action Plan 2023 to 2024 provides the City Council with a welcome opportunity to refocus its efforts on improving road safety and thereby reducing the number of road collisions and, in particular, road collision fatalities and serious injuries.

The last national Road Safety Strategy focused on addressing how Ireland could match the road safety record of better-performing countries such as Norway, Sweden and the UK. The gap is narrowing - Ireland was ranked as the second safest European Union member state in 2019 from a road safety perspective. Considerable progress has also been made over recent years in achieving road safety goals, especially in reducing road collision fatalities in the City Council area. However, there is no room for complacency.

The new Government Road Safety Strategy spans the years 2023 to 2030. It has a new ambition, to guide Ireland towards 'Vision Zero', a safe systems approach intended to deliver the long-term goal of eradicating road traffic deaths and serious injuries by 2050. Dublin City Council welcomes the Vision Zero objective and the adoption of a safe systems approach to road safety. This approach recognises that despite the continuing emphasis on preventing collisions, some collisions will inevitably occur due to poor road user behaviour and human error.

The City Development Plan 2022-2028 has a vision for Dublin City, as a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15-minute city, all connected by exemplary public transport, cycling and walking infrastructure and interwoven with a high-quality, bio-diverse, green space network.

Dublin City Council is committed to working for and with the people of Dublin to improve road safety on all city streets, so all road users feel and are safe. Embedding the safe system approach will help ensure a safer environment for all road users and especially for the users of active travel modes.

Critical interventions which this Strategy and Action Plan will deliver include significant investment in providing safe, segregated infrastructure to protect those walking and cycling on our roads, initiatives to promote modal shift from motor vehicle travel to more sustainable travel modes, measures to reduce inappropriate vehicle speeds and measures to protect the most vulnerable road users.

We are very pleased to present the Dublin City Council Road Safety Strategy 2023 – 2030 and Local Road Safety Action Plan Phase 1 covering the period 2023-2024. The Strategy and the Action Plan have been prepared in collaboration with the Road Safety Authority. The Strategy outlines national and local objectives, targets and actions.

The success of road safety initiatives at national and local levels requires a partnership approach between wide ranges of stakeholders. We welcome the fact that there has been significant stakeholder engagement in the preparation of this Strategy and Action Plan.

We call on everyone to play their part in creating a sustainable journey towards Vision Zero for Dublin.



Caroline Conroy

Caroline Conroy,
Lord Mayor of Dublin.



Owen P Keegan

Owen P Keegan,
Chief Executive Dublin City Council.

Foreword - Sam Waide, CEO National 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 | 3. Safe vehicles | 5. Post-crash response |
| 2. Safe speeds | 4. Safe road use | 6. Safe and healthy modes of travel |
| | | 7. Safe work-related road use |

These intervention areas will drive the scope of our work, and all action plans will include actions under each of these headings. By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice. The public has a central role to play in achieving our goals. To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. It will be challenging, but it is achievable with investment and support from the highest levels of leadership, to local community level. Reducing road deaths and serious injuries by 50% over the next decade is achievable. Vision Zero by 2050 is achievable. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.



**Sam Waide, CEO,
Road Safety Authority**

4. National Road Safety Authority Vision: The Journey Towards Vision Zero

Ireland's road safety performance has improved significantly since the first adopted Road Safety Strategy in 1998. The last Government Road Safety Strategy (GRSS) (2013 – 2020) saw Ireland achieve its lowest number of annual road deaths since records began (137 in 2018), and the second lowest rate of road deaths in the European Union (EU) since 2019. Despite this good progress however, several challenges remain. The number of serious injuries increased during the 2013 – 2020 strategy and the target to reduce road fatalities to 124 per year by 2020 was not met, consequently there has been a lack of progress in reducing cyclist and pedestrian deaths. The need to protect cyclists and pedestrians is more vital as we strive to meet vital national climate action objectives in promoting a modal shift towards active travel and public transportation. Underpinning the 2021 – 2030 GRSS is Ireland's long-term goal of achieving Vision Zero (i.e. zero road deaths or serious injuries) by 2050. Vision Zero was formally adopted in Ireland's Programme for Government in 2020 and underpins the EU Road Safety Policy Framework (2021 – 2030).

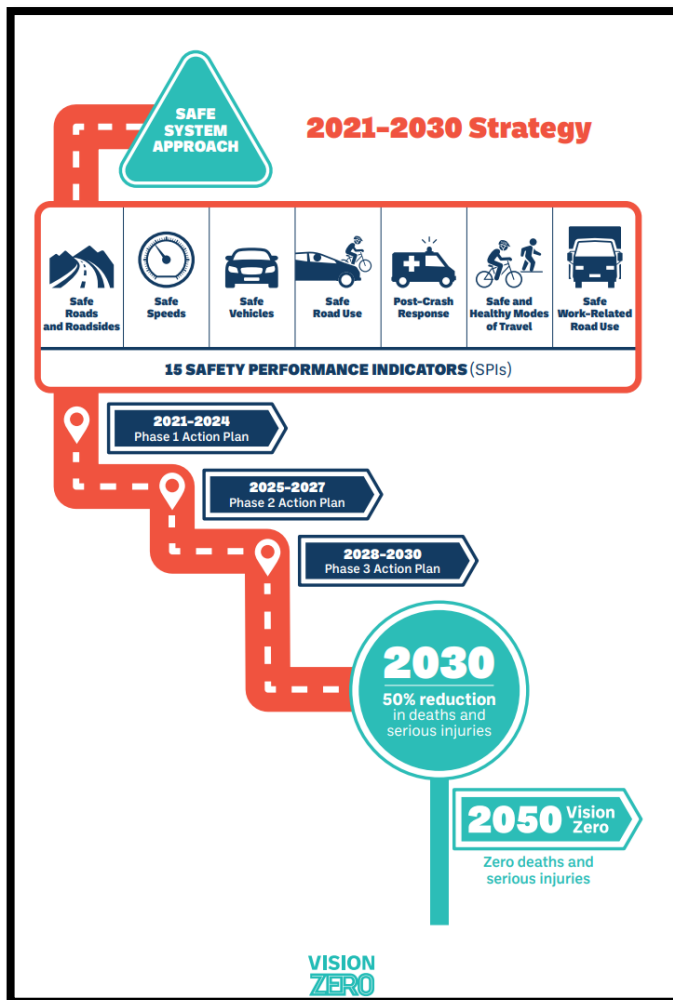


Figure 1: 2021-2030 National Road Safety Authority Journey towards Vision Zero, for more information please read about it in the [Government Road Safety Strategy 2021-2030](#)

5. Introduction

The Road Safety Authority (RSA) launched the fifth Ireland's Government Road Safety Strategy (GRSS) 2021 -2030 phase 1 in December 2021, "Our Journey Towards Vision Zero", and it outlines the national plan for making the Irish roads network one of the safest in Europe.

It sets out clear targets of reducing the number of lives lost on our roads and achieving a 50% reduction in deaths and serious injuries by 2030. The GRSS is divided into three distinct phases:

1. 2021 – 2024
2. 2025 – 2027
3. 2028 – 2030

Dublin City Council (DCC) supports the work of the RSA and to continuing our partnership approach obligations under the Government Road Safety Strategy (GRSS). The Dublin City Council Road Safety Strategy 2023-2030 goals align with the Government Road Safety Strategy and correspondingly concludes in 2030.

Dublin City Council has an important role to play in promoting road safety and fulfilling its part in meeting national road safety targets, as well as statutory obligations in relation to road safety under the Roads Act 1993.

The Road Safety Section has produced the Road Safety Action Plan 2023 -2024. It outlines the actions that Dublin County Council will undertake to improve the safety of our road to achieve Vision Zero. This is a serious commitment to end all deaths and serious injuries on the roads of our city. 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. This action plan aims to identify areas where we can promote and improve road safety within our Dublin City Council area.

