

Our Journey Towards Vision Zero

Road Safety
Strategy
2026 - 2030



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Foreword



Pamela Kearns
Mayor

South Dublin County Council is committed to the safety of every road user. This Road Safety Strategy 2026 – 2030, aligned with the Government Road Strategy, sets a clear, evidence-led programme to reduce deaths and serious injuries and to accelerate our journey towards Vision Zero.

How we travel is changing. More people are walking, cycling, using e-scooters and public transport, while South Dublin continues to carry significant volumes on strategic corridors, including the M50 and other national routes. Our transport system must support growth and enterprise, meet climate commitments and improve air quality while making streets safer, especially for those most at risk.

We will deliver this plan through the Safe System Approach, which recognises that people make mistakes and that the transport system should be designed and managed, so those mistakes do not result in death or life-changing injury. Road safety is therefore a shared responsibility from the organisations that plan, design, build and manage our roads,

to the emergency services that respond, and every person who uses the network.

Working through our Road Safety Working Together Group with An Garda Síochána, Dublin Fire Service, Transport Infrastructure Ireland, the National Transport Authority and the Road Safety Authority, we will focus on practical measures that make it easier to do the right thing: safer speeds, safer junctions and crossings, and better connected more pleasant walking and cycling routes, supported by education, events and targeted campaigns.

We recognise the human cost of road trauma and the renewed urgency of this work. Delivering this plan will require sustained leadership, investment and community support. We ask everyone who lives, works, studies or travels in South Dublin to play their part, choose safe behaviours, look out for one another, and support measures that protect vulnerable road users. Together, through this plan, we can ensure that no family has to experience the loss or life-changing injury of a road traffic collision.



Colm Ward
Chief Executive



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 Road Safety plan 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.

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 in road safety

as it is not just a catchphrase. It is a serious commitment to end all deaths and serious injuries on our roads. It 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 for Vision Zero by 2050. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.



1 Introduction

Our journey to date

In accordance with the Government Road Safety Strategy 2021 - 2030 the Council has been working towards the strategy's primary objective of reducing the number of road fatalities and serious injuries on our roads by 50% by 2030.

This Road Safety Strategy examines the work of the previous Road Safety Plan 2022 - 2024 and sets out a strategy for South Dublin County Council to achieve Ireland's long-term goal of reaching Vision Zero (i.e. zero road deaths or serious injuries) by 2050. This strategy closely aligns with 'Ireland's Government Road Safety Strategy 2021 to 2030' and will be delivered with a focus on the provision of improved infrastructure, road user behaviour, enforcement and effective emergency response. South Dublin 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.

1.1 Government Road Safety Strategy 2021 – 2030

The fifth Government Road Safety Strategy 2021 - 2030, launched in December 2021, seeks to build on the progress and understanding provided by the previous strategies, with the objective of improved road safety on Irish roads by reducing the numbers of deaths and serious injuries by 50% by 2030 and zero deaths by 2050.

The Road Safety Strategy 2021 - 2030 was agreed for delivery in three phases

Phase 1 Action Plan - 2021 – 2024	Complete
Phase 2 Action Plan - 2025 – 2027	Ongoing
Phase 3 Action Plan - 2028 – 2030	

Phase 1 ran from 2021 - 2024 and included 50 high impact actions and 136 support actions. Local authorities were the lead agency or support agency for a number of these actions.

Phase 2 in developing a phase 2 Action Plan for the period 2025 to end of 2027, the government were guided by expert input from stakeholders, and a review of the strengths and weaknesses of the phase 1 plan was conducted. While there was no significant improvement in road safety as planned during phase 1, a number of significant initiatives were delivered, which include:

- Completion of the Irish Motor Insurance database.
- Publication of the Speed Limit Review and implementation of its first phase on rural local roads.
- Introduction of mandatory drug testing at the scene of serious collisions, supported by the provision of rapid testing devices to Gardaí.

- The Road Safety Authority delivered on many actions and continue to expand and enhance road safety education and campaigning.

Based on this consultation and analysis, the focus for the coming years will be on the delivery of **12** primary actions, requiring collaboration across all road safety partners and with the potential for truly transformative impacts. These will include:

- Continued investment in safe sustainable transport
- Roll out of safer default speed limits
- The expanded use of data sharing
- Integrated programme of road safety education across a person's life

These primary actions are supplemented by **77** supporting actions, many of which will bring substantial road safety benefits. These actions are grouped according to the Seven Safe System Pillars.

The government has recently approved the General Scheme of the National Vehicle and Driver File Bill 2025 (NVDF Bill 2025), which includes a number of important road safety related provisions. Proposals for the NVDF Bill 2025, have been put forward, which will provide for the introduction of graduated penalties for speeding and the consideration of re-education courses to be introduced as part of the sanctions available for certain

road traffic offences. This bill will be treated as a priority by government, as this will enable primary actions to be delivered as part of the key programme for government commitments in the area of road safety, helping to ensure that we make our roads safer for all road users.



Fig 1.1 Ballycullen Drive - Avenue Junction, Firhouse

15 Safety Performance Indicators

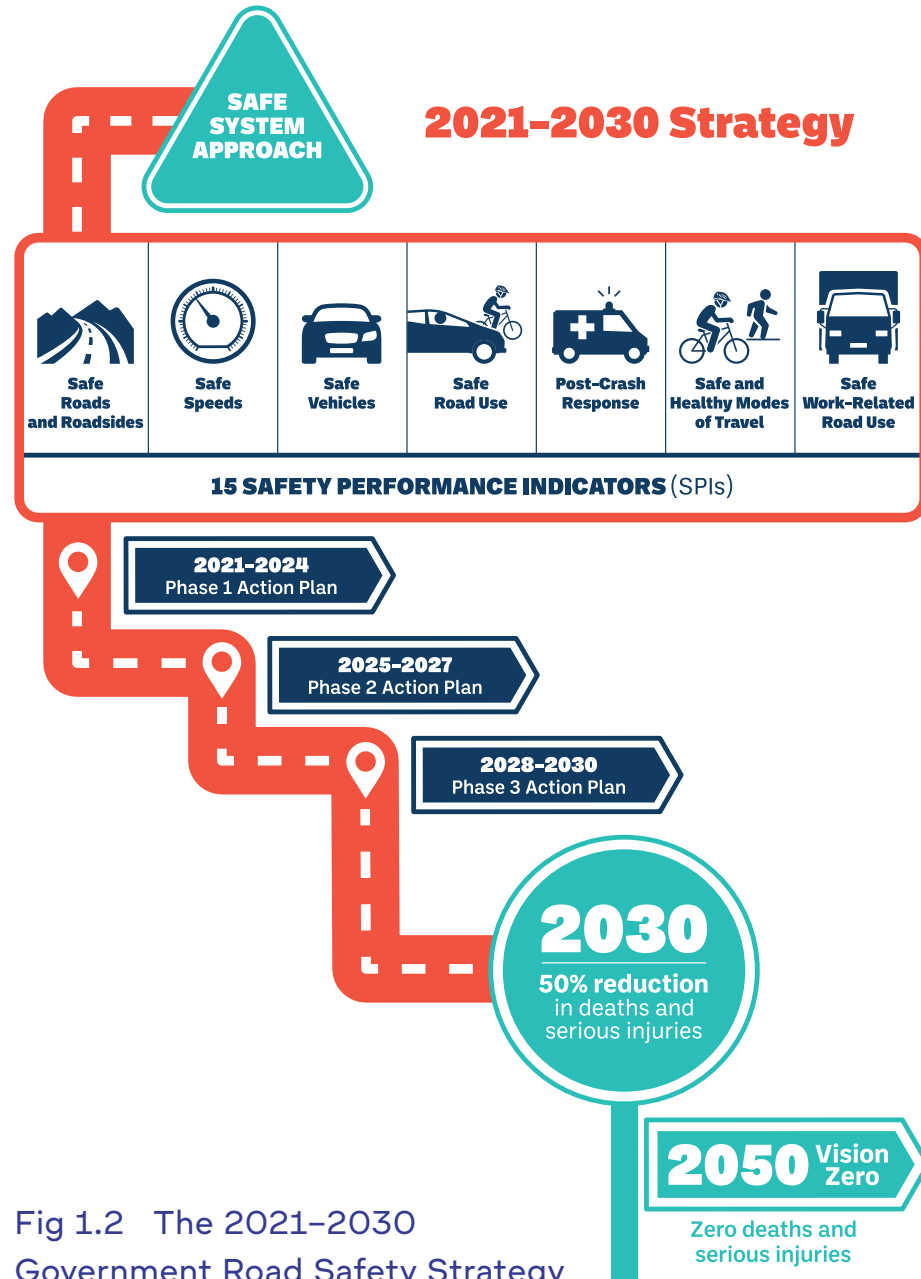


Fig 1.2 The 2021-2030 Government Road Safety Strategy

1.2 Safe System Approach

The Government Road Safety Strategy is led by the Safe System Approach, which is viewed as best practice globally in the delivery of road safety strategies. The Safe System philosophy takes a wider perspective of road collisions, recognising that human beings are fallible, that their errors must be anticipated and the risk of serious consequences from these errors minimised.



