RSA

Road Safety Strategy 2021-2030

Phase 1 (2021-2024) Review

July 2025

Contents

Road Safety Strategy 2021-2030

Phase 1 (2021-2024) Review

July 2025

Executive Summary

The Road Safety Strategy (2021-2030) is Ireland's fifth Road Safety Strategy. The primary objective of the strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030. The review of the Phase 1 Action Plan (2021-2024) of the Government's Road Safety Strategy (2021-2030) is provided for under Action 103 of the Phase 1 Action Plan (2021-2024).

A transformational approach to road safety has been adopted by the Government as part of the 2021-2030 Road Safety Strategy, leveraging the Safe System Approach in line with international best practice. Delivery of the strategy is structured around three Action Plans over the duration of the 2021-2030 period, which enables greater flexibility and agility over the course of the strategy to direct road safety efforts according to road safety trends and new technologies.

The purpose of this document is to conduct a review of the Phase 1 Action Plan (2021-2024) of the Government's Road Safety Strategy (2021-2030) and to measure Ireland's performance against targets for fatalities (reduce to 122 or fewer by 2024) and serious injuries (reduce to 1,133 or fewer by 2024). This review was conducted in quarter four of 2024 and quarter one of 2025. The purpose of this report is to set out the key findings of the review in order to inform the programme of work to be undertaken in the Phase 2 Action Plan (2025-2027).

Context

Road fatalities and serious injuries have detrimental societal effects. The Government's Road Safety Strategy (2021-2030) and the corresponding Phase 1 Action Plan (2021-2024) aim to reduce fatalities and serious injuries on Irish roads. There were 172 people killed on Irish roads in 2024, an increase of 23% compared to 2019. This increase in fatalities is the result of numerous factors. There are more people on Irish roads, with an increasing population, an increase in the number of drivers licences, and growing economic activity. However, there has also been an increase in dangerous driving behaviours on Irish roads since the Covid-19 pandemic. For example, while 85% of motorists deemed driving under the influence of alcohol to be unacceptable in 2019, this figure fell to 72% in 2021 and 73% in 2023 – however, it should be noted that this figure rose again to 81% in 2024. The increase in road fatalities underscores the need to correctly identify, prioritise, and resource road safety activities and interventions during Phase 2 (2025-2027) of the Government's Road Safety Strategy (2021-2030).

Approach and Methodology

The Phase 1 Review was delivered through a combination of desktop analysis and stakeholder engagement. The desktop analysis included a review of the status of actions in the Phase 1 Action Plan, and a review of the road safety statistics for Irish roads during Phase 1 (2021-2024).

There was also significant stakeholder engagement to support the review. Engagement included interviews, surveys and meetings with the organisations tasked with delivering the actions in the Phase 1 Action Plan (2021-2024). From this engagement, it was possible to gain insights into what worked well, what should be brought forward into future phases, and opportunities to improve delivery in the future.

Desktop Analysis: Outcomes

There were initially 186 actions in the Phase 1 Action Plan, 50 high-impact actions and 136 supporting actions. Four additional high-impact actions were added to the Action Plan during Phase 1, resulting in a total of 190 actions. A review of the status of these actions in January 2025 indicated that 83 actions have been completed and a further 86 were 'on track'. Actions were classified as 'on track' if they were annual or ongoing tasks rather than being one-off. A total of 21 actions were categorised as behind schedule, blocked, deferred, or not yet started. The challenges faced in delivering these 21 actions included data-sharing, resourcing, legislation, and dependencies on other actions.

As stated, there was a 23% increase in road fatalities in the final year of the Phase 1 Action Plan in 2024 compared to 2019. Several external factors may have contributed to these negative trends, including Ireland's population growth, an increase in driver licenses, economic growth, and a rise in vehicle kilometres travelled. Coupled with these external factors was a rise in dangerous driving behaviours on Irish roads over the course of Phase 1. For example, self-reported levels of speeding increased on both 50km/h and 100km/h roads when comparing 2019 levels with each year of the Phase 1 Action Plan from 2021-2024.

Regarding specific road safety outcomes in this period, the data indicated that males accounted for a significantly higher proportion of fatalities, with more than three times the number of deaths compared to females. There was also a notable increase in road fatalities among those under 26 years of age, fatalities in both 2023 and 2024 were 97% higher than in 2019. Comparing 2019 and 2024, fatalities on urban roads increased by 59% and on rural roads increased by 10%. Rural roads accounted for ~70% of fatalities in 2024.