6. Evaluation of Previous Dublin City Council Road Safety Plan (Years 2013-2020)

Dublin City Council implemented road safety interventions during the lifetime of the previous strategy 2013-2020. A summary overview of the key actions under the three pillars of Engineering, Education and Enforcement is outlined below:

A. Engineering

- Maintenance of the existing road network in the DCC administrative area in order to provide a safer environment for all road users and, in particular for cyclists and motorcyclists. The other benefit of these actions is increasing skid resistance, improving braking distance and overall grip for all vehicles, especially during adverse weather conditions. A total of 316 projects were completed in DCC between 2013 and 2020.
- Road Markings maintenance and improvements, with approximate annual cost of €1 million, directly improve road safety and clarity for all road users in Dublin City.
- Road traffic signs maintenance and erection of new signs carried out by DCC included speed limit and other warning and regulatory signage. Clear signage has direct impact on road safety in the City. The expenditure for cleaning of signage in 2013 and 2014 was approximately €60k per annum and by 2019 this figure has risen to approx. €180k per annum.
- Between 2013 and 2020 DCC constructed multiple kilometers of segregated Cycle Lanes around Dublin area including the Canal way cycle route. This enables cyclists to be separated from other vehicles and so improves their safety.
- Dublin City Council continues to roll out and improve signalized pedestrian crossings throughout the city and allowed safe use of these crossings by all users and ages.
- Traffic Calming Measures were introduced across the city as per recommendations of DCC's Traffic Advisory Group. These actions helped to reduce and regulate traffic speed especially in locations to improve vulnerable road user's safety. In the last five years the expenditure of that section was approximately €1.2 million per annum.



- Since 2013, DCC have carried out multiple public consultations on changes to Speed Limit Bye-Laws. Following the successful implementation of phase 4 of Speed limit Bye Laws in 2019, 30km/h is now the posted speed limit applicable on vast majority of roads within Dublin City.

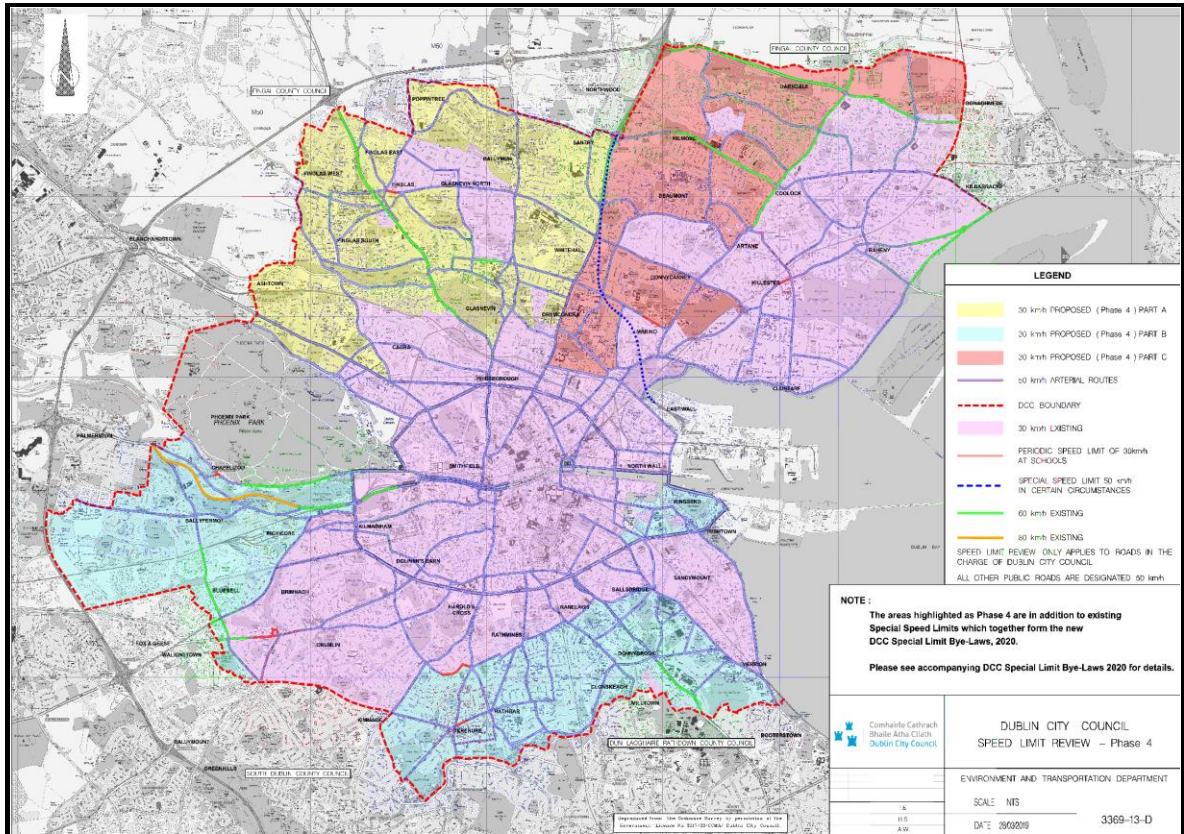


Figure 2: Phase 4 Special Speed Limit Bye-Laws 2019.



- DCC has introduced periodic speed limits in 8 locations directly near Schools in Dublin City. This process involved installation of VMS speed limit signage outside schools and directly increased road safety in these locations with 30km/h speed limits during school opening and closing times.
- To minimize the use of city streets by large HGVs, a HGV management strategy has been in operation in Dublin City Centre since 2007 banning 5+ axle HGVs from entering cordon area between hours 07:00 and 19:00 without a permit. To help enforce this ban a HGV permit checker app was introduced by DCC in July 2019. The app allows any user to perform on the spot check to identify HGVs in the cordon area which don't hold a valid permit and to send this information to DCC.
- Roadworks Control Unit is responsible for licensing works on public roads in DCC Administrative Area. Licenses are issued on condition that works comply with health & safety legislation, especially 'Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks'. Temporary traffic management plans must be designed by a qualified designer and implemented & maintained by a Temporary Traffic Operations Supervisor (TTOS), with CSCS qualification, 'Signing Lighting and Guarding at Roadworks'. Roadworks Control Inspectors carry out spot checks on roadworks to confirm compliance with license and so improve safety for the general public (pedestrians, cyclists and motorists) through the work site.

- TAMS (Transportation Assets Management System) – introduction of software in 2015. The system allows all requests/defects to be logged and the repairs/upgrades for any road section to be captured. It also captures Traffic Advisory Group requests in relation to road safety improvements. The database also holds records of historical requests and information on customers.
- DCC have implemented a number of neighbourhood schemes in recent years. These schemes review a neighbourhood and its road safety issues. Improvements of road safety in these localities are carried out by a range of measures including footpath improvements, cycle ways, vehicle access restrictions and filtered permeability solutions which are mainly supportive towards sustainable travel modes.

Please see the following example of neighbourhood scheme intervention:



Figure 3: Filtered permeability implemented on Pigeon House Road

This intervention aims to create a safer space for local residents and for the large volumes of pedestrians and cyclists using this route.

Challenge Implementing Engineering Action in the Previous Strategy.

During the pandemic the Covid-19, Dublin City Council experienced challenges related to mobility and the need for social distancing related to the safe allocation of additional bicycle and pedestrian traffic on the city streets. Please see below some road safety interventions that were put in place in the city during the pandemic.

| Table 1: COVID Mobility Projects implemented | |
|--|---|
| <p data-bbox="357 483 721 517">Rathmines to City Centre Cycle</p>  | <p data-bbox="884 483 1310 517">Footpath buildout on College Green</p> <p data-bbox="804 519 1390 584">Providing additional space for pedestrians walking and queuing at bus stops.</p>  |
| <p data-bbox="304 1032 774 1097">Dublin City Council first 'School Zone' at Francis Street.</p> <p data-bbox="300 1099 778 1240">School Zones are designed to encourage vehicles to slow down, discourage drop off and pick up to reduce congestion and increase safety at the school gate.</p>  | <p data-bbox="995 1032 1198 1066">Pedestrian Trials</p> <p data-bbox="804 1068 1294 1133">Permissions for outdoor tables & chairs e granted at a number of locations.</p>  <p data-bbox="804 1496 1182 1529">Lock Restaurant, Portobello, D8</p> |

Table 1: COVID Mobility Projects implemented



New protected cycle lane in Dame Street, Dublin City Centre

Cycle Bus group in Greenlanes NS, Clontarf.
We are delighted to support all initiatives that make the school route safer for kids



[For more information, please visit <https://www.dublincity.ie/residential/transportation/covid-mobility-measures/latest-news/reports-lord-mayor-and-elected-members>]

B. Educational Actions



- School Warden Services significantly decrease risk of vehicle collisions with children and other pedestrians around schools and on main school routes. This service managed and funded by DCC is constantly being improved and the numbers of school wardens on duty increased between 2013 and 2020. During that time School Warden service was provided at an additional 12 schools.