Fig 1.3 Safe System Approach

When collisions occur, the human body is inherently vulnerable to death or injury. Considering this, the responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road user but shared with all those involved in road safety: e.g. those developing infrastructure and vehicle producers. The principle involved in this thinking is clear, it is not acceptable to pay a price in deaths for the mobility that society needs. The Safe System Approach to road safety is built on the seven pillars of road safety.

Seven Pillars of Road Safety Are:

Safe and healthy modes of travel

Safe and healthy modes of travel acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel. It involves the promotion of the safer modes (e.g., public transport, such as bus and rail travel), and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks in the event of a collision are more serious than for protected in-vehicle road users.

Safe Roads and Roadsides

Safe roads and roadsides involves the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use. The aim of

this priority intervention area is to support correct road use through providing ‘self-explaining’ roads (i.e. roads that are easy to understand and use) and forgiving roadsides (i.e. roadsides that minimise the impact of collisions) so that if a collision occurs it does not lead to death or serious injury.

Safe Vehicles

The safe vehicles element of the Safe Systems approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives. It includes measures to help avoid a collision and to mitigate the severity of a collision before it occurs. It also involves measures to reduce injury in the event of a collision and to reduce the consequences of injury. Of particular relevance here is the EU General Safety Regulation (GSR) which introduces safety requirements for new vehicles coming into effect from 2022.

Safe Speeds

Safe speeds is 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. Successful Safe System Approaches ensure that

the set speed limits on parts of the network are not higher than the built-in protection provided by roads, roadsides and vehicles. Although collisions may still occur, they should not lead to death or serious injury.

Safe Road Use

Safe road use incorporates a wide range of safety behaviours such as compliance with the posted speed limit, driving without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and correct use of child restraints. It involves setting road user standards (e.g., driver training and licensing requirements), developing traffic legislation and implementing targeted enforcement. It also includes public education and awareness campaigns and harnessing the benefits of safety technologies so that we share our roads safely, mitigating the risk of fatalities and serious injuries.

Safe Work-related Road Use

Safe work-related road use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries. It includes journeys made using publicly or privately owned or leased motor vehicles (including motorcycles), as well as cycling or walking. It aims to ensure those driving for work have the training and resources to do so safely. It also involves the improvement of commercial vehicle enforcement

measures and ensuring that employer road safety policies and vehicle safety standards are a key focus, including in procurement competitions.

Post-crash Response

Post-crash response concerns the rescue, treatment and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and consequences of injuries should a collision occur. This involves the use of efficient emergency notification systems, the safe and timely transportation of qualified medical personnel and the correct diagnosis and stabilisation of the patient at the scene. It also includes the safe transport of the patient to the most appropriate facility for treatment, quality emergency room and trauma care, access to specialised rehabilitation services and supports for casualties' families. Post crash response activities are supported by enhancing the collection, sharing, and analysis of collision data.

The following is an outline of how the Safe System Approach works and how it is applied based upon consideration of the following information.

Human Behaviour No matter how well we train and educate about responsible road use, people are human and make mistakes. The road transport systems need to accommodate this.

Human Frailty

The finite capacity of the human body to withstand physical force before a serious injury or fatality will be a core system design consideration.

Forgiving Systems

The roads we travel on, the vehicles we travel in, the speeds we travel at and the attitudes of road users to each other, need to become more forgiving of human error.

1.3 SDCC Road Safety Plan 2022 - 2024

South Dublin County Council prepared a Road Safety Plan for the county covering 2022 - 2024 period. This plan provided a focus on the reduction in road collisions under the headings of Education, Enforcement, Engineering and Emergency. 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 2022 - 2024 plan and some of the progress made under each action.

Due to the many restrictions arising from the Covid 19 pandemic, this 2022 - 2024 Road Safety Plan has remained in place until now as the county’s Road Safety Plan.

This plan was reviewed under the following headings:

- **Education:** Raising awareness and influencing safer behaviour
- **Engineering:** Designing and maintaining safer roads
- **Enforcement:** Ensuring compliance with traffic rules and regulations
- **Emergency Response:** Providing rapid, effective post-crash response to reduce injury severity



2 Profile and Infrastructure of South Dublin County Council

South Dublin County Council is located on the east coast of Ireland in the suburbs of Dublin city, and shares boundaries with Wicklow, Dun Laoghaire-Rathdown, Fingal, Kildare and Dublin City. It covers an area of 222.7 sq. km (55,030 acres) with both urban and rural landscapes.

In 2022, South Dublin County Council had a population of **301,075** with an expected increase in growth over the coming years.

This will bring increased pressure for safe road use and provision for sustainable transport.

2.1 Road, Cycle and Footway Network of South Dublin County Council

Road	Kilometres
Motorway	15km
National Primary	36km
National Secondary	13km
Regional	138km (Increase of 24 km)
Local	833km (Increase of 39 km)
Cycle Tracks	240km (Increase of 25 km)
Footpaths	1600km (increase of 100 km)

The main commuter routes into Dublin city N4, N7 & N81 also run through the county, leading to the M50

In addition, a characteristic of the main routes in South Dublin is that they transition from high speed to commuter road to medium speed urban roads within the county.

Cycle network 2025



Fig 2.1 Ballycullen Avenue, Firhouse

M50 Motorway



Fig 2.2 M50 Junction 11 Tallaght

2.2 Travel Patterns and Licensed Vehicles

The number of licensed vehicles registered in Ireland continues to grow each year, in 2025, **264,209** vehicles were registered, of which 23,398 were electric vehicles.