An analysis of collision types from 2019 to 2023 revealed that ~28% of fatalities and serious injuries involved non-motorised users[1] on regional and local roads in urban speed limit zones, ~16% were due to single-vehicle collisions on rural roads, ~11% were as a result of Vehicle to Vehicle collisions in rural speed limit zones, and 10% were due to head-on collisions on National and Regional Roads in rural speed limit zones.

Stakeholder Engagement: Outcomes

Feedback from stakeholder engagement highlighted key lessons learned from Phase 1, which will inform the development of the Phase 2 Action Plan (2025-2027). There was broad support for using the Safe Systems Approach to underpin the Phase 1 Action Plan (2021-2024), and stakeholders felt this approach should continue. However, it was recommended that Phase 2 Action Plan (2025-2027) should focus on a more streamlined set of high-impact actions with collaboratively agreed metrics and targets, while still acknowledging ongoing activities with reduced reporting frequency.

The Road Safety Transformation Partnership (RSTP) Board, Working Groups, and Enabler Groups were seen as crucial for effective governance and delivery during Phase 1. It was noted by stakeholders that the RSTP Board, and the Working Groups and Enabler Groups where appropriate, should be retained for Phase 2 to support delivery, and some stakeholders provided suggestions for enhancing their effectiveness.

Stakeholders indicated that enablers such as data-sharing and legislation played a vital role in delivering the Phase 1 Action Plan. Enabling factors such as these will remain important in Phase 2, as well as other areas that facilitate the delivery of the Action Plan such as research, communications, and education.

1. Non-Motorised Users include for example pedestrians and cyclists

Conclusion

Reflecting on Phase 1 of the Government's Road Safety Strategy (2021-2030), Ireland has not achieved its 2024 road safety targets of 122 or fewer fatalities and 1,133 or fewer serious injuries. Road safety has been impacted by numerous factors during this period, including Ireland's increasing population and growing economic activity which increase the number of drivers on the roads, and an increase in dangerous driving behaviours. Phases 2 and 3 of the Government's Road Safety Strategy will be critical in ensuring the Government's 2030 road safety targets are achieved.

While the Government's 2024 road safety targets were not met, there were many successes in Phase 1 that will support road safety outcomes in the future. The Phase 1 Action Plan (2021-2024) was developed based on international best practice using the Safe Systems approach. Phase 1 saw the establishment of the Road Safety Transformation Partnership (RSTP) Board, which brings together senior stakeholders involved in road safety to make critical decisions. Stakeholders also noted the importance of maintaining flexibility in delivery, and appreciated the ability to include additional actions based on emerging trends and research. Almost one-third of actions in the Phase 1 Action Plan (2021-2024) were studies to understand if certain road safety interventions were appropriate for implementation in Ireland to support improved road safety outcomes. This work has established a basis for developing and prioritising evidence-based, transformative actions in Phase 2. The strong foundations set during Phase 1 in critical areas such as data-sharing and legislation supported improved delivery in Phase 1, and will be built upon during Phase 2 to enhance delivery further.

Stakeholders have acknowledged the need for transformative measures in Phase 2 to ensure Ireland is on track to achieve its 2030 Vision Zero goals. The Phase 2 Action Plan (2025-2027) presents an opportunity to accelerate progress in road safety by building on the key achievements from Phase 1.