- Road Safety Campaigns organized by DCC in support of safe driving
 - Safe Driver Competition 2019;
 - Support of 30km/h speed limit Campaign 2018, 2019 and 2020.



- Virtual Reality - awareness for young drivers. This program is designed for secondary school students and was launched by DCC and Aviva in 2019. In the picture Dublin City Council Lord Mayor Paul McAuliffe 2019 & Trinity Comprehensive pupils viewing a crash simulation from the viewpoint of a front-seat passenger using 360 VR.

- In January 2020 Dublin City Council signed “The New Paradigm for Safe Streets” and therefore committed to implementing Vision Zero.
- Support and delivery of Cycle Right training at 140 primary schools for 5555 pupils.

C. Enforcement Actions

- Enforcement of legal parking by DCC's "Parking Enforcement Section" helps in maintaining free carriageway for cars, buses and cyclists and helps to keep footpaths clear of parked vehicles. Parking enforcement is particularly important for vehicles which block cycle lanes, bus lanes or footpaths therefore endangering vulnerable road users. The continued presence and efficient operation of parking enforcement is vital to ensure that dangerous parking across the city is minimised.
- Dublin City Council worked closely with the Gardaí in dealing with road safety issues during 2013-2020. Communication and collaboration were maintained between Dublin City Council and the Gardaí on road safety issues. The Cooperation between AGS and DCC staff was carried out once a month in the Monthly TAG Meetings, during which road safety issues where enforcement was considered to be required were highlighted to the Gardaí. Joint inspections with AGS at all sites of road fatalities were carried out by DCC road safety engineers.

7. National Government Road Safety Authority Strategy Development Process:

The National Government Road Safety Authority Strategy development process provided consistent support for framing the 2021-2030 strategy in line with the holistic Safe System approach to road safety management.

The European Commission (2013) On the implementation of objective 6 of the European Commission's Policy Orientations on Road Safety 2011-2020 explains what the safe system philosophy is:

"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 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 System 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.

8. Dublin City Council Road Safety Strategy Safe System Priority Intervention Areas:

For the 2023–2030 Dublin City Council Road Safety Strategy, seven Safe System priority intervention areas have been identified, by implementing the following seven priority intervention areas of the Safe System approach, we are delivering international best practice:

1. **Safe roads and roadsides** involve the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.
2. **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.
3. **Safe vehicles** is an element of the Safe Systems approach which addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.
4. **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, seatbelt wearing and correct use of child restraints.
5. **Post-crash response** concerns the rescue, treatment, and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and consequence of injuries in the event of a collision.
6. **Safe and healthy modes of travel** acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel.
7. **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 injury.

9. Profile of Dublin City Council

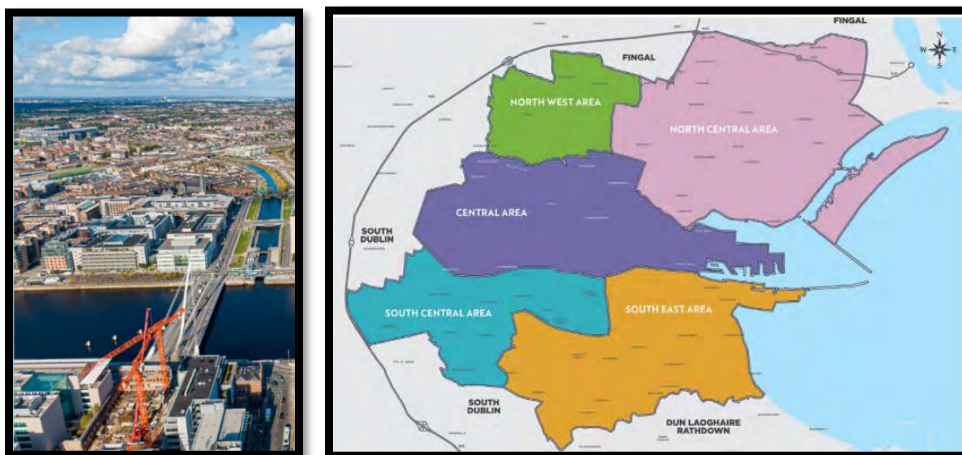


Figure 4: Aerial Photo of Dublin City and Map of the 5 Dublin City Council Areas.

- **Location:**

Dublin City Council is the largest local authority in Ireland, covering an area that stretches from Donaghmede in the northeast to Terenure in the south of the city and bordered by the Phoenix Park to the west and Dublin Bay to the east.

- **Population of Dublin City Council:**

The population of Dublin City has increased on average by approximately 5% each inter-census period between 2006 -2016. The 2006 Census recorded a population figure of 506,211, rising to a recorded population figure of 527, 612 (+4.2 %) in 2011 with a recorded population figure of 554,554 (+5%) in Census 2016.

| Census year | Population | % increase |
|------------------------------|------------|--------------------|
| 2006 | 506,211 | |
| 2011 | 527,612 | +4.2% over 5 years |
| 2016 | 554,554 | +5% over 5 years |
| 2020 CSO population estimate | 595,434 | 7.4% over 4 years |

Table 2: Population Change Census

Source: Central Statistics Office (CSO) and Dublin City Council Development Plan 2022 -2028 <https://www.dublincity.ie/sites/default/files/2021-12/volume-1-draft-dublin-city-development-plan-2022-2028-low-res.pdf>

The CSO's 2020 population estimate for the Dublin Region was 1,417,700 persons. Dublin City Council's share of the 2016 Census regional population figure for Dublin was approximately 42%. Assuming the same share for the CSO 2020 estimated regional population figure for Dublin, this gives an estimated population figure of 595,434 for Dublin City Council in April 2020. This indicates an estimated 7.4 % rise in the population of Dublin City over a four-year period from 2016 through to 2020.

- **Car ownership**

Transport Trends 2020 An Overview of Ireland's Transport Sector, this report informs that the total number of licensed vehicles in Ireland increased by over 88,000 to 2.8m in 2019, of which 2.17m are private cars. Goods vehicles are the next largest category with 366,760 such vehicles licensed on Irish roads. While the overall number of licensed vehicles continuing to increase, the rate of growth in the different vehicle categories varied in 2019. Numbers of both private cars and goods vehicles increased by 3.2%, the number of large PSVs increased by 4.4%, while small PSVs increased by 1.6%. The number of licensed motor cycles on the road increased by 5.7% between 2018 and 2019, accounting for an additional 2,294 motor cycles.

