

Fingal Road Safety Action Plan

2025 / 2027



Contents

01.	Foreword	
	<i>Tom O’Leary, Mayor of Fingal County Council</i>	Page 04
	<i>Ann Marie Farrelly, Chief Executive Fingal County Council</i>	Page 05
	<i>Sam Waide, CEO, Road Safety Authority</i>	Page 06
02.	Introduction	Page 08
03.	The Fingal Road Network	Page 09
3.1	FCC Road and Cycle Network	Page 09
3.2	FCC Travel Patterns	Page 09
3.3	Collision and Casualty Trends 2015 to 2023	Page 12
3.4	Collision comparison across the greater Dublin area	Page 13
04.	Ireland’s Government Road Safety Strategy 2021 - 2030	Page 14
05.	Review of the FCC Road Safety Plan 2017 to 2020	Page 16
06.	The Road Safety Working Together Group	Page 21
6.1	Key Stakeholders	Page 22
07.	FCC Road Safety Action Plan 2025 /2027	Page 25
7.1	Introduction	Page 26
7.2	Aims and Objectives of the Road Safety Action Plan 2025 / 2027	Page 26
7.3	Road Safety Action Plan Targets	Page 27
08.	Fingal County Council Road Safety Action Plan Actions <i>Phase 1</i>	Page 28
8.1	High Impact Actions	Page 29
8.2	Support Actions	Page 30
09.	Fingal County Council Road Safety Action Plan Actions <i>Phase 2</i>	
9.1	High Impact Actions	Page 57
9.2	Support Actions	Page 59
10.	Monitoring and Evaluation	Page 60
11.	Summary	Page 60



01. Foreword



Tom O'Leary Mayor Fingal County Council

As Mayor of Fingal, I am proud to introduce the Fingal County Council Road Safety Action Plan 2025 / 2027, a vital step in our commitment to making our roads safer for all.

Fingal is home to a diverse and dynamic transport landscape, with major motorways, Dublin Airport, Enterprise Zones, and expanding communities shaping how people move through our county. At the same time, we are seeing a strong shift towards active and public transport, a change that reflects our ambitions for a healthier, greener, and more sustainable future.

Road safety is undeniably a shared responsibility and as our county continues to grow and evolve, we must ensure our expanding transport network actively supports safe, accessible, and sustainable travel options. As more people choose to walk, cycle, scoot, and use public transport, we must place a stronger emphasis on protecting our most vulnerable road users. To achieve this, we need to make it easy for people to do the right thing. We can encourage safe cycling and walking by making routes better connected and more pleasant to use. This means investing in both safety measures and the public realm, for example, adding greenery, planting trees, and creating inviting pocket park stop-off points.

This plan is built on the principles of the Safe System Approach, which recognizes that human error should not result in death or serious injury. Working alongside An Garda Síochána, Dublin Fire Service, Transport Infrastructure Ireland, the National Transport Authority, and the Road Safety Authority, as well as through our Road Safety Working Together Group, Fingal County Council is committed to delivering effective, evidence-based solutions to improve road safety across our communities.

By fostering a strong partnership among elected representatives, agencies, local communities, and road users, we can significantly reduce road collisions and deliver a safer, more connected, and more sustainable Fingal for everyone.



AnnMarie Farrelly Chief Executive Fingal County Council

Fingal County Council is committed to ensuring the safety of all road users and recognizes the growing concerns around road safety, particularly in the context of active travel. As one of Ireland's most dynamic regions, Fingal experiences significant traffic volumes due to key transport corridors, including the M50 and M1, M2 and M3 motorways, N2 and N3 national routes, Dublin Airport, and the extensive DAA road network, alongside thriving Enterprise Zones within our boundary.

At the same time, a renewed shift towards sustainable and active travel is transforming how people move around our county. Increased walking, cycling, scooting, and public transport use—driven by our commitments in the County Development Plan, Climate Action Plan, and Active Travel Strategy—necessitate a stronger focus on road safety. While our road network must continue to support economic and transport needs, reducing reliance on motorized transport is essential to meet our climate action obligations, improve air quality, and promote healthier communities. This shift requires a greater emphasis on ensuring the safety of vulnerable road users.

Fingal County Council is fully aware of its responsibility to protect all road users and remains committed to implementing the Safe System Approach, an internationally recognized framework that aims to eliminate road deaths and serious injuries. This involves ensuring that roads, speeds, vehicles, and road users collectively contribute to a safer environment.

Collaboration is at the heart of this approach. In partnership with the Public Realm and Transportation/Mobility Management Strategic Policy Committee, the Road Safety Working Together Group, and key stakeholders—including An Garda Síochána, Dublin Fire Service, Transport Infrastructure Ireland, the National Transport Authority, and the Road Safety Authority—we are taking a coordinated and evidence-based approach to road safety.

I am pleased to present the Fingal County Council Road Safety Action Plan 2025 / 2027, which sets out a series of objectives, targets, and actions to reduce road fatalities and serious injuries. By working together, we can create a safer, more accessible, and more sustainable road network for all.





Sam Waide

CEO

Road Safety Authority

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

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

The 2020 Programme for Government commits to achieving 'Vision Zero' – i.e. no deaths or serious injuries on the roads – which we will achieve by 2050. This commitment must be matched by action, enabling funding, accountability and good governance. Critically, we need even greater partnership and collaboration to achieve the ambitious target of Vision Zero. Vision Zero in road safety is not just a catchphrase. It is a serious commitment to end all deaths and serious injuries on our roads. Vision Zero will be delivered through embedding the Safe System approach into our national road safety policy and practice.

The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. It aims to reduce the likelihood of a collision occurring and, if one does occur, to ensure that the road users involved will not be killed or seriously injured. The seven areas of intervention of our Safe System approach are:

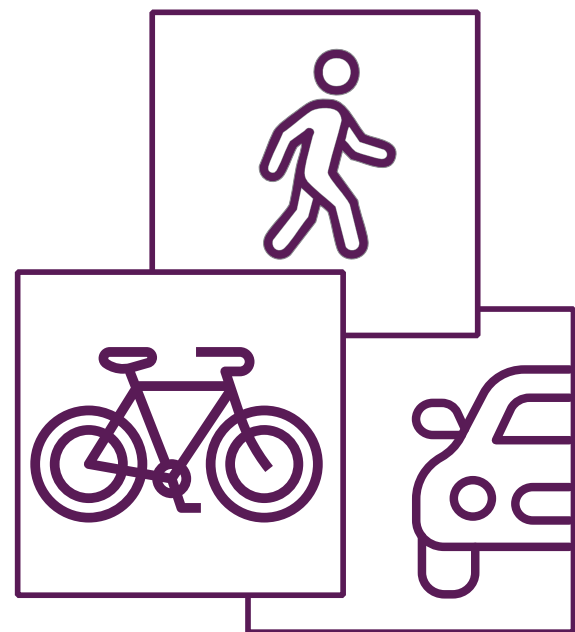
1. Safe roads and roadsides
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash response
6. Safe and healthy modes of travel
7. Safe work-related road use



These intervention areas will drive the scope of our work, and all action plans will include actions under each of these headings. By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice. The public has a central role to play in achieving our goals.

To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. It will be challenging, but it is achievable with investment and support from the highest levels of leadership, to local community level.

Reducing road deaths and serious injuries by 50% over the next decade is achievable. Vision Zero by 2050 is achievable. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.



02. Introduction

Located in the northeast of County Dublin, Fingal is one of Ireland's fastest growing counties. Established as an independent local authority in 1994, it spans over 450 square kilometres—from the northwestern suburbs of Dublin to scenic coastal towns and expansive agricultural lands—and serves a population exceeding 330,000, blending urban vibrancy with rural charm. Fingal is committed to being an ideal environment for investment, employment, and quality living.

Neighbourhoods and safe roads are fundamental to Fingal County Council, underpinning our community's well-being and prosperity. Our road network connects dynamic urban centres, picturesque coastal areas, and rural landscapes, facilitating commerce and supporting residents' daily lives.

For clarity, the following definitions apply throughout this document:

- **Road:** A designated pathway for pedestrians, cyclists, and vehicles.
- **Road Network:** The interconnected system of roads, streets, highways, and related infrastructure that facilitates transportation and mobility within the County.
- **Road Safety:** The measures, policies, and practices designed to prevent accidents, reduce risks, and enhance the security of all road users.

Ensuring road safety is not merely a responsibility, but a commitment to safeguarding lives, preventing accidents, and nurturing a sense of security for all road users through Fingal. By prioritising road safety, Fingal County Council actively contributes to the sustainable development of our region as well as fostering safer more liveable communities. Safe roads for all road users are the foundation upon which Fingal builds a resilient, interconnected, and thriving community for generations to come.

This Road Safety Action Plan examines works of the previous Road Safety Plan 2017-2020 and sets out a plan for Fingal to achieve Ireland's long-term goal of achieving Vision Zero (i.e. zero road deaths or serious injuries) by 2050. This plan closely aligns with "Ireland's Government Road Safety Strategy 2021 to 2030" and will be delivered with a heightened focus on the provision of improved infrastructure, road user behaviour, and enforcement.

Fingal County Council aims to be a County where it is safe for all road users (pedestrians, cyclists, private and commercial vehicles) to travel to their destination safely.



03. The Fingal Road Network

3.1 FCC Road and Cycle Network

The road network in the County has been significantly upgraded in the last number of years with improved facilities provided for pedestrians, cyclists and those with reduced mobility. Fingal County Council maintains a road network of approximately 1,500km broken down as follows:

- Local primary roads – 243km
- Local Tertiary roads – 475km
- Local secondary roads – 207km
- Regional roads - 269km
- National primary roads – 140km
- National secondary roads – 175km
- Total - 1500km

Currently exact metrics for pedestrian and cycle infrastructure is not known but work is underway to collate all such information through a number of systems. A significant programme of works exists to improve pedestrian and cycle facilities around the County.

The M50 and M1 motorway road network along with the N2 and N3 National 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).