Introduction

Introduction

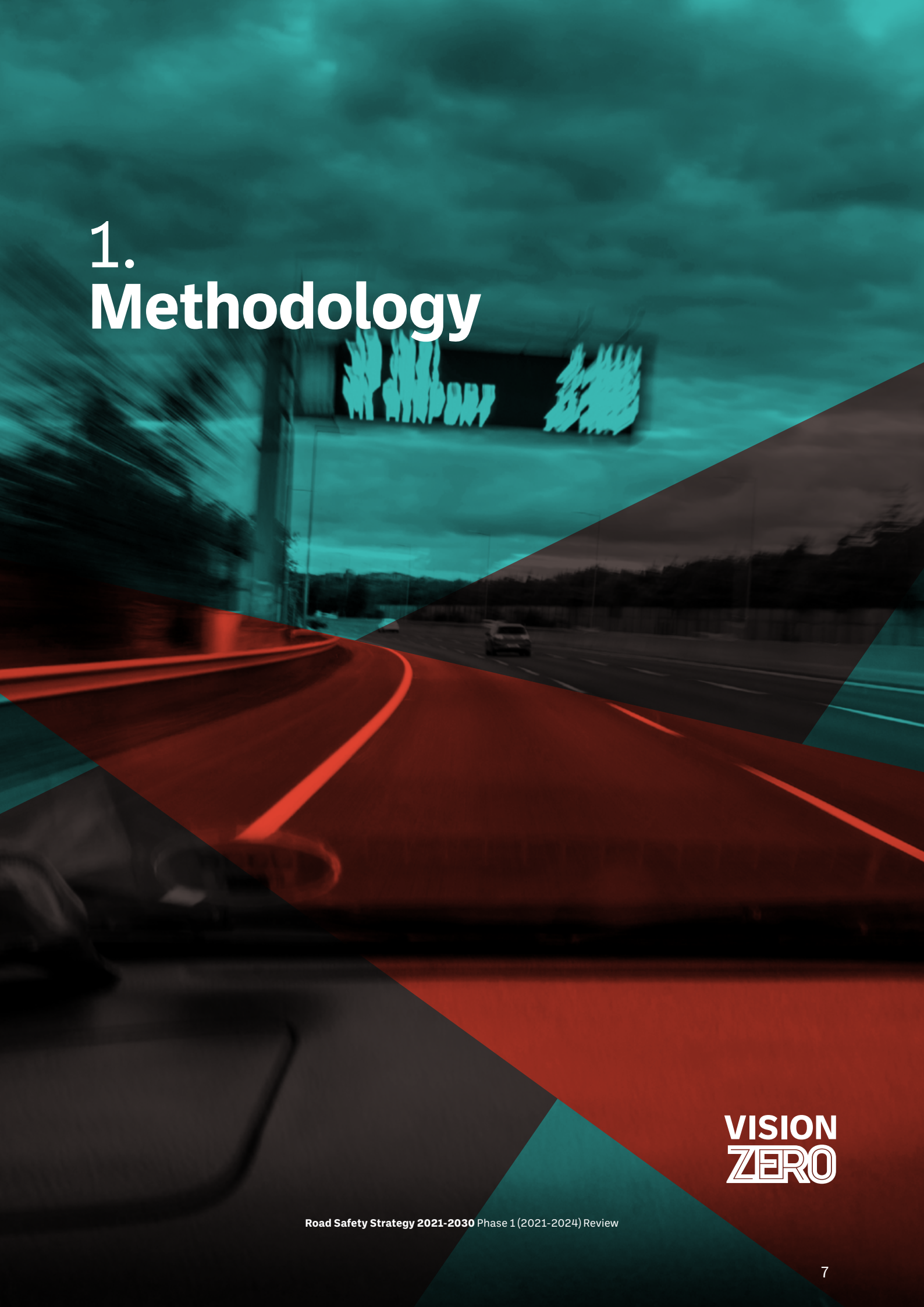
This document sets out a review of the Phase 1 Action Plan (2021-2024) as provided for under Action 103 of the Phase 1 Action Plan (2021-2024). Action 103 outlined the need to "conduct an ex-post evaluation of Phase 1 of the strategy targets, SPIs and actions in Q3-Q4 2024, and use the results of this 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."

The Government's Road Safety Strategy (2021-2030) delivery is broken into three distinct phases, allowing for review and recalibration of actions. At the end of each phase, there will be a review of the effectiveness of the implemented measures which will identify any necessary changes in the future.

This review will assess the progress made in delivering the actions included in the Phase 1 Action Plan (2021-2024) and the progress made against Ireland's road safety targets.

The review was completed through a combination of desktop analysis and extensive stakeholder engagement and will inform the development of the Phase 2 Action Plan, ensuring lessons learned during Phase 1 are considered as part of the new plan.

The Phase 1 Action Plan (2021-2024) comprised 190 actions across the seven safe system pillars in the Road Safety Strategy (2021-2030). This review will outline the progress made on each of these actions during the period of the Phase 1 Action Plan (2021-2024), highlighting key achievements and providing reasons for the instances where actions were behind schedule or blocked.