Usually resident by means of travel to school, college or childcare

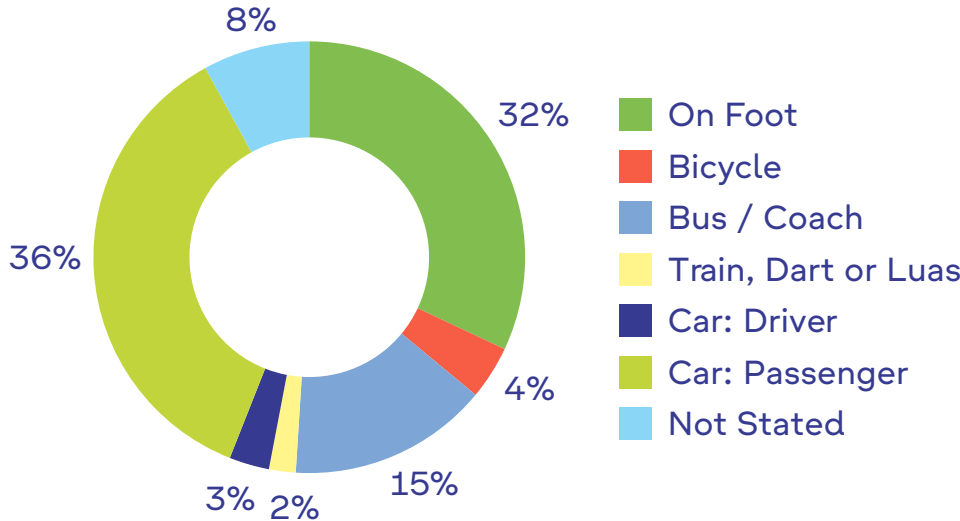


Fig 2.3

Usually resident by means of travel to work

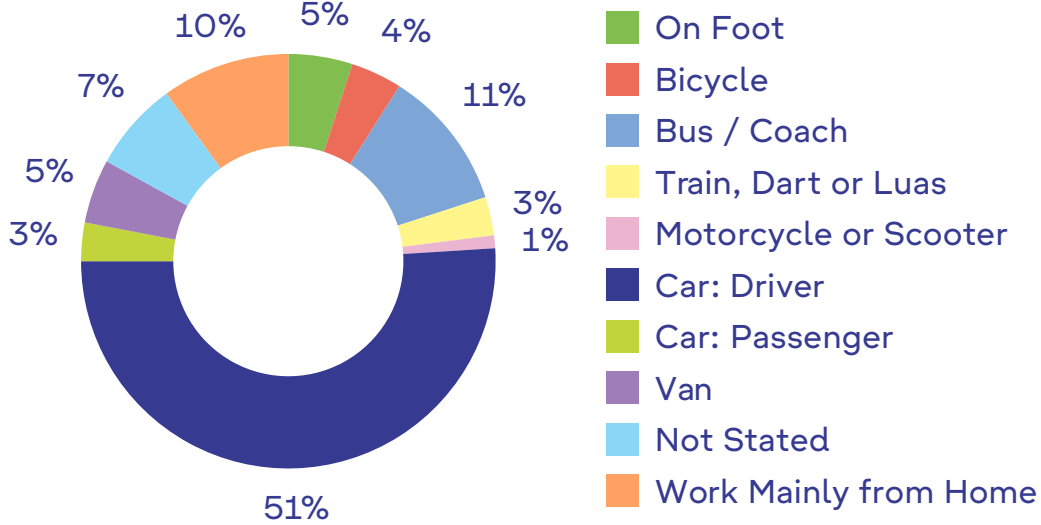


Fig 2.4 Source CSO February 2026

2.3 Collision and Casualty Trends 2021 – 2025

The following statistics provided by the Road Safety Authority give some insight into trends for fatalities in the South County Dublin region over the last five years. Fig 2.5 below shows the number of fatal collisions in the South Dublin area between 2021 to 2025.

SDCC Road Safety Collision & Casualty Trends*					
Collision Type	2021	2022	2023	2024	2025
Fatal	3	3	5	2	7
ROAD USER TYPE					
Driver	1	0	1	2	1
Passenger	2	0	0	0	0
Motorcyclist	2	2	1	0	2
Cyclist	0	0	2	0	2
Pedestrian	0	2	2	0	2
E Scooter					0
TOTAL	5	4	5	2	7

Fig 2.5 Fatalities trends. Source: Road Safety Authority
*Provisional Figures as of 18th February, 2026

2.4 Casualty Trends by Road User 2021 - 2025

The following statistics provided by the Road Safety Authority give some insight into trends for serious injuries over the last five years in our county. Fig 2.6 shows serious injuries over the last five years in the SDCC area.

SDCC Road Safety Collision Trends*					
Collision Type	2021	2022	2023	2024	2025
Serious Injury					
ROAD USER TYPE					
Driver	15	13	5	10	14
Passenger	7	8	6	3	3
Motorcyclist	8	14	9	5	6
Cyclist	24	20	11	6	18
Pedestrian	16	26	20	18	21
E Scooter				0	7
TOTAL	74	82	56	45	69

Fig 2.6 Serious Injury. Source: Road Safety Authority
*Provisional Figures as of 18th February, 2026

2.5 Fatalities by Local Authority in the Dublin region 2025

The following statistics provided by the Road Safety Authority give some insight into trends for both fatalities and serious injuries over the last five years in the Local Authorities in the Dublin region. Fig 2.7 below shows the number of fatal collisions and serious injury within the Dublin region between 2021 to 2025.

Fatalities in all Dublin Local Authorities	Fatalities
South County Dublin	5
Dublin City	9
Dun Laoghaire Rathdown	1
Fingal	6
TOTAL	21

Fig 2.7 All 4 Dublin Local Authorities

Fatalities all Dublin Local Authorities 2025*

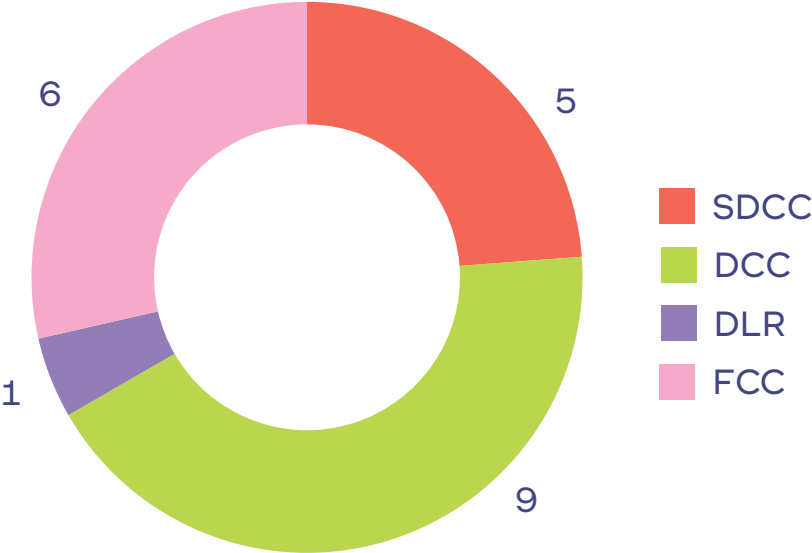


Fig 2.8 All 4 Dublin Local Authorities

*Please note these figures are provisional figures as of 18th February, 2026 and subject to change.



2.6 Fatalities in South Dublin County Council 2025

The following statistics provided by the Road Safety Authority give some insight into trends for both fatalities and serious injuries in 2025, in South Dublin County region. Fig 2.9 / 2.10 and 2.11 below show the number of fatal collisions and serious injuries in the South Dublin area between 2021 to 2025.

Fatalities in South Dublin County Council		
Road User	Fatalities	Serious injuries
Driver	1	14
Passenger	0	3
Motorcyclist	2	6
Cyclist	2	18
Pedestrian	2	21
E-Scooter	0	7
TOTAL	7	69

Fig 2.9 Source Road Safety Authority *provisional figures as of 18th February, 2026

Fatalities in South Dublin County Council 2025

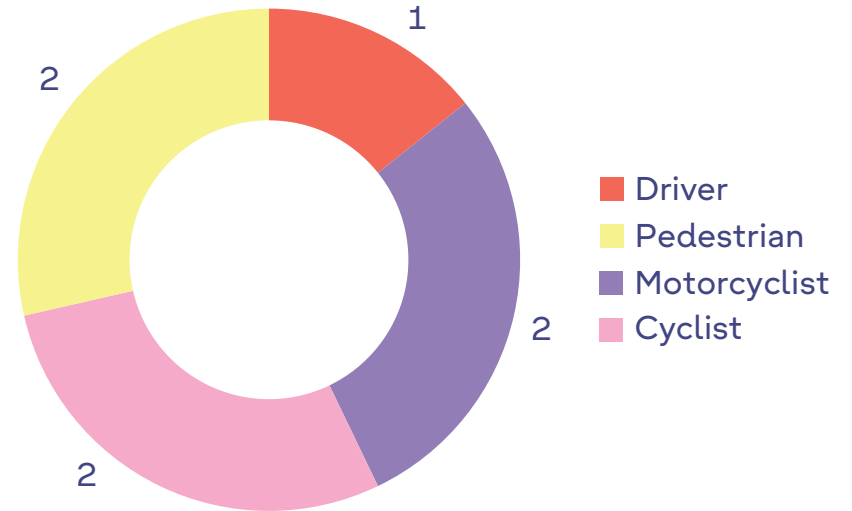


Fig 2.10

Serious injuries in South Dublin County Council 2025

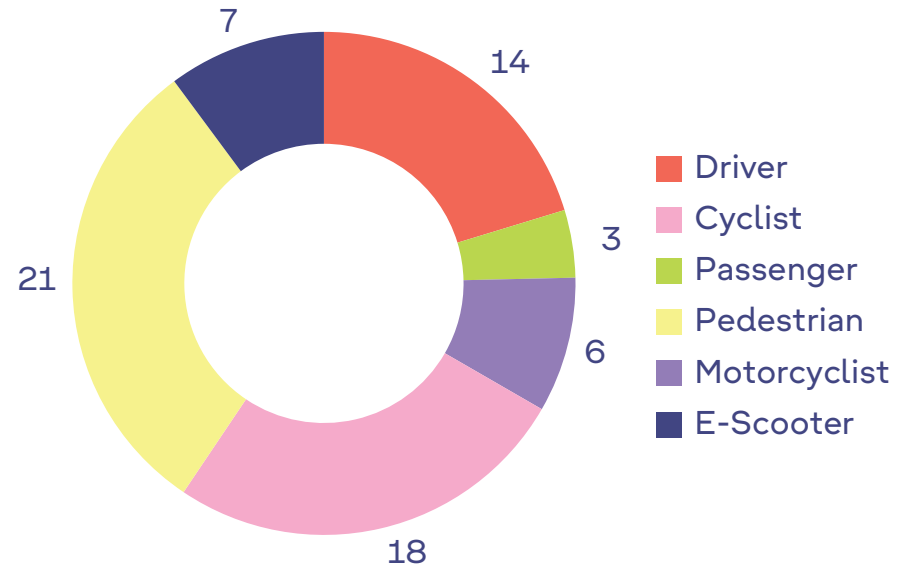


Fig 2.11 Source CSO February 2026



3 Evaluation and Review of SDCC Road Safety Plan 2022 - 2024

The SDCC Road Safety Plan 2022 - 2024 provided a focus on the reduction in road collisions under the headings of Education, Enforcement, Engineering and Emergency. 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 2022 - 2024 plan and some of the progress made under the following headings:

- **Education:** Raising awareness and influencing safer behaviour
- **Engineering:** Designing and maintaining safer roads
- **Enforcement:** Ensuring compliance with traffic rules and regulations
- **Emergency Response:** Providing rapid, effective post-crash response to reduce injury severity

The tables below are linked to the safe system approach using the seven pillars of road safety and reviewed under the 4 E's of road safety.

Seven Pillars Link	Link to Government Road Safety Strategy (GRSS)	ACTION	Lead Department or Agency	Support Department or Agency	Due Date
Pillar	Number	EDUCATION	Agency	Support Agency	Review and Updates
Safe & Healthy Modes of Travel	42	Promote and support the Cycle Right training programme which includes online theory and practical skills for children and adults.	DTTAS / Cycling Ireland	SDCC / RSA / An Taisce & Green Schools	Completed
Safe & Healthy Modes of Travel	40	Continue to avail of the active travel infrastructure scheme to apply for funding to develop improved active travel infrastructure within the County.	DTTAS	SDCC	Completed

Seven Pillars Link	Link to Government Road Safety Strategy (GRSS)	ACTION	Lead Department or Agency	Support Department or Agency	Due Date
Pillar	Number	EDUCATION	Agency	Support Agency	Review and Updates
Safe Roads & Roadsides	55	Support the implementation of the National Cycle Manual within cycle scheme design guidance aligned with the Safe System Approach and to include appropriate training.	DTTAS / NTA	SDCC	Completed
Safe Roads & Roadsides	56	Support the review and recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals.	DTTAS / NTA	SDCC	Completed
Safe Roads & Roadsides	58	Undertake the Heavy Good Vehicle (HGV) mobility policy review for the County.	SDCC	SDCC	Will be completed in 2026.
Safe Road Use	94	To maintain the Road Safety Working Together Group (RSWTG) to co-ordinate multi-agency road safety policy and implementation at a local level.	SDCC	SDCC / AGS / TII / NTA / DOT / DFB / DUBLIN BUS / RSA	Established
Safe Road Use	95	The Council to publish a multi-agency Road Safety Annual Action Plan and to publish an annual review on progress with implementation.	SDCC	SDCC / AGS / TII / NTA / DOT / DFB / DUBLIN BUS / RSA	Completed
Safe & Healthy Modes of Travel	177	Support the Safe Routes to Schools Programme to provide “front-of-school” treatments for schools.	SDCC	NTA / AN TAISCE / SRTS / Active Travel	Completed

Pillar	Link to GRSS	ACTION	Lead Department or Agency	Support Department or Agency	Due Date
		ENGINEERING			
Safe Roads and Roadsides	2	Support the delivery of road safety improvement schemes and minor realignment schemes on national roads, to create forgiving roadsides, self explaining roads, and a safe environment for vulnerable road users.	TII	SDCC	Completed
Safe Roads & Roadsides	4	Implement low cost safety schemes as identified on the regional and local network.	SDCC	DTTAS / NTA	Completed
Safe Roads & Roadsides	5	Deliver segregated walking and cycling facilities as part of Cycle South Dublin to provide safe cycling and walking arrangements for users of all ages.	SDCC	DTTAS / NTA	Completed
Safe Speeds	6	During 2022 – 2024 undertake a speed limit review for the County. As part of this review there will be a specific consideration of the introduction of a 30kph default speed limit in urban areas.	DOT	SDCC	Completed
Safe Speeds	8	In collaboration with An Garda Síochána, at appropriate high-risk locations, expand speed management measures to include periodic speed limits and speed display signs.	TII / NTA / AGS	SDCC	Completed
Safe Road Use	22	Promote the Government Road Safety Strategy and the Council's Road Safety Strategy amongst stakeholders and the public.	RSA / SDCC	DTTAS / NTA / AGS	Completed
Safe & Healthy Modes of Transport	39	Support a National Cycle Network plan for interurban rural cycling and walking, providing connections to active travel networks and greenways.	DTTAS	SDCC	Completed
Safe Road Use	133	Deliver and support educational measures aimed at protecting vulnerable road users.	RSA	HSA / CCMA / LA / AGS / Bus Éireann	Completed

Pillar	Link to GRSS	ACTION	Lead Department or Agency	Support Department or Agency	Due Date
		ENGINEERING			
Safe Road Use	137	Deliver and support road safety campaigns targeting drivers to highlight the risks faced by vulnerable road workers (school wardens, emergency service personnel, construction workers etc.)	RSA	AGS / DUFB / HAS / CCMA / LA / TII	Completed
Safe Roads and Roadsides	61	Continue to complete LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	AGS and SDCC	TII, DoT	Completed
Safer Roads & Roadsides	64	To avail of training for designers, project managers, engineers and local authorities on the delivery of safe designs based on the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM).	DOT	TII / NTA / CCMA / LA	Completed
Safer Roads & Roadsides	66	Partake in TII training: <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. 	TII	AGS / CCMA / LA	External Stakeholders
Safer Roads & Roadsides	68	Publish / renew the Council's prioritised plan on road construction and maintenance (including footpaths and cycle lanes) on an annual basis.	SDCC	DOT	Completed
Safer Roads & Roadsides	69	To continue with the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	SDCC	DOT	Completed
Safer Roads & Roadsides	71	As part of Bus Connects support the improvement of bus stop locations annually on the National Road Network in line with a Safe System Approach.	TII	AGS / CCMA / LA	Completed

Pillar	Link to GRSS	ACTION	Lead Department or Agency	Support Department or Agency	Due Date
		ENGINEERING			
Safer Roads & Roadsides	72	As part of Bus Connects at appropriate locations improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	NTA	SDCC	Completed
Safe Speeds	78	As part of the speed limit review explore, where feasible, implementation of additional 30kmh speed limit zones in high-risk locations (urban centres) to protect Vulnerable Road Users in line with best practice models.	SDCC	DOT	Completed
Safe Speeds	79	Examine the feasibility of 30kmh speed limit or lower in school vicinities and to report on progress.	SDCC	DOT	Completed



3.1 Education

South Dublin County Council’s road safety education sector delivers age appropriate programmes for schools, colleges, businesses and community groups. It is a key priority to educate best practice in road safety from an early age, we also promote road safety through interactive themed public awareness campaigns. Our recent ‘Expect the Unexpected’, back-to-school campaign initiative was particularly successful, along with our ‘Winter Road Safety Tips’ campaign generating significant public engagement. The table below details the 2025 SDCC campaign initiatives.



Pictured: Mayor of SDCC Councillor, Pamela Kearns; SDCC Road Safety Officer, Orlaith Maguire; School Warden, Anita Mooney; Garda, Luke Googan; Principal, Ms Claire Durr with students from Scoil Maelruain JNS and SNS.

MONTH	SDCC
January	E-Scooters
February	National Slow Down Day
March	National Tyre Safety Day
April	National Slow Down Day
May	Motor Bike Campaign Bike Week
June	National Day of Action Mobile Phone Distraction
July	Seatbelts & Child Restraints
August	Back-to-School Campaign
September	Project Edward Day Seatbelts
October	National Road Safety Week Road Safety Week Tips Road Safety Education Programme in School Road Safety Walk with Local School on Child Safety Day
November	World Day of Remembrance for Road Traffic Victims Lights for Bikes
December	Who is Taking You Home 'Gift a Lift'

Fig 3.1



Fig 3.2

Students from the Holy Family National School, Rathcoole, promoting their ‘Slow Down 30 is plenty’ campaign with our Road Safety Officer and members of An Garda Síochána.