The Roads around the Airport L3122/L3133 and the old R108 are not taken in charge by Fingal County Council and as such are managed by the Dublin Airport Authority.

3.2 FCC Travel Patterns

Figure 3.2.1 and 3.2.2 below sets out the modal split for the Fingal area for both 2016 and 2022. From this table we can see that while the population of the traveling public has increased the percentage utilising each mode of transport had remained relatively uniform aside from a slight upswing in working from home which appears to have slightly reduced the numbers driving to work.

That said figure 3.2.3 below from the Dept of Transport shows a steady increase in the number of vehicles on the road and this along with the CSO figures would suggest that overall, there is likely to be an increased number of cars on the road daily.



Means of Travel 2016	Total	Percentage
On Foot	30,623	15%
Bicycle	5,604	3%
Bus, minibus and coach	25,865	13%
Train, DART AND LUAS	15,862	8%
Motorcycle or scooter	875	0%
Car Driver	76,249	37%
Car Passenger	29,124	14%
Van	5,321	3%
Other (incl. Lorry)	387	0%
Work mainly at or from home	3,428	2%
Not stated	10,019	5%
Total	203,357	100%

Means of Travel 2022	Total	Percentage
On Foot	36,997	15%
Bicycle	7,686	3%
Bus, minibus and coach	27,641	11%
Train, DART AND LUAS	15,191	6%
Motorcycle or scooter	929	0%
Car Driver	76,482	31%
Car Passenger	36,182	15%
Van	6,057	2%
Other (incl. Lorry)	501	0%
Work mainly at or from home	19,613	8%
Not stated	19,066	8%
Total	246,345	100%

Figure 3.2.1 Modal split across Fingal 2016 & 2022 (CSO)

Modal split across Fingal for 2022

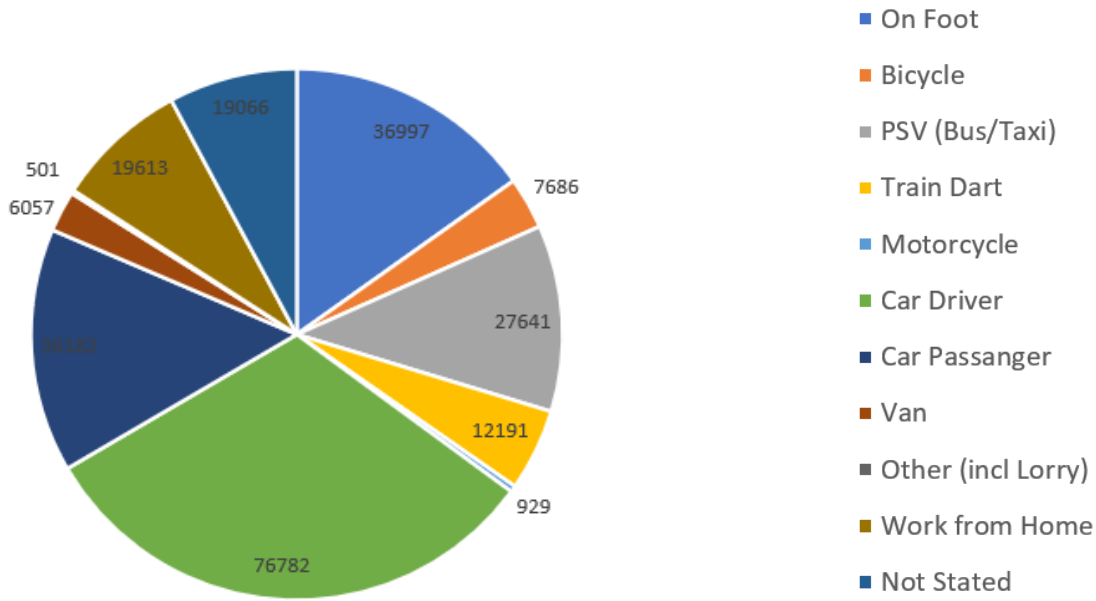
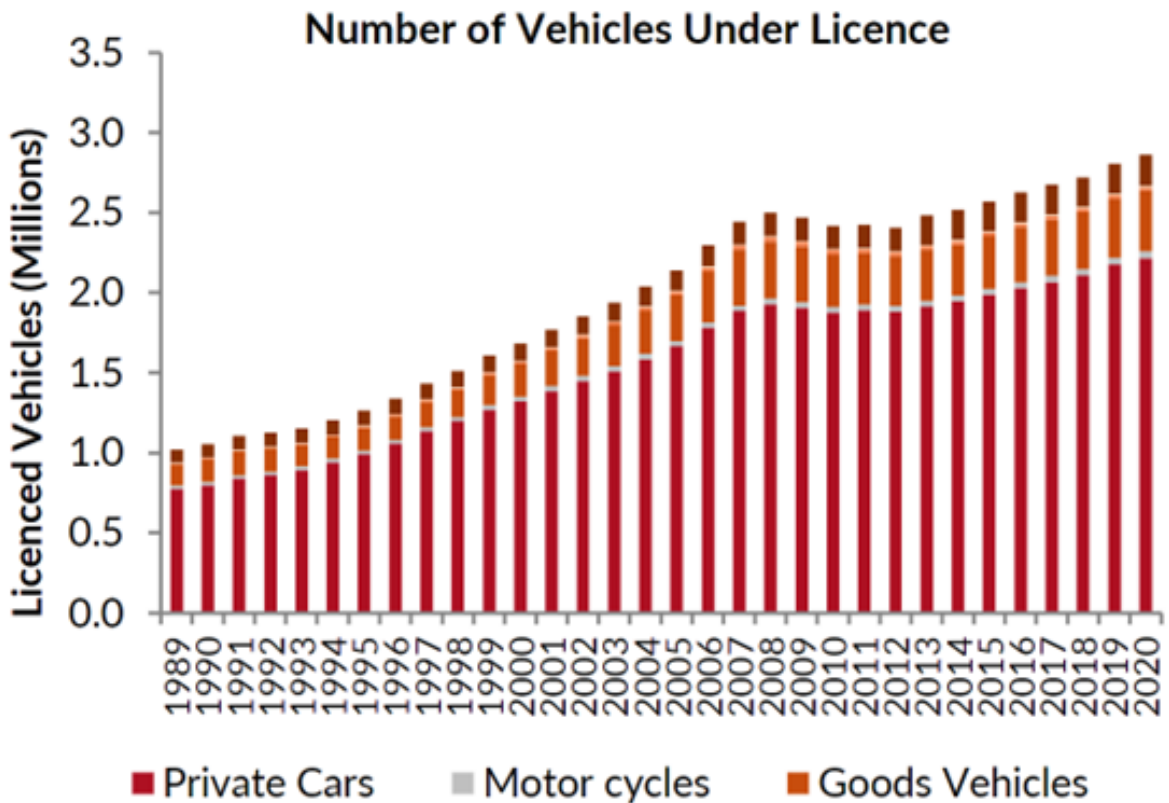


Figure 3.2.2 Modal split across Fingal for 2022



Source: DVCS, DoT.

Figure 3.2.3 Number of vehicles under license 1989-2020 (DOT)



3.3 Collision and Casualty Trends 2015 to 2023

The following statistics provided by the Road Safety Authority give some insight into trends for both fatalities and serious injuries over the last 8 years. Figure 3.3.1 below shows the number of fatal collisions and collisions resulting in a serious injury in the Fingal area from 2015 to 2023.

When we graph the collision and injury data, we see that the instances of serious collisions on the roads in Fingal has increased from 2016 to 2020 and has remained on an average elevated. While fatalities reduced for 2016 and 2018, there is a notable upswing in these numbers for the years 2019 to 2021. While this statistic slightly improved in 2022 and 2023, it has risen again in 2024.

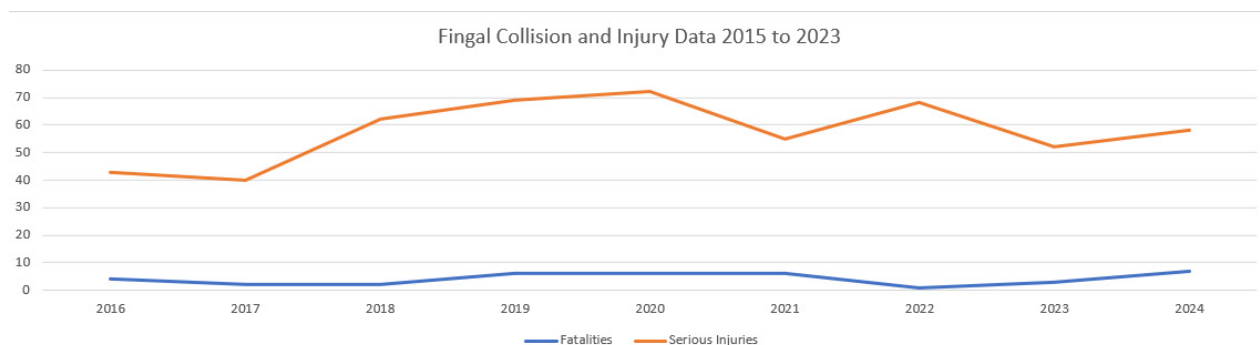


Figure 3.3.1 Fingal Collision and Injury Data 2015 to 2023

Figure 3.3.2 illustrates more clearly the total number of fatalities in the period. The rise from 2015 to 2021 highlights the pressing need for a continued focus on road safety across the county.