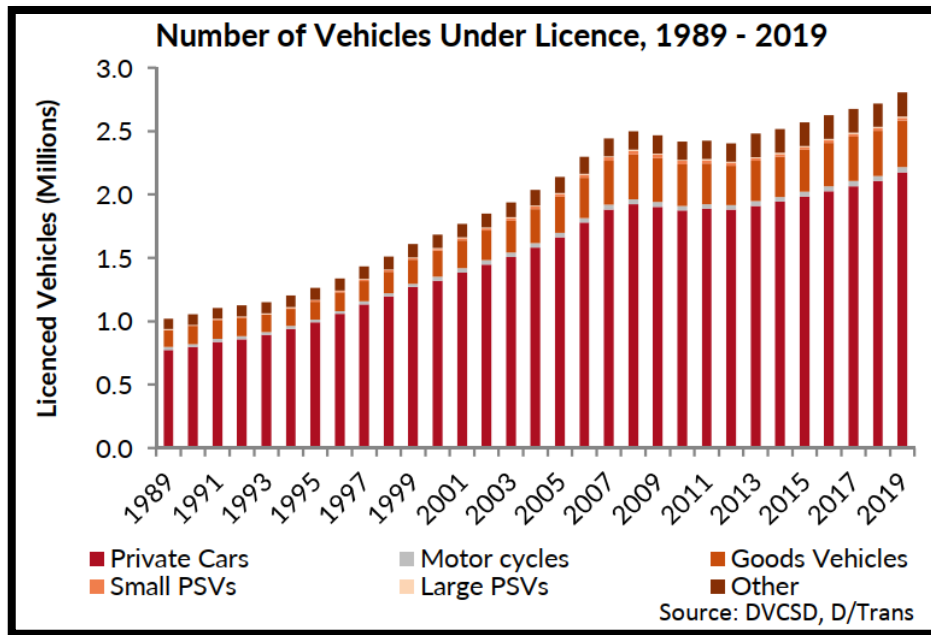


Figure 5: Number of vehicles under licence 1989 to 2019 (Transport Trends 2020, Department of Transport) Page.8

- **Traffic volumes and modal share on Dublin City Council’s road network**

Dublin City Council, in partnership with the National Transport Authority (NTA), conduct an annual survey on road user trends, in terms of the modal share of vehicles and people crossing the canal cordon. Table 3 below presents the total numbers of vehicles, pedestrians and cyclists crossing the Canal Cordon in the inbound direction between 7am and 10am, during a typical morning in 2019.

| Mode | Count |
|-----------|--------|
| Bus | 1,852 |
| Car | 46,388 |
| Taxi | 4,292 |
| Walk | 24,691 |
| Cycle | 13,131 |
| Goods | 983 |
| Motorbike | 1,485 |

Table 3 – Traffic count canal cordon 2019 Vehicle, cyclists and pedestrians crossing the Canal Cordon by mode of travel (inbound 7am to 10am)

As clearly illustrated from the table, the city’s road network attracts a high volume of traffic and people movements in comparison to other major Irish cities. Almost 55,000 vehicles crossed over the canals and into Dublin city during this three-hour window, with a further 40,000 pedestrians and cyclists travelling in the same direction.

- **Road Network in Dublin City.**

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. Dublin City Council maintains a road network of about of 1238 km in the city, broken down as follows:

| Classification | National | Regional | Local Primary | Local Secondary | Local Tertiary | Total |
|----------------|----------|----------|---------------|-----------------|----------------|-------|
| Length (km) | 1 | 244 | 118 | 4 | 872 | 1,239 |

Table 4: Road Classification Dublin City Council Administrative Area

Dublin City Council, through its stated policies, plans and objectives, will continue to work closely with its key partners and stakeholders, to promote sustainable transport measures and encourage a modal shift, weighted towards walking and cycling. In reducing our reliance on private car usage, the modal shift acts as a catalyst in generating better environmental, health and wellbeing outcomes for our citizens and visitors. However, there is still an ongoing need for an appropriate and proportionate level of investment in the maintenance of Dublin city's road assets, in the interest of protecting the safety of all road users; particularly vulnerable users, such as pedestrians and cyclists. According to Transport Infrastructure Ireland (TII) in their National Road Lengths report, the DCC road length are classified as follows:

| Motorway | Dual Carriageway | Single Carriageway | Total (KM) |
|----------|------------------|--------------------|------------|
| 5.640 | 0.049 | - | 5.689 |

Table 5: Dublin City Council Lengths report.

The Route N50 and N02 road network in Dublin City Council is managed and funded by Transport Infrastructure Ireland (TII). The route N50 length is 5.640(km) and the N02 length is 0.049(KM).

- **Collision Statistics**

Report Dublin City Council Fatalities by Road User

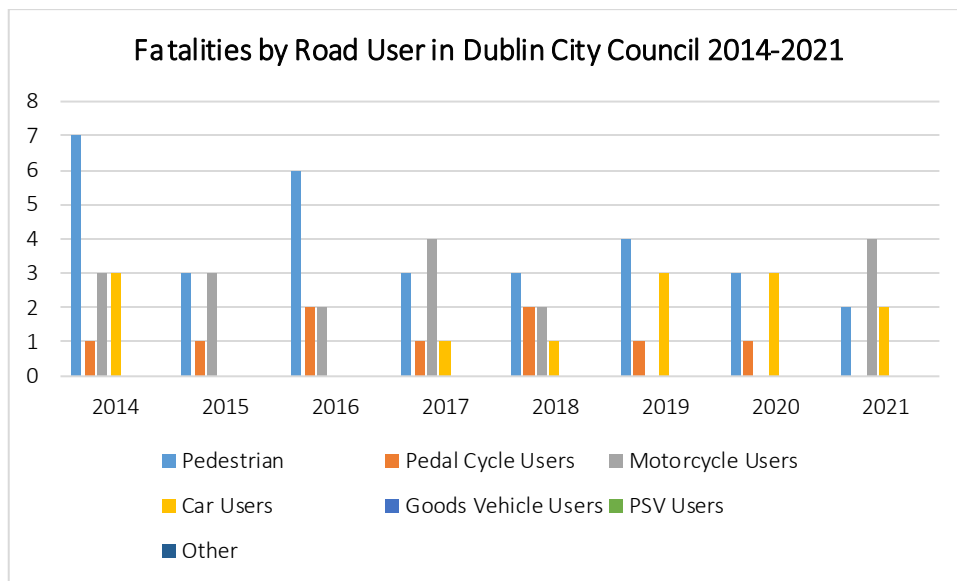
- A fatality is a road user who died as a result of a fatal collision and death occurs within 30 days.

Table 6 provides an overview of reported Dublin City Council fatalities by road user over the period 2014 to 2021. This data was obtained from the Road Safety Authority.

| Dublin City Council | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------------------|------|------|------|------|------|------|------|------|
| Pedestrian | 7 | 3 | 6 | 3 | 3 | 4 | 3 | 2 |
| Pedal Cycle Users | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 0 |
| Motorcycle Users | 3 | 3 | 2 | 4 | 2 | 0 | 0 | 4 |

| Dublin City Council | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------------------|------|------|------|------|------|------|------|------|
| Car Users | 3 | 0 | 0 | 1 | 1 | 3 | 3 | 2 |
| Goods Vehicle Users | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PSV Users | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| Totals | 14 | 7 | 10 | 9 | 8 | 8 | 7 | 8 |

Table 6: Fatalities by Road User Dublin City Council 2014-2021



Graphic 1: Fatalities by Road User in Dublin City Council 2014-2021.

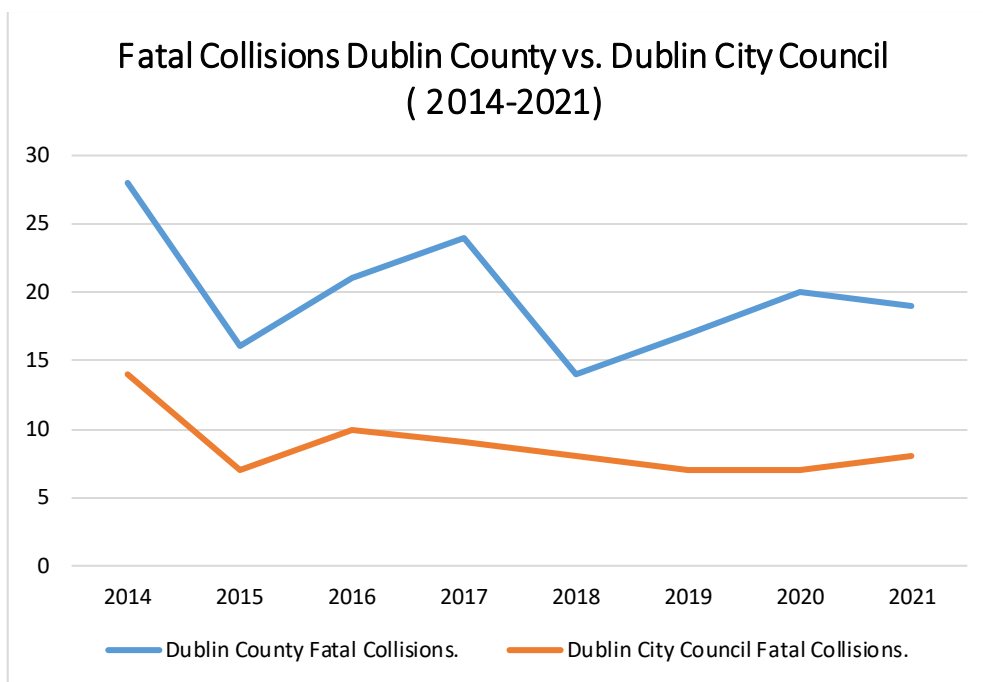
Report of Fatal Collisions in Dublin County which consists of 4 Local **Authorities** (Dublin City Council, Fingal County Council, South Dublin County Council and Dun Laoghaire-Rathdown County Council) **vs.** Fatal Collisions in Dublin City Council **2014-2021.**

- A fatal collision is a collision where at least one person is killed as a result of the collision and death occurs within 30 days.