The Safe Routes to School (SRTS) programme is a key component of raising awareness and influencing safer behaviour through consultation with schools, collaboration with Green-Schools and delivery. The steps of the programme are outlined below:

a). Dissemination and Expression of Interest:

The programme announced and providers were invited to apply to the NTA. Schools then complete and submit an Expression of Interest (EOI) to Green-Schools.

b). Selection and Communication:

Selected schools informed, and Green-Schools will liaise with South Dublin County Council on the next steps.

c). Design and Planning:

Green-Schools, in partnership with South Dublin County Council, produces an outline delivery plan with concept designs for the necessary interventions.

d). Infrastructure Implementation:

South Dublin County Council works with the SRTS Infrastructure Officer to carry out approved infrastructure works, such as improved footpaths, road signage, and traffic calming measures and road safety and school gate safety around schools.

e). Delivery:

We undertake the proposed interventions, which can include front-of-school treatments and other walking and cycling infrastructure.

f). Community Engagement:

Schools act as local champions to ensure community support for the proposed measures.

g). Delivery of Additional Supports:

Green-Schools deliver additional supports, such as the expansion of bike parking, one of the schemes delivered in 2025. For example at Scoil Maelruain, Tallaght.

3.2 Engineering

Annually, South Dublin County Council provides a programme of engineering road safety works in line with best engineering practice in road safety. Most of the schemes include pedestrian crossings or junction tightening and bus stop shelters. A number of examples are outlined below.

Safe Routes to School (SRTS) 2024 / 2025 programme

Under the NTA's Safe Routes to School Round 2, the St. Dominic's National School project at Old Bawn, Tallaght was constructed in 2024. The project included the construction of a School Zone on Mountain Park to improve safety outside St. Dominic's National School.

The School Zone is designed to:

- Improve front of school access for those arriving via active travel.
- Alleviate congestion by reducing traffic at school gates thus increasing safety.
- Safety concerns raised by parents in the SRTS survey conducted in 2021. 94% of respondents would support works at the front of school that improve student safety, putting pedestrians and cyclists first.

The School Zone incorporates:

- Colourful school railing themes as four seasons and pencil tops to brighten up the front of school environment.

- Two new raised zebra crossings for safe crossing at the beginning and end of school zone.
- New raised zebra crossing at St. Dominic's Street at St. Dominic's Shopping Centre.
- Upgraded footpath, pencil bollards and planters along the front of school at Mountain Park.
- Narrowed carriageway to 5.5m, and remainder reallocated with imprinted asphalt.
- Road markings and colourful roundels to clearly mark the front of school area at Mountain Park.



Fig 3.3 Completed 2025, Safe Routes to School programme at St Dominic's Primary School, Tallaght.

Traffic Calming

The SDCC Transport section completes annual improvements to the public realm and road network, incorporating road safety improvement. For example, in 2025, the following works were carried out:

- 22 New and / or upgraded pedestrian crossings
- 1876 Public lighting upgrades to energy-efficient LEDs
- 6178 Public lights repaired
- 19,866m of cycle track maintenance delivered, encouraging active travel and reducing car dependency
- 62,579m² of new and upgraded footpaths
- Bike weeks featuring a host of initiatives aimed at promoting cycling and its many benefits for individuals, communities, and the environment
- 14 Traffic calming projects implemented, including speed ramps and junction improvements
- 11 Traffic light junction upgrades completed
- 1049 Traffic lights repaired
- HGV weight restrictions review commenced
- Winter service plans implemented including 49 salting runs to date
- Provision of safe crossing of our primary school-going children through the management of our school warden service

- €10.35m funding allocated to our Road Work Programme including improvement works to roads and footpaths and 147 schemes proposed
- Facilitated traffic correspondence meetings and traffic management meetings



Fig 3.4 New Bus Shelter at Foxborough, Balgaddy Rd

3.3 Enforcement

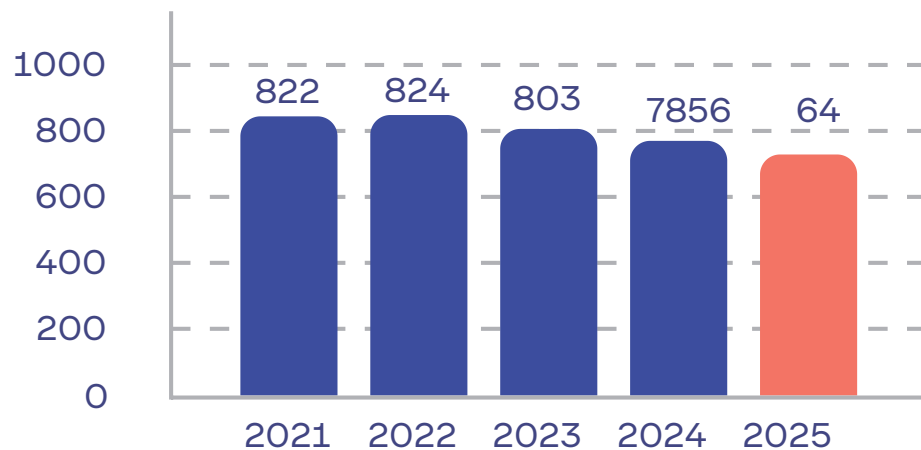
Enforcement is underpinned by ensuring compliance with traffic rules and regulations. The following tables set out the data for South Dublin County (supplied by AGS), which covers the Garda division of DMR South and the Garda district of Clondalkin.

Mandatory Intoxicant Testing (MIT) Checkpoints

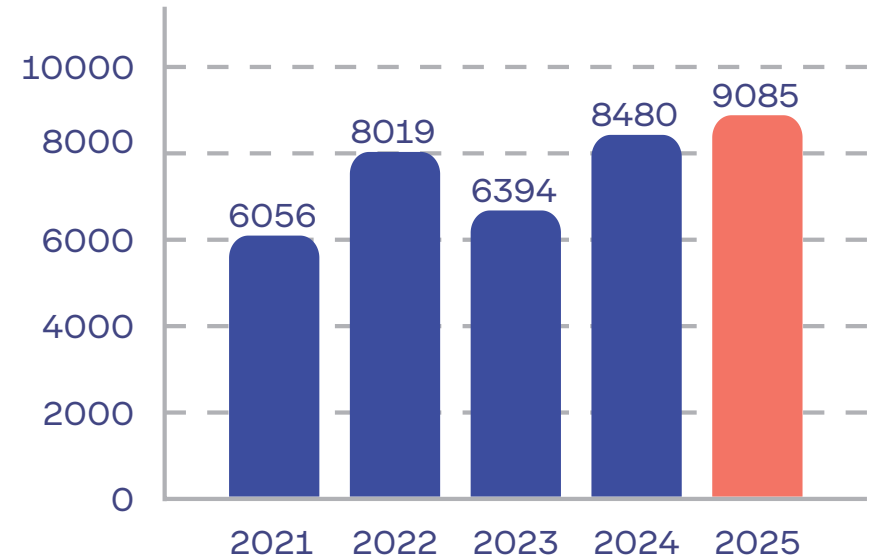
Mandatory Intoxicant Testing for members of the public found to be driving under the influence of either alcohol or drugs.