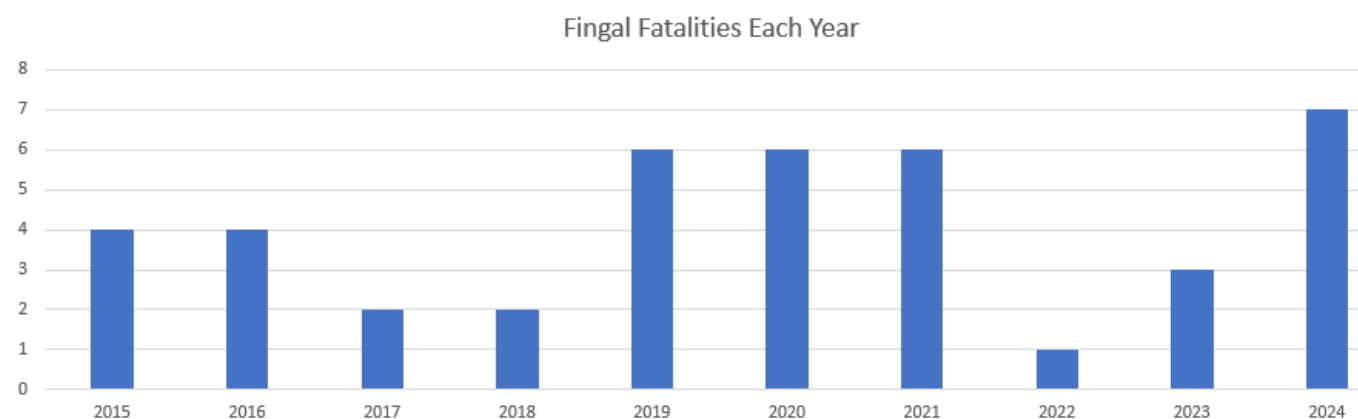


Figure 3.3.2 Fingal Fatalities Yearly

Figure 3.3.3 gives a clear overview of the latest RSA statistics showing the contribution made by each mode of transport to the overall fatality figures. Some of the key things we can take from this graph is that while less than 1% of the traveling public use a motorcycle as a means of transport, yet motorcycle use accounts for the largest single number of fatalities over the 7-year period. Car users account for the second highest number of fatalities.

Another thing of note from the graph is that no fatalities were record from PSV users (Bus/Taxi) which strengthens the argument to encourage modal switch across the network.

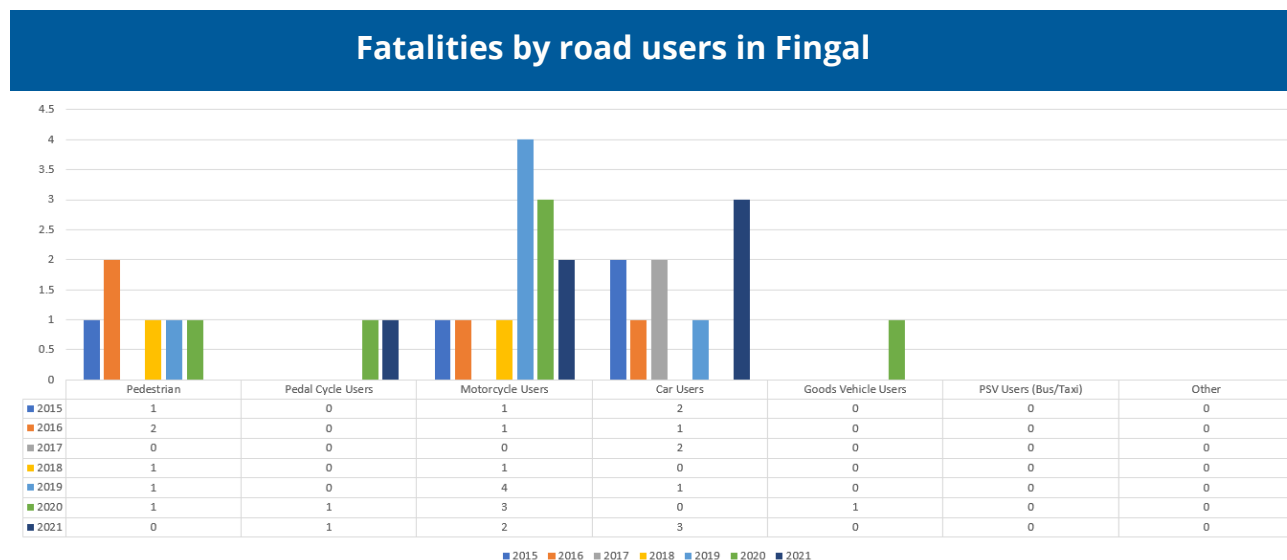


Figure 3.3.3 Fatalities by road users in Fingal

3.4 Collision comparison across the greater Dublin area

The below graph shows the most recently available number of serious Injuries in the Fingal area graphed against the number of fatalities in the greater Dublin area. This graph is useful as it gives an indication of the trend in performance for both areas. You can see that while Fingal's statistics from 2015 to 2018 were on a better trajectory than that of the greater Dublin area from 2018 onwards the numbers did increase along with the greater Dublin figures although not to the same extent. This graph further illustrates the need for a renewed focus if the Vision Zero is to be achieved as set out in the Ireland's Government Road Safety Strategy 2021 – 2030.

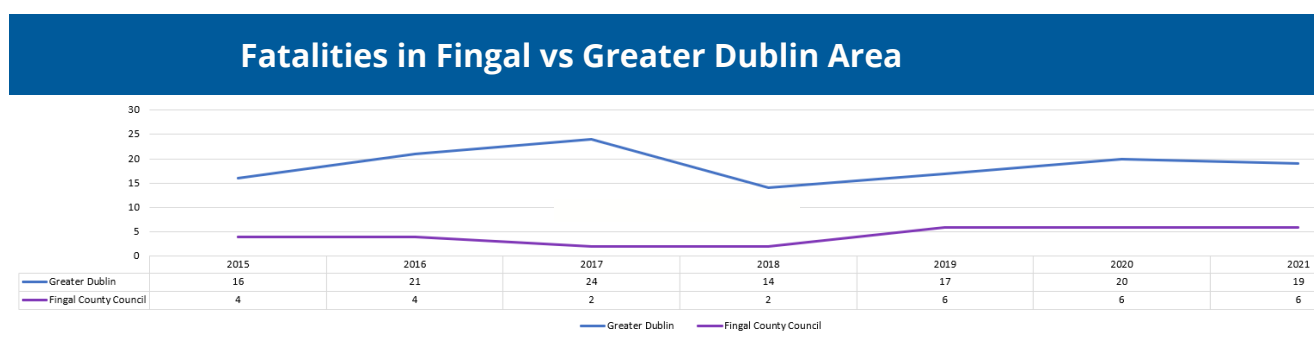


Figure 3.4.1 Fatalities in Fingal vs Greater Dublin Area



04. Ireland's Government Road Safety Strategy 2021 – 2030

In 2021 The Road Safety Authority published Ireland's Government Road Safety Strategy. This document recognises that while notable progress has been made since the adoption of the first Road Safety Strategy in 1998 there is still some way to go on our journey towards vision zero, Ireland's long-term goal of achieving zero road deaths or serious injuries by 2050.

The primary aim of the government's 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.

The strategy adopts the Safe System approach to road safety management. The Safe System approach has been recognised as international best practice and is instrumental to achieving ambitious reductions in road deaths and serious injuries.

The Safe System approach is based on four principles (International Transport Forum [ITF], 2016):

- People make mistakes when using the roads, which can lead to collisions.
- The human body has a limited ability to tolerate collision impacts.
- There is a shared responsibility amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury.
- All parts of the traffic system need to be strengthened to multiply their effects and to ensure that road users are protected if one part in the system fails.

For the Fingal 2021–2030 strategy, seven Safe System priority intervention areas have been identified, these are set out below:

- **Safe roads and roadsides:** To improve the protective quality of our roads and infrastructure.
- **Safe speeds:** To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.
- **Safe vehicles:** To enhance the safety features and roadworthiness of vehicles on our roads.
- **Safe road use:** To improve road user standards and behaviours in line with traffic legislation, supported by enforcement.
- **Post-crash response:** To improve the treatment and rehabilitation of collision casualties.
- **Safe and healthy modes of travel:** To promote and protect road users engaging in public or active transport.
- **Safe work-related road use:** To improve safety management of work-related journeys.

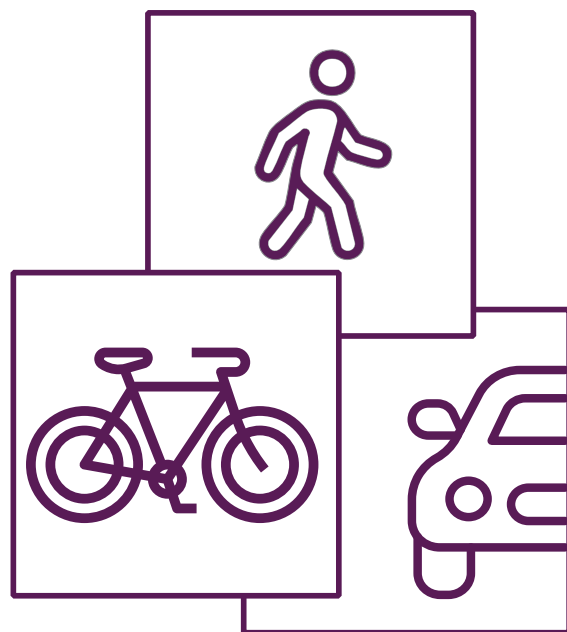


To ensure that the Fingal road safety interventions and activities undertaken from 2021–2030 continue to be effective and incorporate the latest innovations and developments in the field, Fingal will mirror the national strategy by featuring a three-phase Faction plan.

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

Phase 1 includes 50 high-impact actions and 136 support actions overall; local authorities have been assigned 4 high-impact actions and 15 support actions respectively.

The National Action Plan items directly attributed to Fingal County Council can be found in section 8.2 of this document. These have been further refined through consultation with the Road Safety Working Together Group to set out specific measurable actions for Fingal County Council.



05. Review of the FCC Road Safety Plan 2017 to 2020

Fingal County Council drafted a Road Safety Plan for the County in 2017. The plan, covering the period 2017 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. The following section details the actions set out in the 2017 plan and some of the progress made under each action.