Table 7 provides an overview of the fatal collisions in Dublin County versus those in Dublin City Council from 2014 to 2021.

| Year | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------------------------------------|------|------|------|------|------|------|------|------|
| Dublin County Fatal Collisions. | 28 | 16 | 21 | 24 | 14 | 17 | 20 | 19 |
| Dublin City Council Fatal Collisions. | 14 | 7 | 10 | 9 | 8 | 7 | 7 | 8 |

Table 7: Fatal Collisions in Dublin County vs. Dublin City Council 2014-2021.



Graphic 2: Fatal Collisions Dublin County vs. Dublin City Council 2014-2021.

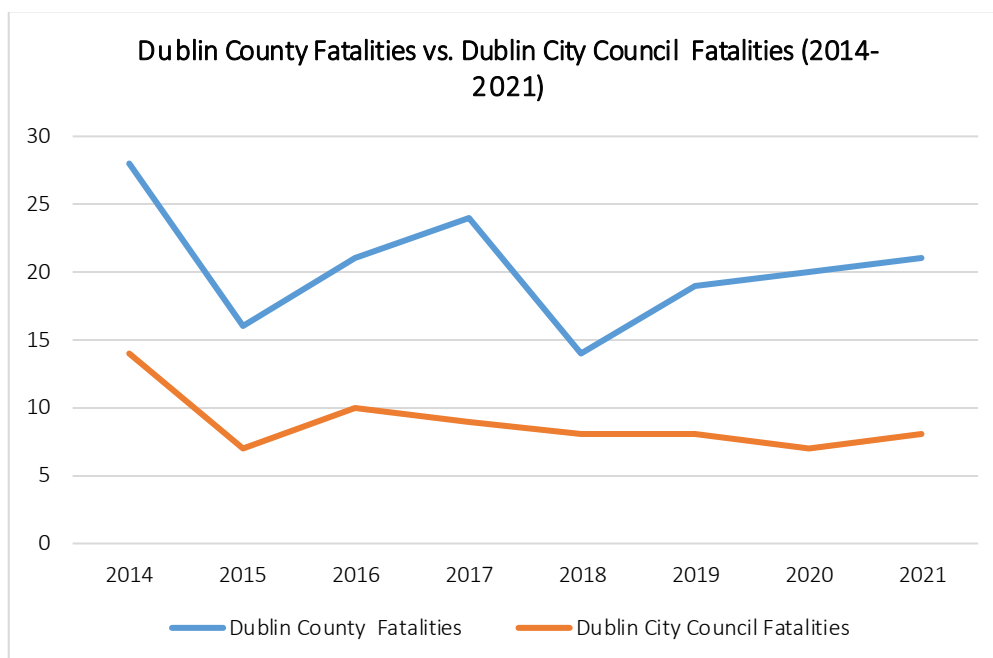
Reported fatalities in Dublin County **which consists of 4 Local Authorities (Dublin City Council, Fingal County Council, South Dublin County Council and Dun Laoghaire-Rathdown County Council)** vs. reported **fatalities within** Dublin City Council 2014-2021.

- A fatality is a road user who died as a result of a fatal collision and death occurs within 30 days

Table 8 provides an overview of the Fatalities in Dublin County versus those in Dublin City Council from 2014-2021

| Year | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|--------------------------------|------|------|------|------|------|------|------|------|
| Dublin County Fatalities | 28 | 16 | 21 | 24 | 14 | 19 | 20 | 21 |
| Dublin City Council Fatalities | 14 | 7 | 10 | 9 | 8 | 8 | 7 | 8 |

Table 8: Fatalities Dublin County vs. Dublin City Council 2014-2021.



Graphic 3: Fatalities Dublin County vs. Dublin City Council 2014-2021.

Report Serious Injury Collisions and Serious Injuries 2014-2020 Dublin City and Dublin County

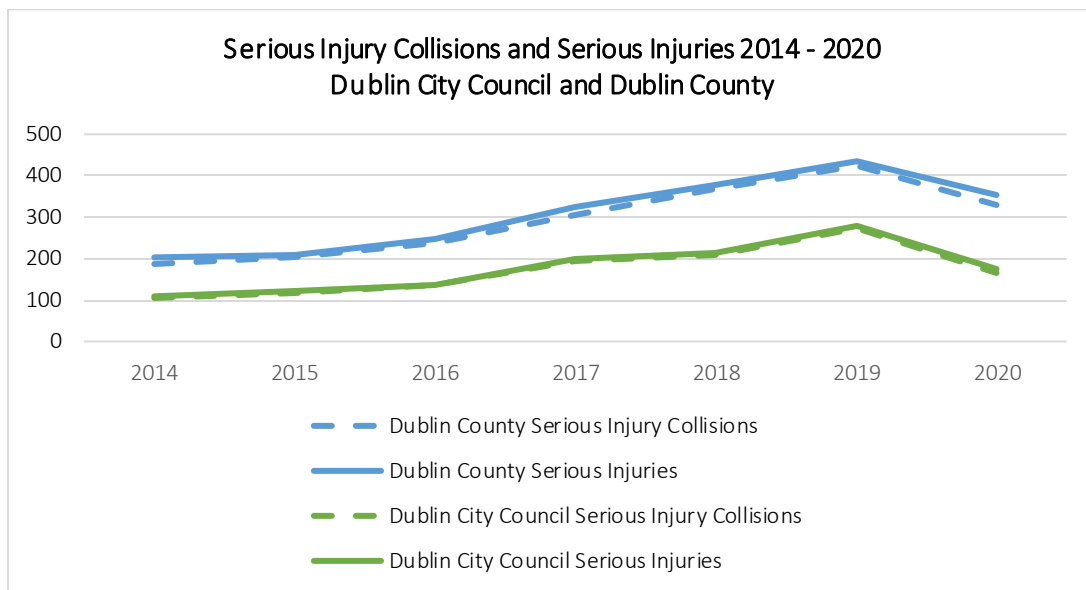
Definition:

- **Serious Injury Collision:** is where there are no deaths, but a person or persons are seriously injured.
- **A serious injury:** is one for which the person is detained in hospital as an in-patient, or any of the following injuries whether or not detained in hospital; (Fractures; Concussion; Internal Injuries; Crushing; Severe Cuts and Lacerations; Severe general shock requiring medical treatment).

Table 9 provides an overview of Serious Injury Collisions and Serious Injuries 2014-2020 Dublin City Council and Dublin County.

| | 2014 | | 2015 | | 2016 | | 2017 | |
|---------------------|---------------------------|------------------|---------------------------|------------------|---------------------------|------------------|---------------------------|------------------|
| | Serious Injury Collisions | Serious Injuries | Serious Injury Collisions | Serious Injuries | Serious Injury Collisions | Serious Injuries | Serious Injury Collisions | Serious Injuries |
| Dublin County | 187 | 203 | 202 | 208 | 240 | 247 | 306 | 326 |
| Dublin City Council | 105 | 109 | 119 | 120 | 134 | 136 | 193 | 200 |

| | 2018 | | 2019 | | 2020 | |
|---------------------|---------------------------|------------------|---------------------------|------------------|---------------------------|------------------|
| | Serious Injury Collisions | Serious Injuries | Serious Injury Collisions | Serious Injuries | Serious Injury Collisions | Serious Injuries |
| Dublin County | 367 | 379 | 424 | 435 | 328 | 352 |
| Dublin City Council | 208 | 214 | 273 | 279 | 165 | 174 |



Graphic 4: Serious Injury Collisions and Serious Injuries 2014 - 2020
Dublin City Council and Dublin County.