	2021	2022	2023	2024	2025
MIT Checkpoints	822	824	803	785	664
MIT Checkpoints - Breath Tests	6056	8019	6394	8480	9085
MIT Checkpoints - Oral Fluid Tests	266	283	274	356	374

MIT Checkpoints



MIT Checkpoint Breath Tests



MIT Checkpoints Oral Fluid Tests

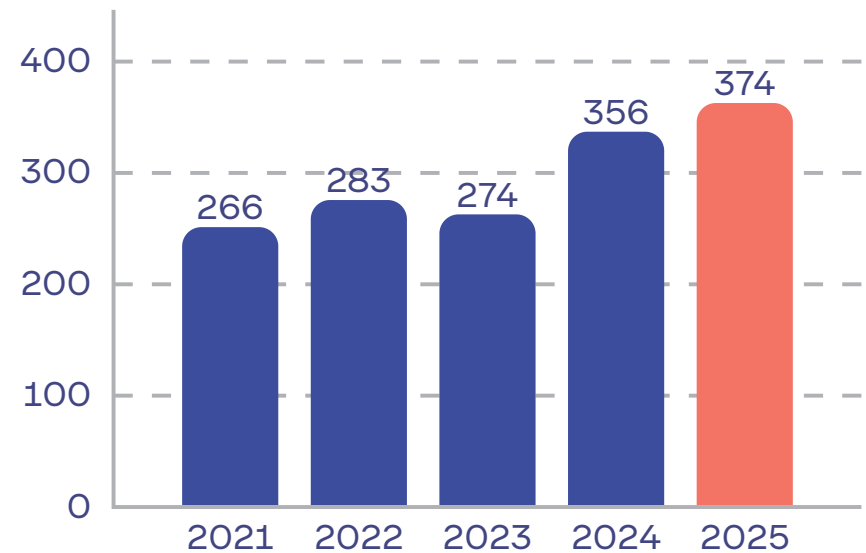


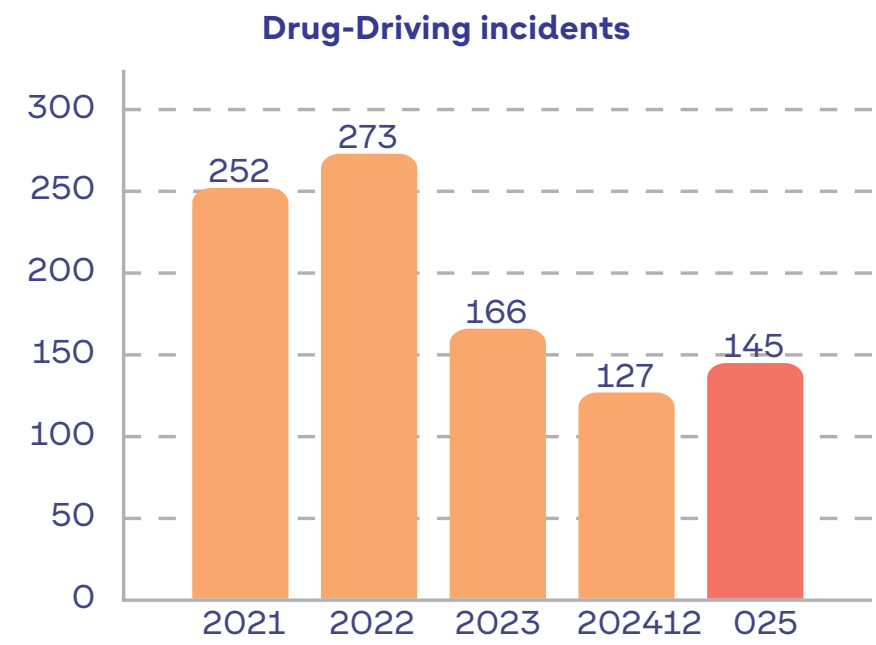
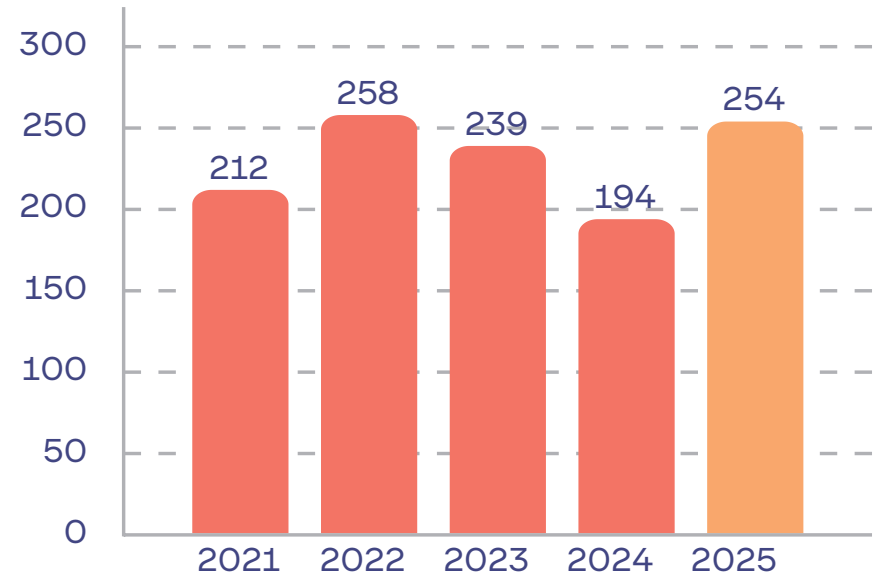


Fig 3.7 Garda on Duty

Drink / Drug Driving Arrests

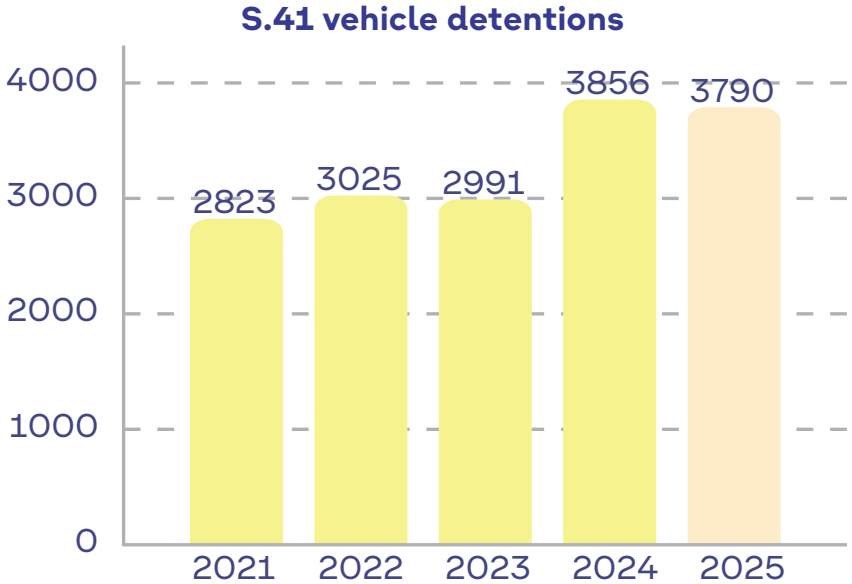
Driving Under the Influence (DUI's)

	2021	2022	2023	2024	2025
Drink-Driving incidents	212	258	239	194	254
Drug-Driving incidents	252	273	166	127	145



Section 41 Vehicle Detentions

	2021	2022	2023	2024	2025
S.41 vehicle detentions	2823	3025	2991	3856	3790



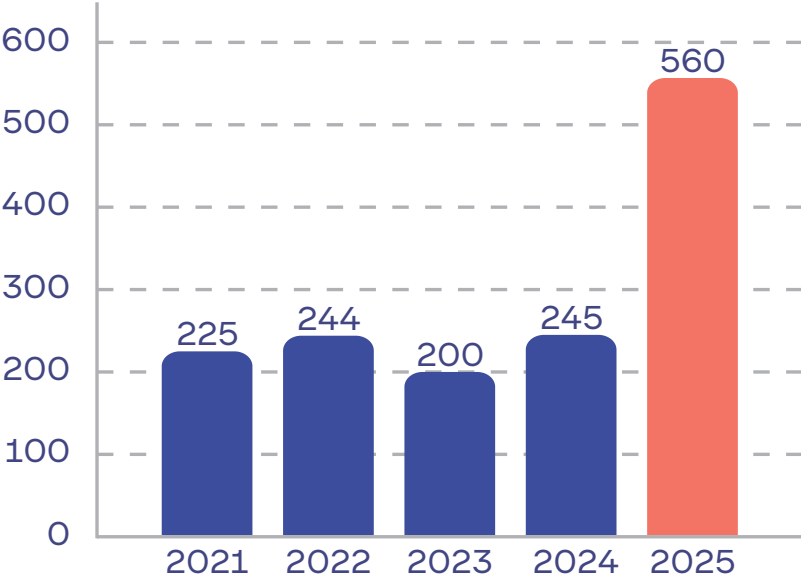
Lifesaver Fixed Charge Notices (FCN's)

	2021	2022	2023	2024	2025
Speed	5023	6091	5607	7119	6861
Mobile Phones	755	852	761	1220	2184
Seatbelts	225	244	200	245	560