Due to the many restrictions arising from the Covid 19 pandemic the 2017 Road Safety Action plan has remained in place until now as the county's Road Safety Action Plan.

Education					
Action No.	Objective	Action	Target	Review of action	Review rating
1	Undertake Road Safety Campaigns	In conjunction with the Road Safety Authority support National Road Safety Campaigns.	Annually	Ongoing through the Fingal Road Safety Office. Example campaigns would be the Amber Thursday or World Day of Remembrance.	Complete
2	Improve Road Safety in the vicinity of schools	Distribute literature on road safety to schools, including literature on safe driving and parking in the vicinity of schools.	20 school/ annum	This is ongoing through our walking and cycling officers and through the Safe Routes to School programme.	Ongoing
		Meet with school principals and devise a suitable traffic management plan for each school.	6 schools/ annum	Meetings carried out as part of the Safe Route to Schools projects.	Complete
		Ensure all school wardens are properly trained.	Refresher training to be provided annually	Ongoing through our Road Safety Office.	Complete
		Assess all school warden crossings.	Annually	Due to covid restrictions this process was delayed. This has now been completed for the year 2024.	On schedule



Action No.	Objective	Action	Target	Review of action	Review rating
3	Minimise Car Travel to Schools	Liaise with An Taisce and School principals in relation to promoting walking "buses".	2/annum	Ongoing through our Active Travel Unit, ECAATS Department.	Complete
		Co-operate with An Taisce in relation to walkability and cyclability audits.	Implement feasible recommendations within 3 months	Fingal Walking and Cycling Officers now in place working directly with schools to increase Active Travel.	Complete
		Provide cycle training in schools to 5th and 6th class pupils.	2000 children/ annum	Ongoing through our Active Travel Department walking and cycling officers through the "cycle right" campaign.	Complete
4	Organise Roadsafe Roadshow	Hold the Roadshow in conjunction with AXA to promote safe driving.	Anually	Ongoing through our Road Safety Office.	Complete
5	Promote Road Safety in the Local Community	Liaise with and support local communities including community Gardaí.	3 communities/ annum	Consultation on projects, there contents and their benefits are ongoing on multiple projects across the county.	Complete
6	Raise Awareness of Roadworks	Notify AA Roadwatch of any major roadwork schemes.	Approx. 10 no./ annum	Ongoing as part of all major projects.	Complete
		Advertise Road Closures and Diversion Routes in local newspapers and on social media.	Approx. 10 no./ annum	Ongoing as part of all major projects.	Complete



ENGINEERING

Action No.	Objective	Action	Target	Review of action	Review rating
1	Reduce Accidents at High Collision Frequency Locations	Review high frequency accident locations in conjunction with An Garda Síochana.	Annually	LA16 Collision Reporting and Evaluation Procedure is being followed by the Operations Department following all fatal collisions.	Complete
		Implement necessary Engineering Measures.	4 locations/ annum	Measures implemented by our Operations Dept and Planning and Strategic Infrastructure as required, although the absence of collision data from AGS or the RSA means there is a lack of required information in this regard.	Complete
2	Reduce Speeding on Roads	Review Speed Limit By-Laws.	2019	Complete	Complete
		Implement Traffic Calming Schemes.	10 schemes/ annum	Currently being carried out county wide through Active Travel, Operations and Planning & Strategic Infrastructure department projects.	Complete
		Implement 30kph Speed Limits in Residential Areas.	20 areas/annum	Complete	Complete
3	Improve Safety of Roads	Undertake Road Safety Audits on new or existing roads.	2/annum	Currently being carried out county wide through Active Travel, Operations and Planning & Strategic Infrastructure department projects.	Complete
		Undertake Road Safety Audits of existing sub-standard junction layouts.	2/annum	Road Safety Audits are carried out as part of the design process for major junction upgrade works by all departments.	Complete
		Implement findings of Road Safety Audits.	4/annum	As above.	Complete



Action No.	Objective	Action	Target	Review of action	Review rating
4	Improve Traffic Control	Provide pedestrian crossings at locations where there are a large number of pedestrians (especially large numbers of vulnerable road users) crossing busy roads.	4/annum	This is being done through Active Travel and Planning & Strategic Infrastructure & primarily as a deliverable in Operations Programme of Work for Traffic.	Complete
		Provide traffic signals for road safety reasons, to improve flow at a junction or aid exiting from side roads onto main roads.	2/annum	This is being done through Active Travel and Planning & Strategic Infrastructure & primarily as a deliverable in Operations Programme of Work for Traffic.	Complete
		Provide signing and lining to aid road safety.	Application to AGS every 3 months.	Ongoing through the Operations Department.	Complete
		Provide/renew double yellow lines at locations to deter inappropriate and dangerous parking.	Application to AGS every 3 months.	Ongoing through the Operations Department.	Complete
		Provide Vehicle Activated Speed Signs to encourage compliance with speed limits.	4/annum	Ongoing through the Operations Department.	Complete
5	Improve Cycle Network	Review the existing cycle network in accordance with the National Cycle Manual and The Greater Dublin Area Cycle Network Plan.	1 scheme per annum (subject to funding)	Multiple projects have been delivered through the Active Travel and Planning & Strategic Infrastructure departments.	Complete
6	Improve Road Safety During Winter Months	Review the Winter Service Plan.	Annually	Roads Winter Maintenance plan is in place.	Complete
		Salt the roads identified in the Winter Service Plan.	Road Surface Temperature <1 degree	Ongoing each winter.	Complete
7	Improve Road Safety at/near Roadworks	Provide information signs in advance of Roadworks.	7 days prior to commencement	Ongoing	Complete
		Ensure compliance with Chapter 8 of Traffic Signs Manual.	Daily	Ongoing	Complete

ENFORCEMENT

Action No.	Objective	Action	Target	Review of action	Review rating
1	Enforce Legislation	Enforce speed limits.	Daily	An Garda Síochána Action - Ongoing.	Complete
		Enforce safe driving.	Daily	An Garda Síochána Action - Ongoing.	Complete
		Enforce legal Parking.	Daily	Currently being carried out by An Garda Síochána and Fingal.	Complete
		Enforce non-use of mobiles phones/devices while driving.	Daily	An Garda Síochána Action - Ongoing.	Complete
		Enforce legislation regarding Abnormal Loads.	Daily	An Garda Síochána Action - Ongoing	Complete

EVALUATION

Action No.	Objective	Action	Target	Review of action	Review rating
1	Receive Public Input	Obtain Feedback from the Public and Elected Members.	Annually	Ongoing through the Fingal CRM system and through Area Committee Meeting questions and motions.	Complete
2	Review Plan	Assess implementation of Road Safety Plan.	Every 6 months	Due to covid restrictions the regular Road Safety Working Together Group meetings were delayed and in turn so was this action. This is now underway as part of the new road safety action plan.	On schedule
3	Provide Report	Prepare Annual Report.	Annually	Due to covid restrictions the regular Road Safety Working Together Group meetings were delayed and in turn so was this action. This is now underway as part of the new road safety action plan.	On schedule



06. The Road Safety Working Together Group

Action No. 94 of Ireland's Government Road Safety Strategy Phase 1 Action Plan 2021–2024 further mandates the establishment of 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. As part of the Fingal Road Safety Action Plan 2017 to 2020 Fingal established its first Road Safety Working Together Group (RSWTG) in September of 2016. The workings of this group were interrupted as a result of the covid pandemic. To this end a new RSWTG has been established in Fingal during 2024. The RSWTG brings together all the relevant stakeholders in the local authority area with the aim of reducing road traffic accidents and increasing road safety for all road users in the Fingal area.

This group contains representatives from DAA and TII who hold responsibility for large sections of the road network in the Fingal catchment. Representatives from An Garda Síochána, Dublin Fire Brigade, and the Road Safety Authority.

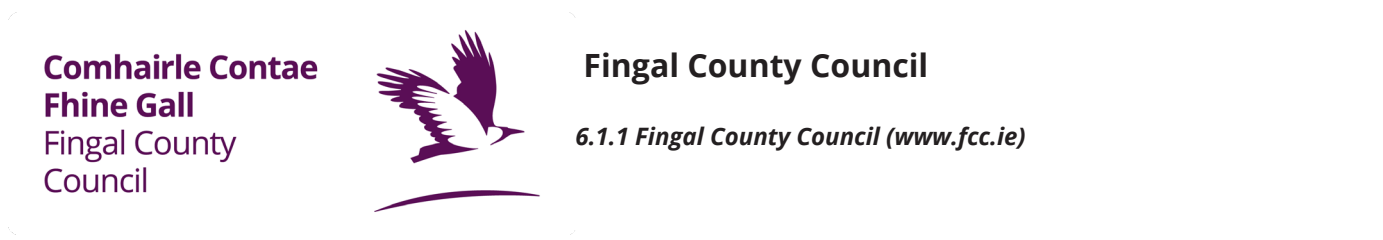
Terms of reference for the Fingal Road Safety Working Together Group are as follows.

1. To agree on the actions to be carried out by FCC for the duration of the plan.
2. To oversee the implementation of the Road Safety Action Plan Phase 1 2024.
3. Meet on a quarterly basis to review the Road Safety Action Plan and evaluate the progress of the plan.
4. To foster cooperation between all stakeholders on the group.
5. Review accident statistics and information and utilize the broad range of experience in the group to advise on any required actions.
6. To endeavour to seek funding for road safety initiatives.
7. To recommend and provide input into Council transportation and road safety policies.
8. To foster links with other organisations that may have a role to play in Road Safety.



6.1 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 them plan.



**Comhairle Contae
Fhine Gall**
Fingal County
Council

Fingal County Council

6.1.1 Fingal County Council (www.fcc.ie)

Fingal 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.



Road Safety Authority

6.1.2 Road Safety Authority (RSA)

The RSA's 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.

They 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.

The RSA's mission of making Irish roads safer for everyone involves delivering some key functions:

1. Road safety promotion, education and awareness
2. Road safety and collision research
3. Primary responsibility as the lead agency for the governance and implementation of the government's Road Safety Strategy
4. Driver testing and driver licensing
5. Governance and supervision of the National Car Testing Service and Commercial Vehicle Roadworthiness Testing
6. 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.