10. Target & Objectives of the Dublin City Council Road Safety Strategy

The target of Dublin City Council Road Safety Strategy is to reduce/eliminate the number of fatal and serious injuries on the streets of Dublin City to contribute to the National and European targets. This strategy has the aim to progress the implementation of various safety measures adopting our Safe System approach to achieve Ireland's long-term goal of Vision Zero (i.e. zero road deaths or serious injuries) by 2050. The principal objectives of the Dublin City Council Road Safety Strategy 2023 to 2030 are as follows:

- To develop a road safety policy and action plan based on a safe systems approach to improving safety for all road users;
- To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures;

- To highlight the number of deaths and Serious injuries that have occurred on the City Council’s road network in recent years;
- To develop new initiatives to reduce collisions involving vulnerable road users;
- To reduce the number of road fatalities and casualties on the streets of Dublin City Council by playing a role in meeting the National Road Safety Targets set out in the National Road Safety Strategy 2022 to 2030.
- To assist in meeting national road safety targets as set out in the National Road Safety Strategy 2021 – 2030;
- To continue the engagement with other road safety agencies through an expanded Road Safety Working Together Working Group;

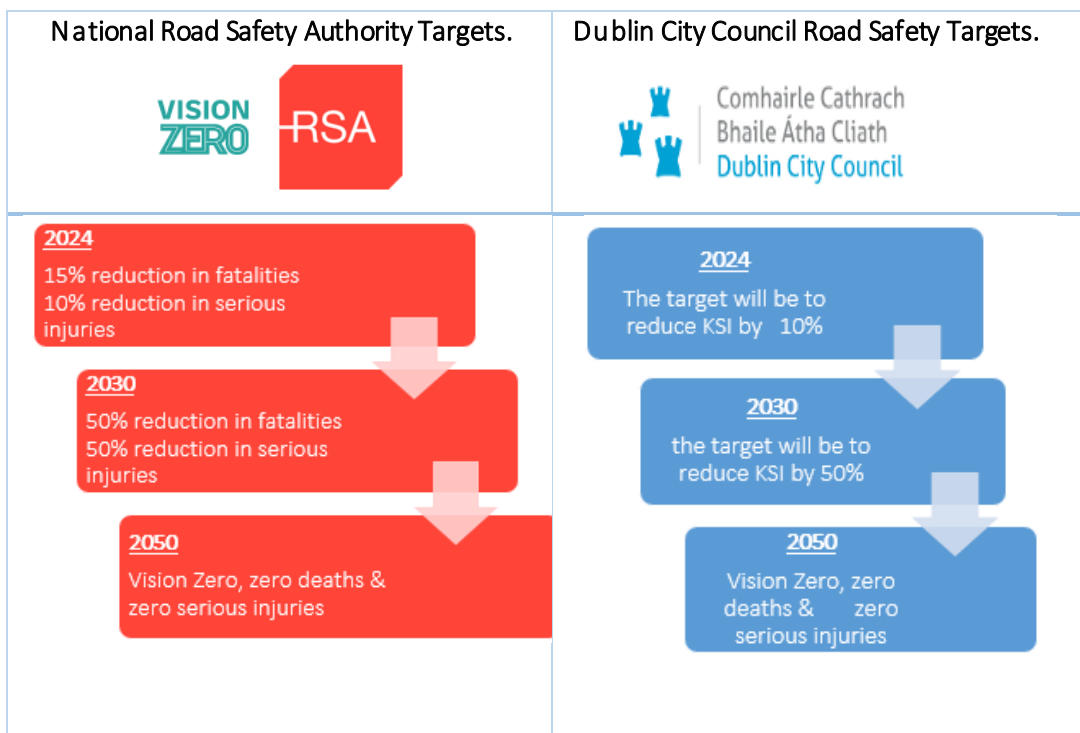
11. The National Road Safety Targets 2022 - 2050 vs. Dublin City Council Road Safety Targets 2023 -2050.

The period 2017 – 2019 was used as the baseline for the setting of targets in the Government Road Safety Strategy (GRSS).

The rates for local targets have been informed by the Road Safety Authority and Dublin City Council has set its targets for Killed or Seriously Injured (KSI) as part of this plan.

Graphic 5 below shows The National Road Safety Targets 2022 -2050 vs. Dublin City Councils Road Safety Targets 2023 -2050.

Note: Dublin City Council targets are following the Road Safety Authority suggestion that instead of using fatalities only, a combined average of **Killed and Seriously Injured (KSI)** per local authority should be used to set targets ie: a 10% reduction in KSI’s during the first phase (2021-2024) and a 50% reduction by 2030.



Graphic 5: National Road Safety Targets vs. Dublin City Councils Road Safety Targets..

12. Role of the Working Group Together and key Stakeholders

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 previous Road Safety Plan 2016 to 2020, a Road Safety Working Together Group was set up in Dublin City 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.

The objective of the Group was to review the Dublin City Council Road Safety Plan and highlight the prominent road safety issues in the Dublin City area at present. It should be noted that Road Safety is not the sole responsibility of any one organisation or Authority. It is a shared responsibility. It is also the responsibility of every road user to ensure their own safety and that of others on our country's roads. The role of this Road Safety Working Together Group is to:

- Oversee the development and implementation of this Road Safety Strategy – 2023-2030;
- Support the allocation of funding to support the implementation of the Road Safety Strategy;
- Review accident statistics, professional experience from within the stakeholder organisations, National and European data and policy as well as European authorities and organisations working on delivering improved Road Safety;
- Agree the Actions to be undertaken by Dublin City Council over the period of this strategy;
- Ensure a broad review of the road safety analysis and perspectives are included in the development of this strategy;
- Meet on a biannual basis to review the strategy and evaluate the progress of the actions outlined.

Dublin City Council's Environment & Transportation Department coordinated the development of this Road Safety Strategy 2023-2030 and the Chaired the 'Working Together Group'.

Key Stakeholders



Dublin City Council (DCC)

The Environment & Transportation Department ensures that national and local road safety initiatives are implemented. 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 one of the objectives of Dublin City Council Corporate Plan 2020-2024; the Road Safety Section plays a role under the Strategic Goal Number 2: "To build safe, thriving neighbourhoods" with the objective of "Support community participation in safety and security through our fire, water and road safety education and awareness programmes".

Dublin City Council's Strategic Policy Committee for Transportation (SPC)

The Strategic Policy Committee (SPC) for Transportation is a Committee of the Council with a particular responsibility for preparing and debating policy alternatives for transport and traffic affairs for Dublin City Council, as set out in the paragraph above. The SPC for Transportation has the remit of adopting this Road Safety Strategy.



An Garda Síochána

An Garda Síochána is the national police service of Ireland. The Mission of An Garda Síochána is 'Working with Communities to Protect and Serve'. Their primary objective in relation to Road Safety is reducing the incidence of fatal and serious injuries on our roads and improving road safety so as to develop a national culture of safe road use. Enforcement is almost entirely a Garda function while traffic management is a shared responsibility between An Garda Síochána and other agencies. The Garda Traffic Corps is dedicated to the enforcement of road traffic legislation and also to assisting the free flow of traffic.



Transport Infrastructure Ireland (TII)

Transport Infrastructure Ireland (TII) primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland.

(TII) continually monitors the safety performance of the Luas operation and carries out analysis of the incidents and accidents to identify trends and emerging safety issues. TII works closely with the Luas Operator, and with key stakeholders and interested parties to continually improve the safety of the Luas system. TII also collaborates with the Luas Operator in implementing safety initiatives and campaigns.



Road Safety Authority (RSA)

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

RSA are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders, such as An Garda Síochána and the Health and Safety Authority, to save lives. RSA mission of making Irish roads safer for everyone involves delivering some key functions:

- Road safety promotion, education and awareness;

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



National Transport Authority (NTA)

At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the development of an integrated transport system within the Greater Dublin Area. Principal functions of the Authority with respect to the Dublin City include strategic planning of transport and the effective management of traffic and transport demand.