Speed FCNs



Seatbelt FCNs



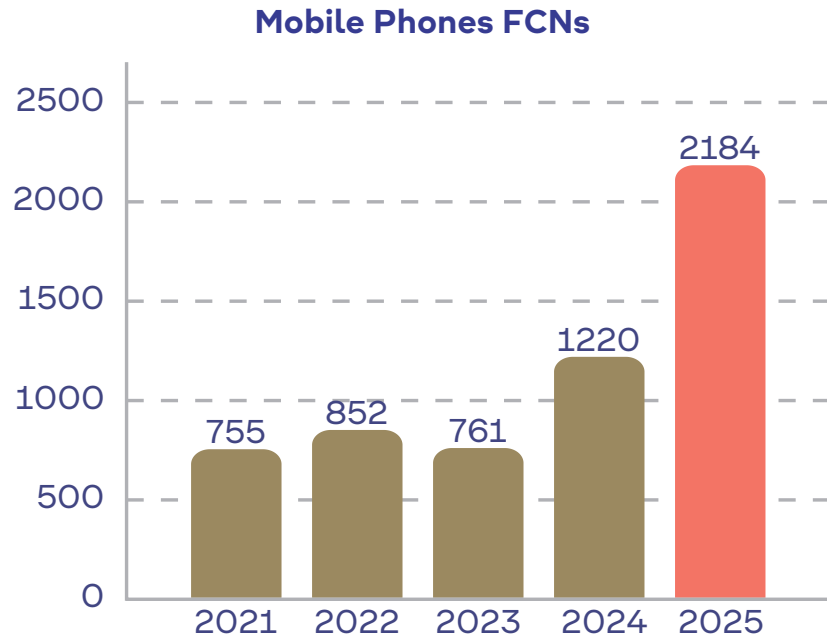


Fig 3.8 Emergency Services on duty

3.4 Emergency Response

Emergency response plays a critical, post-crash role in road safety, focusing on reducing the severity of injuries and preventing fatalities after a collision has occurred. Within the Safe System Approach, it is recognised that while prevention is key, not all accidents can be avoided; therefore, an efficient, high-quality emergency response is essential to saving lives. The tables below set out the data for road traffic collision attendance in the County and provide year-on-year context. The Dublin Fire Brigade Annual Report shows an increase in attendance to road traffic collisions from 427 in 2021 to 610 in 2025.

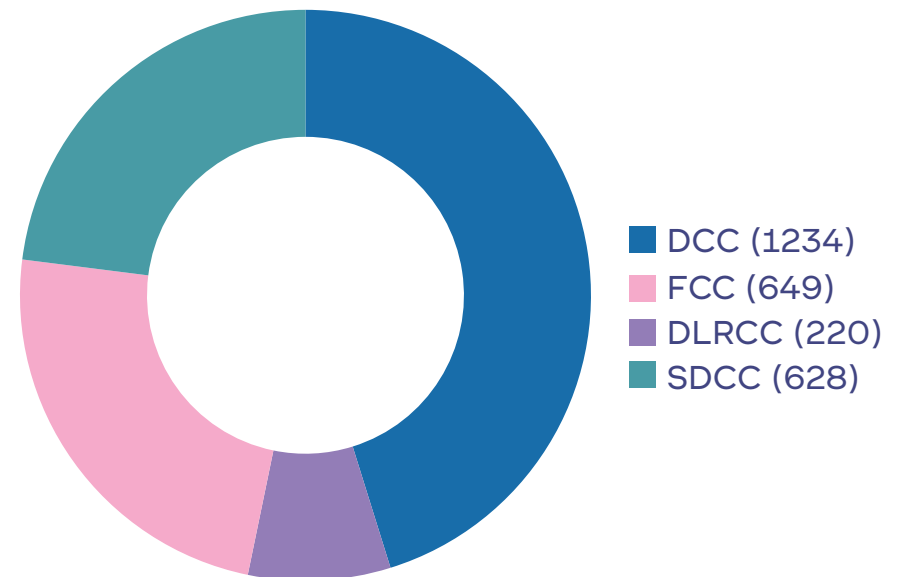


Fig 3.9 Road Traffic Collision attendance



DFB Fire Service Incidents 2025 (Including RTC's)					
Incident Class	DCC	DLRCC	FCC	SDCC	Total
Fires - Alarms	1858	489	596	583	3526
Fires - Chimneys	48	37	22	27	134
Fires - Commercial	156	35	45	56	292
Fires - Domestic	468	109	163	164	904
Fires - Other	2	-	55	1	58
Fires - Small	2216	582	1080	960	4838
Fires - Vegetation	4	14	7	3	28
Fires - Vehicles	349	58	164	229	800
Flooding	48	12	15	9	84
Medical Service Intervention	114	139	23	21	297
Road Traffic Collisions	1235	161	607	610	2613
Special Services	1094	209	294	232	1829
Grand Total	7592	1865	3071	2895	15403
No. of Appliances Mobilised to Support Incidents	20430	4884	8135	7669	41118

Fig 3.10 Incidents Log for 2025 – Road Traffic Collision attendance

Road Safety Stats for Dublin Fire Brigade (DFB) Annual Report

Year	Number of Incidents	Year	Number of Incidents
2025	610	2022	522
2024	628	2021	427
2023	578		

Fig 3.11 Road Traffic Collision Attendance by year in SDCC region

4 Role of the Road Safety Working Together Group

4.1 Road Safety Working Together Group

The Road Safety Authority recognised that 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.

A Road Safety Working Together Group was set up in South Dublin County Council in line with the government strategy at that time (RSP 2016 - 2020). This includes representatives from the Road Safety Authority (RSA), An Garda Síochána (AGS), Dublin Fire Service (DFS), Transport Infrastructure Ireland (TII), National Transport Authority (NTA) and other representative organisations such as the Dublin Cycling Campaign.



Fig 4.1 Some members of SDCC Road Safety Working Together Group

The **Road Safety Working Together Group (RSWTG)** is a **multi-agency forum** established by local authorities to coordinate, oversee, and deliver local road safety strategies. Actions include:

- Oversee the development and implementation of this Road Safety Strategy 2026 – 2030.
- Support the allocation of funding to implement the Road Safety Strategy.
- Review national and European accident statistics and policy as presented by European Authorities and organisations working on delivering improved road safety, through information exchange and multisectoral cooperation.
- Agree the actions to be undertaken across the county over the period of this strategy.
- This group meets four times a year.

4.2 Key Stakeholders

- South Dublin County Council
- Road Safety Authority
- An Garda Síochána
- Dublin Fire Service
- Transport Infrastructure Ireland
- National Transport Authority
- Dublin Cycling Campaign

South Dublin County Council

Are 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 and 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 with the general population in terms of creating awareness, addressing road safety issues and delivering education programmes. Delivery of the Road Safety Strategy is an objective of our Corporate Plan.



Road Safety Authority (RSA)

The aim of the Road Safety Authority is to save lives and prevent injuries by reducing the number and severity of collision on Irish roads. The functions of the RSA are set out in legislation, to Promote Road Safety education and awareness, Research on Road collision and safety, Lead agency for the Governance and implementation of the Governments Road Safety Strategy, Driver Licensing, National Car Test Service, Enforcement within the Road Haulage sector, Regulation for Driving instruction , Development and monitoring of Vehicle Standards and advising the Department of Transport.



An Garda Síochána (AGS)

The mission of An Garda Síochána in its Corporate Strategy is to ‘Keep People Safe’. This includes a number of strategic goals in the area of road safety in an attempt to reduce the incidence of fatal and serious injuries and improve road safety, and they commit to working in partnership on education and targeting enforcement activities to reduce deaths on Irish roads.



Dublin Fire Service (DFS)

The purpose of the Fire Service is to respond quickly and efficiently to fires and other emergencies including road traffic collisions throughout the county. The response consists of pre-determined turnout of appliances and equipment based on the nature, magnitude and severity of the incident.



Transport Infrastructure Ireland (TII)

Transport Infrastructure Ireland deals with National roads and public transport infrastructure. It was established in 2015 merging with NTA (National Transport Authority).



Dublin Cycling Campaign

Independent voluntary cycling advocacy group.