An Garda Síochána

6.1.3 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

6.1.4 Transport Infrastructure Ireland (www.tii.ie)

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 National Road Network and carries out analysis of the incidents and accidents to identify trends and emerging safety issues. TII works closely with key stakeholders and interested parties to continually improve the safety of the National Roads Network.



Dublin Fire Service

6.1.5 Dublin Fire Service

Dublin Fire Brigade is the largest full-time brigade in the country. They 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 Airport are committed to providing a safe environment and facilities, for those who work at, or transit through our airport. This commitment is inclusive of responsibility for the safe provision, maintenance and operation of our public use road networks.

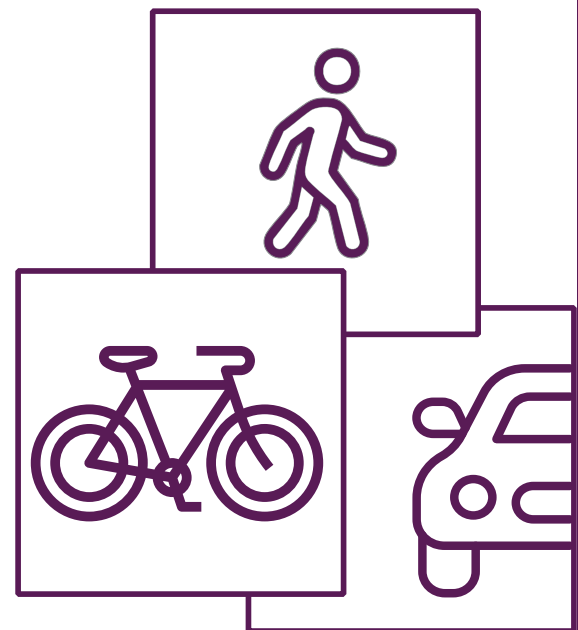
Safety is Dublin Airports highest organisational priority over commercial, operational, environmental, or social pressures and we will ensure that all our activities uphold the highest levels of safety performance and meet national and international standards.

Dublin Airport Road network forms part of the county road network and provides access to terminals, hotels, multi-tenant commercial buildings, multi-storey car parks, surface car parks, bus and taxi terminals, cargo transport hubs and alternative routes into the airport and the exterior of the airport facilities.

Dublin Airport is committed to collaboratively working with all national road network stakeholders, such as the Road Safety Authority (RSA), An Garda Síochána, National Transport Authority (NTA) Transport Infrastructure Ireland (TII) and Fingal County Council to introduce safe and sustainable initiatives to plan, maintain, manage, and improve there road network and transport systems.

There goals are to:

- Adopt the best national / international practice of Vision Zero and the Safe Systems approach to road safety.
- To prevent fatalities or serious injuries on our roads, by continuing to tackle road safety strategically, collectively and working closely with all relevant agencies and stakeholder to achieve this goal.
- Promote safe and sustainable transport options for staff and passengers.
- To reduce the number of single car user trips to and from Dublin Airport.
- Increase the efficiency, reliability and safety of Dublin Airport transport systems.



07. FCC Road Safety Action Plan 2025

7.1 Introduction

The 2021-2030 government Road Safety Strategy sets out three phases of action plans:

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

Each of these action plans will include actions under the seven Safe System priority intervention areas:

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

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

- High-impact actions
- Support actions

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

A key recommendation from the 2013-2020 Action Plan evaluation was that strategy actions be specifically designed to reduce fatalities and serious injuries, and that these actions should be measured and evaluated on their effectiveness in doing so. 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. 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).

Fingal County Council will in conjunction with the members of the Road Safety Working Together Group refine the national actions down to specific actions appropriate for the Fingal Area. These actions are set out below.

7.2 Aims and Objectives of the Road Safety Action Plan 2025

The principal aims of the Fingal County Council Road Safety Action Plan 2024 are as follows:

- To develop a Fingal specific action plan to improve safety for all road users in the County.
- To promote road safety issues both internally through FCC departments but also externally with all road users.
- To foster greater relationships with other agencies who have an aim of progressing road safety through an expanded Road Safety Working Together Working Group.
- To highlight the scale of fatal, serious injury and minor injury collisions that are occurring at present on the county council's road network.
- To continue to support existing road safety initiatives as well as the adoption of new innovative road safety campaigns.
- To play a role in meeting national road safety targets set out in the National Road Safety Strategy 2021 to 2030.

The main aim of the FCC Road Safety Action Plan 2025 is to improve road safety for all road users and ultimately to reduce the number of collisions and casualties on the roads of Fingal County Council in line with National targets.



7.3 Road Safety Action Plan Targets

Ireland's Government Road Safety Strategy 2021–2030 and set a long-term target of zero roads deaths on Irish roads by 2050 (Vision Zero). 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 2025 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 7.3.1

	By 2025	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 Injuries	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 7.3.1 National Road Safety Strategy - Interim Targets (Baseline 2017 - 2019)

Applying percentages from Table 7.3.1, interim and longer terms targets have been set for road FCC Road Safety Action Plan as shown in Table 7.3.2

Fingal Collision and Injury Data 2015 to 2030

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Average	Target 2025	Target 2030
Fatalities	4	4	2	2	6	6	6	1	3	7	4	3	2
Serious Injuries	26	43	40	62	69	80	55	68	52	58	55	46	27

Figure 7.3.2 Fingal Collision and Injury Data 2015 to 2030

08. Fingal County Council Road Safety Action Plan Actions 2025 | Phase One

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

8.1 High Impact Actions

Safe Roads and Roadsides			
National Action No.	National Action	Lead Department or Agency	Due Date
1	Develop and implement a safety rating indicator for national road infrastructure, which will help target investment on sections of national roads with the highest risk of fatal or serious injury.	Transport Infrastructure Ireland	Q4 2024
2	Deliver an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year, to create forgiving roadsides, selfexplaining roads, and a safe environment for vulnerable road users.	Transport Infrastructure Ireland	Annual
3	Increase the length of divided roads on the National Primary Network from 1,310km (2020) to 1,366km (2024).	Transport Infrastructure Ireland	Annual
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.	Department of Transport, CCMA / LA's	Annual
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.	National Transport Authority, CCMA / LA's, Department of Transport	Q4 2024



FCC Action No.	FCC Action	Action assigned to	Due Date
1			
2			
3			
4	Implement a minimum of 5 low-cost safety schemes as identified on the regional and local road network per year and progress the implementation of a minimum of 4 larger specific safety schemes per year.	Fingal Operations Department	Annual
5	Over the period 2021 to 2025, agree with the NTA on a program of works to construct 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.	Fingal Active Travel Unit and Planning and Strategic Infrastructure Department	Q4 2025

Safe Speeds

National Action No.	National Action	Lead Department or Agency	Due Date
6	Establish a working group to examine and review the framework for the setting of speed limits. As part of this review there will be a specific consideration of the introduction of a 30kph default speed limit in urban areas.	Department of Transport, Road Safety Authority	Q4 2022
7	Establish a task force to share data and information on speeding, make recommendations and urgently implement any further measures identified to reverse the trend of non-compliance.	Road Safety Authority	Q4 2022
8	Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high-risk locations.	Department of Transport, Transport Infrastructure Ireland, National Transport Authority	Q4 2024
9	Review the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences.	An Garda Síochána	Annual
10	Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.	Road Safety Authority	Annual

FCC Action No.	FCC Action	Action assigned to	Due Date
6			
7			
8			
9			
10			



Safe Vehicles

National Action No.	National Action	Lead Department or Agency	Due Date
11	Prioritise lifesaving technologies associated with General Safety Regulation (GSR) including Intelligent Speed Assistance (ISA), direct vision for commercial vehicles, Event Data Recorder (EDR) by active participation and influencing at EU and UN level and promote early adoption at EU and national level.	Road Safety Authority	Annual
12	Trial the retrofit of an Advanced Driver Assist System (ADAS) with selected road user groups to establish the road safety benefits of a broader retrofit scheme.	Road Safety Authority	Q4 2023
13	Develop a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including: <ul style="list-style-type: none"> • Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle, • Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock Braking System (ABS), Emergency Stopping, Lane Departure, and • Provision of an online facility to check NCT or CVRT vehicle test history. 	Road Safety Authority	Annual
14	Work with Insurance Ireland to publish a study on the road safety impact of black box technology in the Irish market to promote potential wider uptake of this technology.	Road Safety Authority	Q4 2024

FCC Action No.	FCC Action	Action assigned to	Due Date
11			
12			
13			
14			

Safe Road Use

National Action No.	National Action	Lead Department or Agency	Due Date
15	Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	An Garda Síochána	Annual
16	Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	An Garda Síochána	Annual
17	Develop a mechanism to capture data on the contributory factors (e.g. speed, fatigue, intoxicants and mobile phone use) to serious injury road traffic collisions on an annual basis.	Road Safety Authority, An Garda Síochána	Q4 2022
18	Implement public education/ awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.	Road Safety Authority	Annual
19	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.	Road Safety Authority	Q1 2022
20	Establish a working group to consider and make recommendations for the implementation of an alcohol interlock programme, supported by a drink drive rehabilitation course in Ireland, for high-risk drink drive offenders.	Road Safety Authority	Q4 2022