Dublin Fire Brigade

Dublin Fire Brigade is the largest full time brigade in the country. We provide a fire and emergency response service to 1.2 million people throughout the city and county of Dublin. The Dublin Fire Brigade responds to fires and other emergencies, thereby protecting the people, industry and property of our city. This includes emergency response to road traffic accidents. Dublin Fire Brigade continually strives to provide an efficient, effective service that ensures the safety of our communities and increases the safety of our fire-fighters.



Dublin Cycling Campaign

The Dublin Cycling Campaign is an independent, voluntary group, lobbying local and national government to bring about improved conditions for cyclists and greater recognition of the benefits of cycling. Together with their colleagues at Cyclist.ie they lobby on national issues related to cycling, such as legislative changes and enforcement of road safety legislation.



Dublin Bus operates the Public Service Obligation network in the Greater Dublin Area. Their network of public transport services carried 122 million customers in 2015. Safety is at the core of the Dublin Bus

values. Each experience their customers and employees have is built on their commitment to safe practices. Dublin Bus is committed to working with key stakeholders, and to adopting new technologies that enhance their safety performance, helping them understand their customers and enhance their work practices.



Dublin City Public Participation Network (PPN)

The Dublin City Public Participation Network (PPN) is a countrywide initiative to build a network of community, social inclusion and environmental groups who work within a local authority area. The focus of the PPN is to empower and assist groups to participate in local decision making. The Dublin City PPN operates in the Dublin City Council area.

The Dublin City Public Participation Network is the main link through which Dublin City Council connects with community and voluntary, social inclusion and environmental groups. The PPN will provide groups with:

- Opportunities to influence decision making,
- Access to information – on finance, consultations, developments,
- Training,
- Opportunities to network with other groups,
- Community representation and organised engagement with Dublin City Council,

13. Delivering the National Government Road Safety Strategy National Plan

National Critical Success Factors

The factors outlined below have been identified from the National Government Road Safety Strategy (GRSS) as being critical in ensuring that this strategy meets its full potential.

| |
|--|
| 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. |

Table10: Critical success factors National Road Safety Strategy page 69.

National Shared Responsibility

Shared Responsibility across all parts of the traffic management system is one of the core underlying principles of the Safe System approach and directly aligns with the ethos of the government's Road Safety Strategy.

National Governance Model

The Government Road Safety Strategy (GRSS) will be subject to a cross-governmental governance structure, overseen by a ministerial committee on road safety, to review implementation of the 2021 – 2030 strategy. The County and City Management Association (CCMA) will be required to participate in the monitoring structure of the GRSS and contribute quarterly local updates for consideration at a national level.

Key to this reporting is the development of the Road Safety Working Together Group (Action 94) and the development, implementation, and monitoring of the Dublin City Council Road Safety Action Plan (Action 95). Dublin City Council will support the County and City Management Association (CCMA) in this regard.

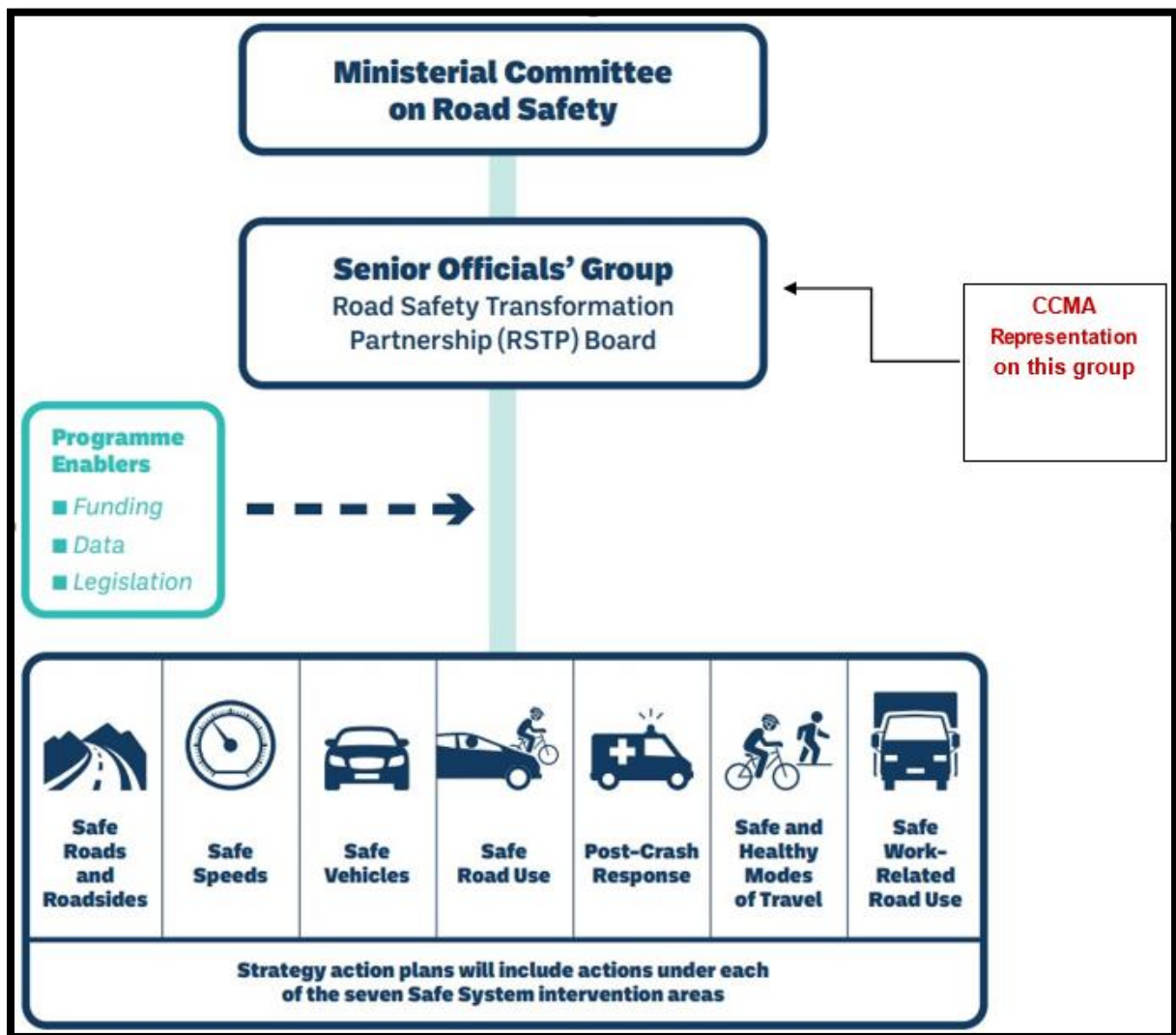


Figure 6: National Road Safety Governance & Accountability

14. National Government Road Safety Strategy Action Plan Phase 1 and Dublin City Council Action Plan Phase 1 (2023-2024)

There are three distinct phases set out in the National Government Road Safety Strategy 2021- 2030 (GRASS) as follows, with which the Dublin City Council Local Safety Plan compiled:

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

The following Dublin City Council Phase 1 Action Plan (2023-2024) includes two types of road safety actions:

- 1. High-Impact Actions-** High-impact actions include those that will have a direct impact on the reduction of deaths and serious injuries on Irish roads. Their effectiveness in doing so can be measured, and they are critical for governance activities and reporting. Dublin City Council is the Lead Department or Agency with: Safe roads and roadsides.
- 2. Support Actions -** Support actions focus more on providing an evidence-base, or smaller-scale activities, to supplement and enhance the effects of the high-impact actions and road safety more broadly. These support actions may also provide the foundation for new, high-impact actions for the Phase 2 Action Plan (2025-2027). Dublin City Council is the Lead Department or Agency of support actions which are: Safe roads and roadsides, Safe speeds, Safe road use, Safe and healthy modes of travel.