5 SDCC Road Safety Strategy 2026 - 2030

5.1 Aims and Objectives of the RSS 2026 - 2030

- To develop an annual action plan to improve road safety for all road users in the County.
- To continue the engagement with other road safety agencies through the Road Safety Working Together Group.
- To review the scale of the fatal and injury collisions that are occurring at present on the County's road network.
- To provide a focus on road safety and to ensure that road safety underpins all transportation policy measures and active travel schemes in the County.
- To develop new initiatives to focus on specific vulnerable road user groups.
- To play a role in meeting national road safety targets set out in the Government Road Safety Strategy 2021 - 2030.
- To increase awareness through Road Safety Education and Awareness Campaigns.

5.2 Road Safety Strategy Targets

- At the core of SDCC RSS 2026 - 2030 will be to achieve Vision Zero in Ireland by 2050.
- It is the goal underpinning the EU Road Safety Policy Framework 2021 - 2030 'Next Steps toward Vision Zero'.
- With over 25,000 deaths per year and over 135,000 people seriously injured on European roads, in consideration of this, Ireland's Vision Zero goal is that by 2050 no-one will be killed or seriously injured on Irish roads.
- Promote and encourage participation of the European Charter for Road Safety.
- Vision Zero will be delivered by embedding the Safe System Approach into local and national road safety policy and practice.
- The Safe System Approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated and must be accounted for.
- Long-term goals and tracking progress – interim targets have been set for fatal and serious injury reductions in Ireland for 2024 - 2030.

5.3 Road Safety Strategy Actions

There are twelve primary actions listed from the Government RSS of which eight actions, or part thereof, are relevant to South Dublin County Council in our capacity as lead or support agency. These actions are themed across the overarching Safe System Approach.

SDCC will act as support partner in actions 1, 2, 3, 4, 5, 6 and lead agent 9 & 12 in their role as a roads authority.

Safe and Healthy Modes of Travel	Safe Roads and Roadsides	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
No.	Action				Lead	Support Partner(s)
1	Invest in safety enhancements to sustainable transport infrastructure to support public transport usage and active travel modes.					
	A. Implement 500 kilometres of new, or upgraded, segregated active travel infrastructure for pedestrians and cyclists.				NTA	Local Authorities
	B. Upgrade 500 junctions or crossings to facilitate active travel modes through the provision of improved crossing facilities and speed reduction of vehicles.				NTA	Local Authorities
	C. Provide 500 safe bus stops with safe crossings where feasible in towns and rural locations to support safe public transport usage.				NTA	Local Authorities
	D. Deliver 150 additional front-of-school treatments through the Safe Routes to School Programme.				NTA	An Taisce, DOT, Local Authorities

Safe and Healthy Modes of Travel	Safe Roads and Roadside	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
No.	Action				Lead	Support Partner(s)
2	Expand Network Safety Analysis of the road network to identify high-risk locations, guide investment decisions, and prioritise safety interventions by evaluating the collision history and geometric characteristics.					
	A. Expand the Network Safety Analysis for the regional road network and include the local road network.				DOT	RSA, TII
	B. Expand the Network Safety Analysis for the urban road network, focusing on the five cities.				NTA	DOT, Local Authorities, RSA
3	Progress implementation of divided roads across the National Road Network in-line with the RISM directive and the Speed Limit Review.					
	A. Prepare a plan and associated standards in-line with the recommendation of the Speed Limit Review regarding dividing high speed (>80 km / h) National Primary Roads.				TII	Local Authorities
	B. Undertake a trial, in tandem with Action 2A, to divide existing undivided high speed (>80 km / h) National Primary Roads.				TII	Local Authorities

Safe and Healthy Modes of Travel	Safe Roads and Roadside	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
No.	Action				Lead	Support Partner(s)
4	Advance the safe deployment of Connected and Automated Vehicle (CAV) technology, Intelligent Transport Systems (ITS) and other new traffic and vehicle safety technologies in Ireland.					
	A. Develop a strategy to support the implementation of CAV, including bringing forward legislation and providing for vehicle testing and Type Approved Level 2 CAV vehicle deployment.				DOT	NSAI, RSA, TII
	B. Develop an implementation plan for deployment measures necessary under the Intelligent Transport Systems Directive.				DOT	Local Authorities, NTA, TII
	C. Promote the uptake and understanding of driver assistance systems which apply under the General Safety Regulation (in force for new vehicles since 2024) as well as further adoption of technology such as speed limiters and CAV technology.				DOT	NSAI, RSA

Safe and Healthy Modes of Travel	Safe Roads and Roadsides	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
No.	Action				Lead	Support Partner(s)
5	Progress implementation of the recommendations of the 2023 Speed Limit Review.					
	A. Reduce the default speed limit on national secondary roads from 100km / h to 80km / h.				DOT	AGS, Local Authorities, TII
	B. 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.				Local Authorities	AGS, DOT, NTA, TII
	C. Introduce 100 periodic speed limits at front-of-school locations on roads that are not on the national network.				Local Authorities	DOT, NTA

Safe and Healthy Modes of Travel	Safe Roads and Roadsides	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
No.	Action				Lead	Support Partner(s)
6	Expand the efficiency and capability of camera based enforcement to improve road safety by changing driver behaviour.					
	A. Implement the Safety Camera Strategy which was prepared during Phase 1.				TBC	TBC
	B. Consider the use of camera-based enforcement to automatically detect mobile phone use and non-wearing of seat belts.				DOT	AGS, DOJ
	C. Expand in a sustainable manner the use of cameras for traffic management improvements and enforcement of other offences where road safety is likely to also benefit.				NTA	AGS, Courts Service, Local Authorities, TII

Safe and Healthy Modes of Travel	Safe Roads and Roadsides	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
No.	Action				Lead	Support Partner(s)
9	Education is a key measure in addressing and improving driver behaviour and in achieving better safety outcomes for all road users. While education is important for road users of all ages, the focus of the strategy is on drivers of the future to instil good behaviours from an early age.					
	A. Map out the currently delivered road safety education initiatives (RSA, AGS, Local Authority led) across the county to ensure best use of resources and identify the gaps.				RSA	AGS, DOE, Local Authorities
	B. Coordinate and target education interventions in areas where current coverage has gaps and areas with poor or deteriorating road safety records.				RSA	AGS, DOE, Local Authorities
	C. Consider the potential to expand the suite of educational programmes, to bring sustained interventions for individuals from primary school through to third level, to build on the new TY programme successfully initiated in 2024.				RSA	AGS, DFHERIS, DOE

Safe and Healthy Modes of Travel	Safe Roads and Roadsides	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
No.	Action				Lead	Support Partner(s)
12	Investment in infrastructure improvements can greatly enhance road safety. Where possible such investments should be evidence based. Improving the sharing and use of collision data can be used to better inform and enhance road safety interventions.					
	A. Pass National Vehicle and Driver File Bill 2025 to allow Local Authorities to resume accepting and processing collision data.				DOT	LGMA, Local Authorities
	B. Identify high-risk locations based on collision data on the regional and local road network and prioritise road safety improvements based on this.				Local Authorities	DOT, LGMA, RSA

6 Monitoring and Evaluation

South Dublin County Council is responsible for leading, monitoring, reporting and evaluating the implementation of our Road Safety Strategy through collaboration with the Road Safety Working Together Group.

We will produce yearly action plans that reflect this five year strategy. The Road Safety Working Together Group will meet on a quarterly basis to review progress on implementation of the annual plan. An annual evaluation report will be presented at the Planning and Transportation Strategic Policy Committee and to Council and will be published as part of the Council's Annual Report.



Fig 6.1 Safe Routes to School, St. Dominic's

7 Summary

As we advance with the Road Safety Strategy 2026 - 2030, we reaffirm our commitment to achieving Vision Zero through the continued collaboration, and cooperation of all other key stakeholders involved in road safety. This strategy represents a strategic, evidence based approach to enhancing our road network and safeguarding all road users.



Fig 7.1 Emergency Services and SDCC staff at a Junior Safety Forum



Our Journey Towards Vision Zero

Road Safety Strategy 2026 – 2030

South Dublin County Council, County Hall, Tallaght, Dublin 24, D24 A3XC.
Comhairle Contae Átha Cliath Theas, Halla an Contae, Tamhlacht, Átha Cliath 24, D24 A3XC.

T 01 414 9000 | E info@sdblincoco.ie | W www.sdcc.ie
[www.twitter.com / sdblincoco.ie](https://www.twitter.com/sdblincoco.ie) | SMS: 51678