National Action No.	National Action	Lead Department or Agency	Due Date
21	<p>Publish monthly the figures for enforcement activity focusing on the dangerous behaviours:</p> <ul style="list-style-type: none"> • Speeding • Seat belts • Mobile phones <p>Report monthly on the number of:</p> <ul style="list-style-type: none"> • Breath tests • Drug tests administered at Mandatory Intoxicant Testing (MIT) checkpoints and the results. 	An Garda Síochána	Monthly
22	Maintain a dedicated Roads Policing capacity with focus on road safety within An Garda Síochána and report annually on the number of Gardaí assigned to Roads Policing Units on a regional basis.	An Garda Síochána	Annual
23	<p>Eliminate the incidence of unaccompanied learner permit drivers. Reduce the number of learner car drivers who hold a third or subsequent learner permit from 24.6% to a maximum of 10% by 2024.*</p> <p>This will involve a number of actions including:</p> <ul style="list-style-type: none"> • Establishing a working group to review the learner driver process with a particular focus on the elimination of learner drivers driving unaccompanied and make recommendations, • Changing legislation to introduce additional measures to promote taking of the driving test by multiple learner permit holders and give consideration to introducing mandatory driver training for this. 	Road Safety Authority	Q4 2024



National Action No.	National Action	Lead Department or Agency	Due Date
24	Examine the possibility of introducing a Hazard Perception Test (HPT) and integrate it into the Driver Theory Test.	Road Safety Authority	Q2 2024
25	Explore the potential of an online portal for road users to upload footage of road traffic offences which could assist in prosecution.	An Garda Síochána	Q4 2022
26	Review the penalties for serious road traffic offences including the following: impaired driving, speeding, mobile phone use, non-wearing of seat belts, carrying unrestrained children in a vehicle.	Road Safety Authority	Q4 2024
27	Streamline and automate enforcement of Penalty Points from roadside capture via courts to update driver record.	Department of Transport, Road Safety Authority	Q4 2025
28	Establish on a pilot basis 3 Programme Enabler Expert Groups (Funding, Data, Legislation) in phase 1 of the RSS to ensure timely and effective delivery of interventions by providing specialist knowledge and guidance to accelerate progress at an operational level.	Department of Transport, Road Safety Authority, An Garda Síochána	Ongoing

FCC Action No.	FCC Action	Action assigned to	Due Date
15			
16			
17			
18			
19			
20 - 28			



Post Crash Response

National Action No.	National Action	Lead Department or Agency	Due Date
29	Examine the role of the family liaison officer in respect of support and provision of information in relation to fatal and serious Road Traffic Collision and make recommendations.	An Garda Síochána	Q1 2022

FCC Action No.	FCC Action	Action assigned to	Due Date
29			

Safe and Healthy modes of Travel

National Action No.	National Action	Lead Department or Agency	Due Date
30	Develop a National Cycle Network plan for interurban rural cycling and walking, providing connections to active travel networks and Greenways. Develop an implementation plan for delivery in Phases 2 & 3 of the Road Safety Strategy.	Transport Infrastructure Ireland	Q4 2022
31	Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.	Department of Transport / Cycling Ireland	Annual
32	Conduct a case study of countries that have adopted mechanisms to reduce traffic (for example car free streets in urban areas) to enhance the safety of other road users and make recommendations for Ireland.	Road Safety Authority	Q4 2022

FCC Action No.	FCC Action	Action assigned to	Due Date
30			
31	Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.	Fingal Active Travel Unit and Road Safety Office	Annual
32			

Safe Work Related Road Use

National Action No.	National Action	Lead Department or Agency	Due Date
33	Develop a protocol, underpinned by legislation, to allow the sharing of information and data, including personal data, between the HSA, An Garda Síochána and the RSA, to assist in the identification and investigation of non-compliance and non-adherence to statutory responsibilities in relation to vehicle maintenance, work-related vehicle safety and driving for work.	Health and Safety Authority, Road Safety Authority, An Garda Síochána	Q4 2024
34	Develop enhanced enforcement powers for An Garda Síochána and RSA Transport Officers to deal effectively with commercial vehicles including the adoption of fixed charges.	Road Safety Authority	Q4 2022
35	Engage with academic, business, civil society, and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.	Road Safety Authority	Annual
36	Develop, oversee, and deliver a voluntary Driving for Work Standard (DFWS) and training programme in collaboration with industry and employers.	Road Safety Authority	Q4 2024
37	Develop joint national intervention (education & enforcement) strategy on work related road safety.	Health and Safety Authority, Road Safety Authority, An Garda Síochána	Q1 2023
38	Conduct a feasibility study and make recommendations on the introduction of an earned recognition scheme for commercial vehicle operators, giving criteria-based points for those operators in public procurement competitions.	Road Safety Authority	Q4 2022



Safe Work Related Road Use

FCC Action No.	FCC Action	Action assigned to	Due Date
35	FCC to promote road safety across all sectors of the community, including encouraging academic, business, civil society, and the insurance industry to sign up to the European Road Safety Charter.	Fingal Active Travel Unit and Road Safety Office	Annual

8.2 Support Actions

Safe Roads and Roadsides

National Action No.	National Action	Lead Department or Agency	Due Date
39	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.	CCMA / LA's, Department of Transport	Annual
40	Examine the implications of the installation of median barriers on roads with speed limits of 80kmh or more and make recommendations. (SPI 1)	Department of Transport, Transport Infrastructure Ireland	Q4 2024
41	Update the National Cycle Manual (NCM) to incorporate updated cycle scheme design guidance aligned with the safe system approach including appropriate training.	Department of Transport, National Transport Authority	Q2 2022
42	Review the effectiveness of the Heavy Good Vehicle (HGV) ban in Dublin City with a view to consider similar workable initiatives in other urban cities.	CCMA / LA's	Q4 2022
43	Conduct a national survey on school gate safety for bus collections and make recommendations to inform an action plan.	Bus Éireann, National Transport Authority	Ongoing to 2025
44	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.	Department of Transport, An Garda Síochána, CCMA / LA's	Q4 2024



National Action No.	National Action	Lead Department or Agency	Due Date
45	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	Road Safety Authority	Annual
46	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.	Department of Transport, Transport Infrastructure Ireland, CCMA / LA's	Q1 2022
47	Embed the Safe Systems approach within Transport Infrastructure Ireland standards and guidance documents.	Transport Infrastructure Ireland	Q4 2024
48	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 approach. 	Transport Infrastructure Ireland	Q4 2024
49	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's	Annual
50	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's	Ongoing to Q4 2026
51	Facilitate the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System approach.	Transport Infrastructure Ireland	Q4 2024
52	Improve visibility, lighting and age friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	National Transport Authority, Bus Éireann	Q4 2025



National Action No.	National Action	Lead Department or Agency	Due Date
53	Conduct a literature review on international best practice on speed awareness courses, to produce recommendations and inform the implementation of a speed awareness course in Ireland to eliminate reoffending.	Road Safety Authority	Q3 2022
54	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.	Road Safety Authority	Annual
55	Deliver a public information campaign to raise awareness of the new Enhancing Motorways Operations System (eMOS) i.e., the implementation of variable speeds limits and lane control measures on the M50.	Road Safety Authority	Q3 2021 and Annual

FCC Action No.	FCC Action	Action assigned to	Due Date
39	Assist with the development of 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.	Fingal Active Travel Unit, Operations Department and Planning and Strategic Infrastructure Department	Annual
42	Consider Heavy Good Vehicle (HGV) ban or similar workable initiatives in Fingal towns and villages	Fingal Operations Department	Q4 2025
44	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.	Fingal Operations Department	Q4 2025
46	Review and make recommendations for the provision of a dedicated road safety engineering resource in Fingal to progress road safety schemes and strategy actions.	Fingal Active Travel and Road Safety Office	Q1 2026

FCC Action No.	FCC Action	Action assigned to	Due Date
49	Publish/ renew a prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis. (The Fingal Annual Program of works)	Fingal Operations Department	Annual
50	Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	Fingal Operations Department	Ongoing to Q4 2026

Safe Speeds

National Action No.	National Action	Lead Department or Agency	Due Date
56	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.	CCMA / LA's	Annual
57	Examine the feasibility of 30kmh speed limit or lower in school vicinities and report on progress.	CCMA / LA's	Annual

FCC Action No.	FCC Action	Action assigned to	Due Date
56	Implement the new National Speed Limit Review.	Fingal Operations Department	Q4 2025
57	Implement the new National Speed Limit Review.	Fingal Operations Department	Q4 2025



Safe Vehicles

National Action No.	National Action	Lead Department or Agency	Due Date
58	Identify potential enhancements to the National Car Test (NCT) and Commercial Vehicle Roadworthiness Testing (CVRT) including: A. the use of onboard diagnostic technologies and incorporate into the mandatory testing regime of vehicles as new defect items. B. The introduction of an Electronic Roadworthiness Test of Vehicles (ePTI) such as Advanced Driver Assist System (ADAS) technologies and incorporate into the mandatory testing regime of vehicles.	Road Safety Authority	Q4 2024
59	Examine the feasibility of compulsory roadworthiness testing for agricultural vehicles and motorcycles and make recommendations.	Road Safety Authority	Q2 2022
60	Conduct a feasibility study and prepare a report on increasing the frequency of testing of cars under 10 years old and buses and make recommendations.	Road Safety Authority	Q4 2022
61	Conduct a feasibility study on the establishment of a dedicated portal for managing road safety critical vehicle recalls (manufacturers) and consider the introduction of a fail item in circumstances where road safety is compromised.	Road Safety Authority	Q4 2022
62	Examine the feasibility of making it compulsory to provide evidence of a valid NCT for vehicles 4 years or older when renewing vehicle Motor Tax.	Road Safety Authority	Q4 2023
63	Research the potential and publish a report and recommendations on options to fast-track vehicle connectivity in the fleet consistent with EU requirements.	Road Safety Authority	Q4 2024



National Action No.	National Action	Lead Department or Agency	Due Date
64	Work with the Irish Tyre Industry Association (ITIA), REPAK ELT (end of life tyres) and An Garda Síochána to educate drivers about tyre safety, maintenance and checking. Run a national campaign jointly per annum.	Road Safety Authority	Annual
65	Conduct a public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	Road Safety Authority	Annual
66	Work with relevant stakeholders to conduct a pilot scheme to educate parents and young people of the importance of purchasing safe vehicles.	Road Safety Authority	Q4 2022