Both the high-impact actions and support actions are essential to improving road safety in Dublin City, and achieving our ambitious 2030 and 2050 targets. Dublin City Council has a role in ensuring that the High Impact Actions and Support Actions are completed under the timeline.

Completing all these crucial activities will depend on several critical success factors, including dedicated partnership-working and data sharing across our key stakeholders. The actions are informed by existing Council policy as set out in the Dublin City Council Development Plan 2022-2028 and Climate Action Plan 2019 -2024. A detailed report of the outcome of the action will be produced annually to monitor the implementation of the Dublin City Council Action Plan Phase 1.

Action Plan

| 1. High Impact Actions | 2. Support Actions |
|--|--|
| <ol style="list-style-type: none"> 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. | <ol style="list-style-type: none"> 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. |

15. Dublin City Council Action Plan Phase 1 (2023-2024)

1. High Impact Actions

Safe System priority intervention area:

- **Safe Roads and Roadsides:** Dublin City Council (DCC) Lead Department or Agency

| DCC Action No. | National Action No. | Action | Lead Department or Agency | Responsibility | Due Date | Support Department or Agency |
|----------------|---------------------|--|---------------------------|--|----------|------------------------------|
| 1. | 4. | Implement 20 low-cost safety schemes identified on the regional and local road network annually. In addition, progress the implantation of 2 larger safety schemes per year. | Dublin City Council. | Environment and Transportation Department. | Annual. | NTA |
| 2. | 5. | Over the period 2021 to 2024 over 47 km of segregated walking and cycling facilities will be deliver as part of the walk wheel cycle network to provide safe cycling and walking arrangements for users of all ages. | Dublin City Council. | Environment and Transportation Department. | Q4 2024. | NTA |

- Under the High-Impact actions for the following safe system priority intervention areas: (Safe speeds, Safe vehicles, Safe road use, Post-crash response, Safe and healthy modes of travel and Safe work-related road use), Dublin City Council is not the Lead Department or Agency.
- Under the Support Actions for the following safe system priority intervention areas (Safe vehicles, Post-crash response and Safe work-related road use), Dublin City Council is not the Lead Department or Agency.

2. Support Actions - Lead Department Agency

Safe System priority intervention area:

- **Safe roads and roadsides** Dublin City Council Lead Department or Agency

| DCC Action No | National Action No. | Action | Lead Department or Agency | Responsibility | Due Date | Support Department or Agency |
|---------------|---------------------|---|--|--|-------------------------------|--|
| 3. | 52. | Dublin City Council would collaborate with the surrounding agencies as required to develop a Network Safety Analysis (Stage 2) for the regional road network, which will include the design and prioritisation of remedial works for sections of regional roads with the highest risk of fatal or serious injury. | Dublin City Council. | Environment and Transportation Department. | Ongoing to Q4 2025. | NTA Fingal Co.Co. South Dublin Co.Co. DLRC TII |
| 4. | 61. | Complete a minimum of 100% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred. | Department of Transport, An Garda Síochána, CCMA / Dublin City Council. | DoT Principal, Commissioner of An Garda Síochána, Dublin City Council Environment and Transportation Department. | Q4 2024. | TII, DoT Support Office. |
| 5. | 63. | Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to | Department of Transport, Transport Infrastructure Ireland, CCMA / Dublin City Council. | DoT Principal, CEO TII, Dublin City Council Environment and Transportation Department. | Q2 2023 subject to resources. | - |

| DCC Action No | National Action No. | Action | Lead Department or Agency | Responsibility | Due Date | Support Department or Agency |
|---------------|---------------------|--|-----------------------------|--------------------|---------------------|------------------------------|
| | | progress road safety schemes and strategy actions. | | | | |
| 6. | 68. | Dublin City Council to publish/renew the prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis. | CCMA / Dublin City Council. | Road Maintenances. | Annual. | DoT. |
| 7. | 69. | Dublin City Council have started a program to roll out LED lighting across the city over the next 5 – 8 years to improve visibility and enhance safety for road users. | CCMA / Dublin City Council. | Public Lighting. | Ongoing to Q4 2026. | DoT. |

- **Safe Speed** Dublin City Council Lead Department or Agency

| DCC Action No | National Action No. | Action | Lead Department or Agency | Responsibility | Due Date | Support Department or Agency |
|---------------|---------------------|---|-----------------------------|--|---|------------------------------|
| 8. | 78. | 30 Kph is the speed limit in all areas in Dublin City except arterial routes. The remaining routes will be examined when the guidelines for setting speed | CCMA / Dublin City Council. | Environment and Transportation Department (Road Safety Section). | As soon guidelines become available and reviewed. | DoT. |

| DCC Action No | National Action No. | Action | Lead Department or Agency | Responsibility | Due Date | Support Department or Agency |
|---------------|---------------------|--|-----------------------------|--|---|------------------------------|
| | | limits have been updated. | | | | |
| 9. | 79. | Where schools in the Dublin City Council area are located on 50 kph routes, Dublin City Council will look to implement any new guidelines arising from the review of the setting of speed limits guidance. | CCMA / Dublin City Council. | Environment and Transportation Department. | As soon guidelines become available and reviewed. | DoT. |

- **Safe Road Use** Dublin City Council Lead Department or Agency

| DCC Action No | National Action No. | Action | Lead Department or Agency | Responsibility | Due Date | Support Department or Agency |
|---------------|---------------------|---|-----------------------------|--|----------|------------------------------|
| 10. | 94. | To maintain the Road Safety Working Together Group (RSWTG) to co-ordinate multi-agency road safety policy and implementation at a local level. | CCMA / Dublin City Council. | Environment and Transportation Department. | Q4 2021. | RSA, AGS, TII, HSE, CFO. |
| 11. | 95. | Dublin City Council Road Safety Working Together Group RSWTG to publish a multi-agency Road Safety Action Plan and to annually review progress on implementation. | CCMA / Dublin City Council. | Environment and Transportation Department. | Annual | RSA, AGS, TII, HSE, CFO. |

- **Safe and Healthy Modes of Travel** Dublin City Council Lead Department or Agency

| DCC Action No | National Action No. | Action | Lead Department or Agency | Responsibility | Due Date | Support Department or Agency |
|---------------|---------------------|---|--|---|----------|------------------------------|
| 12. | 177. | Dublin City Council to roll-out the Safe Routes to Schools Programme and provide “front-school-treatment” to a minimum of 30 schools. | National Transport Authority, An Taisce, CCMA / Dublin City Council. | Environment and Transportation Department (City Centre Transport Projects). | Ongoing. | RSA. |

16. Monitoring and Evaluation

Dublin City Council Environment & Transportation Department is responsible for leading, monitoring, reporting and evaluating the implementation of our Road Safety Plan through the *Road Safety Working Together Group. This will require a collaborative approach across a range of organisations and agencies. The Road Safety Working Together Group meets twice a year to oversee the implementation of the annual plan to ensure we remain on track to meet our actions.

It is vital that the Road Safety Plan's progress is revised annually to assess if it is effective in meeting the objectives and carrying out its actions. As part of the Road Safety Plan 2023-2030, to help ensure a reduction in collisions and casualties in the City, a report will be carried out annually to monitor the implementation of the plan, and it will be presented to the elected members at the Transportation Strategic Policy Committee and Council meeting. In addition, quarterly updates will be provided to the CMMA, as and when required, which will support the implementation of The Government Road Safety Strategy (GRSS).

17. Summary

This Dublin City Council Road Safety Strategy will strive to achieve the maximum reduction in casualties over the next four years by attempting to reduce or eliminate the causes of collisions. Through the new and ongoing actions as listed under the Safe System approach, this strategy will progress the implementation of specific safety measures to make the roads and streets of Dublin City safer for all road users.

This strategy aims to overcome some particular challenges for improving road safety in Dublin City. This includes maintaining the levels of funding allocated to road safety measures and effectively conveying the message of a shared responsibility for road safety to all road users to promote improved road user behaviour and attitudes. As stated in the National Road Safety Strategy 2022 -2030, “There is a cause for every collision, fatality and injury. Collisions are avoidable.” This strategy aims to remove many of the identifiable causes of traffic accidents and by so doing contribute to the prevention of many of the road traffic collisions.