FCC Action No.	FCC Action	Action assigned to	Due Date
58-66			



Safe Road Use

National Action No.	National Action	Lead Department or Agency	Due Date
67	<p>Actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by;</p> <ul style="list-style-type: none"> Ensuring that there is a youth representative on the Safe Road Users pillar of the RSS. Establishing a youth representative forum (representatives of youth organisations) that will meet annually and discuss road safety issues relevant to younger people and make recommendations. 	Road Safety Authority	Annual
68	Formalise multi-agency meetings in every region on a quarterly basis to agree and plan enforcement activity.	Road Safety Authority, An Garda Síochána	Ongoing
69	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.	CCMA / LA's	Q4 2021
70	Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	CCMA / LA's	Annual
71	Transform RSA service delivery through digital first strategy creating capacity and funding for direct investment in road safety activity.	Road Safety Authority	Q4 2024
72	Establish a technological platform to enable approved data sharing, reuse, and insights amongst key strategic partners to deliver more targeted, innovative, and effective road safety interventions and which would also be a proof of concept for public sector collaboration in other areas.	Road Safety Authority	Q4 2024



National Action No.	National Action	Lead Department or Agency	Due Date
73	Establish a Senior Officials Group (SOG) tasked with; <ul style="list-style-type: none"> Monitoring progress and reporting to the Ministerial Committee on road safety. Establishing new working groups to accelerate progress on specific actions as required. 	Road Safety Authority	Q4 2021
74	Undertake quantitative surveys (observation and self-report studies) to collect and analyse data for the Strategy Safety Performance Indicators (SPI's) and the EU Key Performance Indicators (KPI's) on an annual basis.	Road Safety Authority	Annual
75	Publicly report results on Strategy SPI's following each round of data collection and analysis by stakeholders to inform strategy progress reporting and tailoring of road safety activity by all stakeholders.	Road Safety Authority	Ongoing
76	Organise and host an annual results conference to report on progress on the implementation of the RSS, focusing on fatalities, serious injuries, across all users, SPIs, and Actions in the Action Plan to inform targeted tailoring of road safety activity by all strategy stakeholders.	Road Safety Authority	Annual
77	Establish a best practice approach to evaluating road safety interventions and apply this on a pilot basis to a selection of RSS phase 1 actions.	Road Safety Authority	Q1 2024
78	Conduct an ex-post evaluation of phase 1 of the strategy targets, SPIs and actions in Q3-Q4 2024, and use the results of this to inform the development of an action plan with road safety partners for phase 2 of the strategy to come into effect, no later than Q2 2025.	Road Safety Authority	Q2 2025



National Action No.	National Action	Lead Department or Agency	Due Date
79	Formalise the process with An Garda Síochána to confirm fatal and serious injury collisions through the introduction of quarterly review meetings.	Road Safety Authority	Ongoing
80	Undertake academic qualitative research to better understand the dangerous behaviours and identify prevention strategies.	Road Safety Authority	Q4 2024
81	Conduct an analysis of existing collision data to identify the profile of fatal and serious injury collisions occurring during off-peak travel times (i.e., 10pm to 5am) to inform education / enforcement strategies.	Road Safety Authority	Q2 2022
82	Ensure compliance with the General Data Protection Regulation (GDPR) and legal vires to capture and disseminate collision data to inform stakeholders' evidence-based interventions, in compliance with the Irish Statistical System Code of Practice (ISSCOP).	Road Safety Authority	Annual
83	Undertake annual, motorist self-report attitude and behaviour studies to provide data on intoxicated driving, fatigue, seatbelt and mobile phone use, and self-report attitude and behaviour studies with other road users (e.g., cyclists, motorcyclists) during alternate years.	Road Safety Authority	Annual
84	Establish a risk exposure liaison group to collaborate with stakeholders to enhance risk exposure data available.	Road Safety Authority	Annual
85	Undertake academic research to understand the role of fatigue and distraction in KSI collisions in Ireland and develop a mechanism to estimate the prevalence of these contributory factors in Irish KSI collisions.	Road Safety Authority	Q4 2024



National Action No.	National Action	Lead Department or Agency	Due Date
86	Participate in European and international research programmes in areas of road safety or programmes related to the Safe System priority areas, to enhance benchmarking, and to facilitate the adoption of international best practice across all areas of intervention.	Road Safety Authority	Annual
87	Conduct a review of the efficacy of a compulsory road safety education programme in schools and make recommendations.	Road Safety Authority	Q4 2021
88	Pilot and evaluate 'Bikesafe' (an initiative aimed at reducing the number of motorcycle casualties) and make recommendations.	Road Safety Authority	Annual
89	Examine the feasibility of An Garda Síochána enforcement data relating to driver's hours, tachographs and roadworthiness checks being included in the RSA Commercial Vehicle Operator Risk Indicator (CVORI) system and make proposals.	Road Safety Authority	Q2 2022
90	Examine the feasibility of a register of commercial disqualified driver's licences being accessible for employers.	Road Safety Authority	Q2 2023
91	Conduct a feasibility study to assess the effectiveness of expanding conspicuity markings to light commercial vehicles and make recommendations.	Road Safety Authority	Q4 2023
92	Put in place an on-road driver assessment (ORDA) mechanism to support driver medical fitness evaluations.	Road Safety Authority	Q3 2022
93	Examine the feasibility of utilising bus mounted cameras to detect and enforce illegal parking in bus lanes and if appropriate make recommendations for implementation.	National Transport Authority	Q4 2022



National Action No.	National Action	Lead Department or Agency	Due Date
94	Engage with vulnerable road user (cycle, pedestrian, motorcyclist, horse riders) representation organisations on a regular basis to identify opportunities for cooperation and joint promotional activity.	National Transport Authority	Annual
95	Seek out opportunities for joint North/South cooperation on road safety promotion.	National Transport Authority	Annual
96	Implement public awareness campaigns on the danger of Driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	National Transport Authority	Annual
97	Work with victim advocacy groups to advance road safety messaging and involvement in key road safety events.	National Transport Authority	Annual
98	Seek opportunities to fund / sponsor television programming that aims to promote greater awareness of key road safety themes among the public.	National Transport Authority	Annual
99	Review and update guidelines for media reporting and advertising in relation to road safety.	National Transport Authority	Q3 2022
100	Work with Insurance Ireland to incentivise safety among learner and novice drivers.	National Transport Authority	Annual
101	Develop an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles / trailers.	National Transport Authority	Q4 2022
102	Raise awareness of the medical fitness to drive regulations to ensure full understanding and compliance in respect of drivers that have a drug and/ or alcohol dependence.	National Transport Authority	Q3 2022



National Action No.	National Action	Lead Department or Agency	Due Date
103	<p>Implement specific educational measures aimed at protecting vulnerable road users. In particular:</p> <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, • horse riders, and • the rules of the road. 	National Transport Authority	Annual
104	<p>Introduce the necessary legislation for the safe use of e-scooters on Irish roads. In anticipation of introduction of legislation of e-scooters, we will:</p> <ul style="list-style-type: none"> • Conduct research on best practice approaches adopted in other countries, • Work with EU colleagues on type approval and standards for implementation, and • Implement public education to support the safe use of these vehicles (micro mobility) on Irish roads, particularly for last-mile journeys. 	Department of Transport, Road Safety Authority	Q1 2022 and Ongoing
105	<p>Conduct an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.</p>	National Transport Authority, Road Safety Authority	Q2 2022



National Action No.	National Action	Lead Department or Agency	Due Date
106	Develop and launch a standardised guide to reducing road safety school gate risk.	Road Safety Authority	Q3 2021
107	Conduct a road safety campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc).	Road Safety Authority	Q2 2023
108	Develop a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.	Road Safety Authority	Q4 2021
109	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	Road Safety Authority	Q1 2023
110	Review the content of the Rules of the Road to ensure it focuses on key road traffic regulations, is easily understood and accessible.	Road Safety Authority	Q4 2023
111	Make proposals for the development and implementation of a specialist ADI category in order to deliver initial training for drivers of Category 'BE' road vehicles towing trailers exceeding 750kg design gross vehicle weight (DGW) and a gross combination weight of car/jeep and trailer not exceeding 7,000 kg.	Road Safety Authority	Q3 2022
112	Consider introducing a requirement that all new ADI applicants possess a Level 6 QQI qualification.	Road Safety Authority	Q4 2022
113	Implement the CAS recommendations as part of the 'Review of the EDT programme' including the development and introduction of an app (Electronic logbook).	Road Safety Authority	Q4 2023



National Action No.	National Action	Lead Department or Agency	Due Date
114	Research and complete a feasibility study on the introduction of a range of best practice Graduated Driver Licensing (GDL) measures and make recommendations.	Road Safety Authority	Q2 2023
115	Consider the introduction of a mandatory training programme and a driving test for new category W only learner permit applicants.	Road Safety Authority	Q2 2023
116	Optimise RSA.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.	Road Safety Authority	Annual
117	Continue to enforce Road Traffic Legislation using the Safety Camera System and the Mobility App in addition to combined Data Analytics to inform and assess targeted enforcement activity including unaccompanied learner drivers.	An Garda Síochána	Annual
118	Prepare, implement, and share with partner agencies an annual Garda Roads Policing Operations Plan.	An Garda Síochána	Annual
119	RSA and An Garda Síochána to put in place an agreed annual and sustained enforcement plan for: HCV, Buses, Light Commercial Vehicles and Agricultural tractors/trailers including annual targets.	Road Safety Authority, An Garda Síochána	Annual
120	Continue to use and enhance the Commercial Vehicle Operator Risk Indicator (CVORI) system as a tool to inform a risk-based inspection programme with a minimum of 15% of inspections (all types) carried out on high-risk operators.	Road Safety Authority	Annual



National Action No.	National Action	Lead Department or Agency	Due Date
121	<p>Comply with EU Directive requirements in relation to driver hours, tachograph regulations and vehicle checks by ensuring</p> <ul style="list-style-type: none"> a minimum of 3% of days worked by drivers of vehicles in scope of the Driver's Hours and Tachograph Regulations, at least 30% of which must be checked at roadside and at least 50% at premises. a minimum of 5% of heavy goods vehicles, buses and their trailers registered in the national fleet inspected for roadworthiness per annum at roadside inspections. 	Road Safety Authority	Annual
122	Initiate planning work for two additional suitably equipped enforcement areas to accommodate 24/7 enforcement and augment RSA enforcement capacity to facilitate 24/7 enforcement activities at high-risk periods on the road network.	Road Safety Authority	Q1 2023
123	Develop a plan for sharing expertise between An Garda Síochána and the RSA on certain aspects of commercial vehicle enforcement.	Road Safety Authority	Q4 2024
124	Continue to work with partner agencies to further enhance Garda access to real-time driver and vehicle data.	An Garda Síochána	Annual
125	Complete a legal assessment and develop proposals for integrating new datasets associated with collision risk into the RSA Commercial Vehicle Operator Risk Indicator (CVORI) system.	Road Safety Authority	Q2 2023
126	Identify and report on potential new enforcement technologies to facilitate commercial vehicle enforcement including equipping RSA and An Garda Síochána with remote early detection equipment to facilitate the interrogation of SMART tachograph equipped vehicles while they are in-motion.	Road Safety Authority	Q1 2023



National Action No.	National Action	Lead Department or Agency	Due Date
127	Review and make legislative proposals to update Section 114 of the Road Traffic Acts to prescribe maximum driving and minimum resting times for professional drivers not subject to the EU tachograph and drivers hours rules particularly as regards self-employed drivers and submit to the Department of Transport.	Road Safety Authority	Q4 2023
128	Investigate the potential to use ANPR technology to identify vehicles in use without a valid NCT and CVRT and consider the development of a Fixed Charge Notice for non-compliant vehicles.	Road Safety Authority	Q4 2024
129	Implement a number of pilot weigh in motion systems on the roads network starting with the national roads network and report on the findings in terms of numbers of overweight vehicles including the potential adverse impact on road safety including road surfaces and potential efforts to change behaviours of freight operators and drivers in respect of overweight vehicles.	Transport Infrastructure Ireland	Q4 2024
130	Consider the introduction of a digital driving licence and make recommendations to the Department.	Road Safety Authority	Q4 2024
131	Reduce the number of uninsured vehicles on Irish roads by: Completion of the Motor Third Party Liability (MTPL) project.	Department of Transport, An Garda Síochána	Ongoing
132	Prepare and adopt necessary legal provisions to facilitate the implementation and enforcement of relevant aspects of the EU Mobility Package and the EU and UK Trade and Cooperation Agreement.	Road Safety Authority	Q4 2021
133	Develop a method to identify and enumerate serious injuries using a medical definition, such as MAIS3+, and report on same as part of the dissemination of trend data, updates, and reporting on serious injuries.	Road Safety Authority	Q3 2023



National Action No.	National Action	Lead Department or Agency	Due Date
134	Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout.	Fire Service	Q4 2024
135	Establish a working group to review and make recommendations as appropriate on the improvement of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time.	Fire Service	Q3 2023
136	Develop a national risk exposure measure and methodology for cyclists by conducting a pilot study in 2022 to collect cyclist travel pattern data to supplement any data already available, with reference to international best practice.	Road Safety Authority	Q4 2022
137	Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.	National Transport Authority	Q2 2023
138	Roll-out of the Safe Routes to Schools Programme and provide "front-of school" treatments to a minimum of 500 schools.	National Transport Authority, An Taisce, CCMA / LA's	Q4 2024

FCC Action No.	FCC Action	Action assigned to	Due Date
69	Continue the Road Safety Working Together Group (RSWTG) in Fingal to co-ordinate multi-agency road safety policy and implementation at a local level.	Fingal Active Travel and Road Safety Office	Annual
70	Fingal RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	Fingal Active Travel and Road Safety Office	Annual
138	Roll-out of the Safe Routes to Schools Programme as directed by the NTA and An Taisce and provide "front-of school" treatments to all schools when completing near by infrastructure.	Fingal Active Travel Unit and Road Safety Office	Annual



Safe Work Related Road Use

National Action No.	National Action	Lead Department or Agency	Due Date
139	Draft and formulate a National Safe Work-Related Road Safety (WRRS) Code of Practice.	Health and Safety Authority, Road Safety Authority	Q4 2023
140	Establish a commercial vehicle operator advisory panel to review and make recommendations on enforcement and compliance issues.	Road Safety Authority	Q1 2022
141	Promote the use of road traffic safety management systems and standards (for example ISO 39001) to assist employers integrate work related road safety as a core business objective.	Health and Safety Authority, Road Safety Authority, An Garda Síochána	Annual
142	Improve the accessibility of Driver CPC periodic training through the option of e-learning to provide blended learning for certain parts of the current Driver CPC Curriculum.	Road Safety Authority	Q2 2023
143	Provide An Garda Síochána access to the new 'EU - CPC Enforcement Network' system to verify if a HGV/PSV driver from another EU Member State holds a valid CPC card.	Road Safety Authority	Q3 2023

FCC Action No.	FCC Action	Action assigned to	Due Date
139-143			



09. Fingal County Council Road Safety Action Plan Actions 2025 | Phase Two

Over the course of the Phase 2 Action Plan, the Local Authorities (in collaboration with the CCMA and/or LGMA as appropriate) will:

Review the effectiveness of the Road Safety Working Together Group (RSWTG) in each Local Authority to coordinate multi-agency road safety policy and implementation at a local level, and implement any recommendations.

Safe Speeds

National Action No.	National Action	Lead Department or Agency	Support Partner(s)	Due Date
145	<p>Progress implementation of the recommendations of the 2023 Speed Limit Review.</p> <p>a.) Making of special speed limit bye-laws to extend the number of 30km/h speed limit zones in urban and built-up areas, combined with infrastructural works where feasible to reduce collision risk.</p> <p>b.) Introduce 100 periodic speed limits at front-of-school locations on roads that are not on the national network.</p>	Local Authorities	AGS, DOT, NTA, TII	

FCC Action No.	FCC Action	Action assigned to	Due Date
145	<p>a.) Making of special speed limit bye-laws to extend the number of 30km/h speed limit zones in urban and built-up areas, combined with infrastructural works where feasible to reduce collision risk.</p> <p>b.) Introduce 100 periodic speed limits at front-of-school locations on roads that are not on the national network.</p>	Operations Department	Q4 2027

Post Crash Response

National Action No.	National Action	Lead Department or Agency	Support Partner(s)	Due Date
146	<p>Investment in infrastructure improvements can greatly enhance road safety. Where possible such investments should be evidenced based. Improving the sharing and use of collision data can be used to better inform and enhance road safety interventions.</p> <p>a.) Identify high-risk locations based on collision data on the regional and local road network and prioritise road safety improvements based on this.</p>	Local Authorities	DOT, LGMA RSA	

FCC Action No.	FCC Action	Action assigned to	Due Date
146	Identify high-risk locations based on collision data on the regional and local road network and prioritise road safety improvements based on this.	Operations Department	Q4 2027

9.2 Support Actions

Support Action no.	Safe System Pillar	Supporting Actions	Supporting Stakeholders
1	Safe and Healthy Modes of Travel	Establish a network accross Local Authorities to share best practices for the implementation of Active Travel Infrastructure.	LGMA, NTA,TII
2	Safe Road Use	Review the effectiveness of the Road Safety Working Together Group (RSWTG) in each Local Authority to coordinate multi agency road safety policy and the Implement any recommendations.	AGS, DOT, Fire Services, NAS, RSA, TII

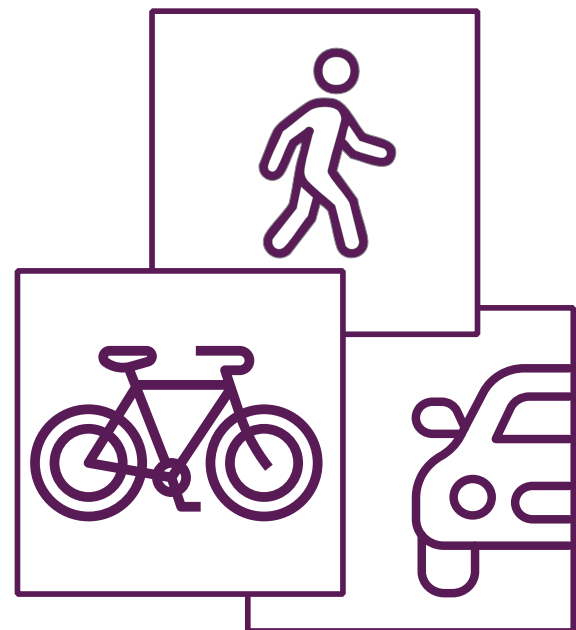


10. Monitoring and Evaluation

The Fingal Road Safety Office which is part of the Environment, Climate Action, Active Travel and Sports (ECAATS) department will in conjunction with the Road Safety Working Together Group hold a yearly meeting of the RSWTG to review progress on the Action Plan and following this a report will be presented to the Transport and Infrastructure Management SPC and published online with an update on progress for the year. It is vital that the progress of the Road Safety Action Plan is reviewed on an annual basis to assess if it is effective in meeting the objectives and carrying out its actions.

11. Summary

As we advance with the Road Safety Action Plan 2025, Fingal County Council reaffirms its commitment to achieving Vision Zero. Building on the solid foundation of previous initiatives and in close alignment with Ireland's Government Road Safety Strategy 2021–2030, this plan represents a strategic, evidence-based approach to enhancing our road network and safeguarding all road users. By prioritising sustainable infrastructure, rigorous enforcement, and robust stakeholder collaboration, we are taking decisive steps towards a future free from road fatalities and serious injuries. Together, through continuous monitoring and community engagement, we will ensure that Fingal remains a safe, resilient, and thriving place to invest, work, and live.



**Comhairle Contae
Fhine Gall**
Fingal County
Council