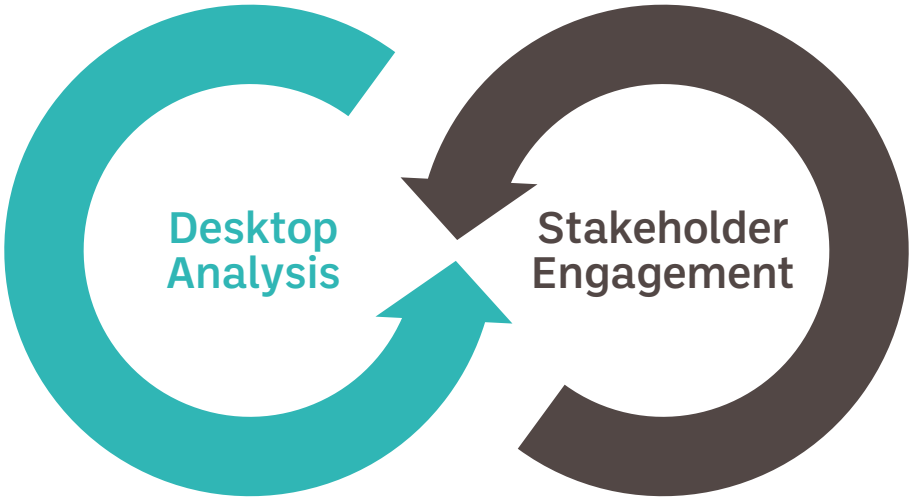


1. Methodology

Methodology

The review of the Phase 1 Action Plan (2021-2024) of the Government's Road Safety Strategy (2021-2030) was completed through a combination of desktop analysis and extensive stakeholder engagement. The review commenced in Q2 2024 and concluded in Q1 2025.

Figure 1.1
Methods of Analysis



Desktop Analysis

Road Safety Strategy Phase 1 Action Plan (2021-2024) Progress

- Progress reports from Road Safety Strategy stakeholders on their actions were reviewed to determine the status of all 190 Phase 1 actions. These actions were then classified into a set of categories: complete, on track, behind schedule, blocked / cannot progress, yet to start, and deferred. Further analysis was conducted to assess the underlying reasons leading to actions being behind schedule, blocked, yet to start, or deferred.
- Additional analysis was undertaken to determine the implementation requirements stemming from certain Phase 1 actions. A proportion of actions in Phase 1 focused on research or analysis that resulted in a set of recommendations for road safety activities. These instances were identified as part of the analysis and, where appropriate, will feed into the Phase 2 Action Plan (2025-2027).

Irish Road Safety Trends and Statistics

- Publications of data from the Road Safety Authority, An Garda Síochána, Transport Infrastructure Ireland, the Medical Bureau of Road Safety, and the Central Statistics Office were reviewed and analysed to determine Irish road safety trends during the Phase 1 period. This analysis included a review of fatalities and serious injuries, collision types, demographic factors, changes in road user behaviour, and contextual factors.
- Please be advised that any data from 2021 onwards presented in this report is provisional. In instances where 2024 data was not available, data up to and including 2023 has been used. It is recommend that users of this report consider the provisional nature of the data when drawing conclusions or making decisions.

Stakeholder Engagement

- Inputs received through stakeholder engagement were critical to understand the performance of the Phase 1 Action Plan (2021-2024). By engaging the organisations tasked with delivering the 190 actions in the Phase 1 Action Plan (2021-2024), it was possible to gain insights into what worked well, what should be brought forward into future phases, as well as opportunities to identify areas to improve delivery in the future.
- This stakeholder engagement included:
  - Interviews with the Road Safety Strategy stakeholders tasked with leading the highest volume of actions: Department of Transport, Department of Justice, Road Safety Authority (RSA), An Garda Síochána, Transport Infrastructure Ireland (TII), Medical Bureau of Road Safety (MBRS), National Transport Authority (NTA), Health Service Executive (HSE), Health and Safety Authority (HSA), Courts Service, Bus Éireann, and the County and City Management Association/Local Government Management Agency (CCMA/LGMA).
  - Online survey for additional organisations involved in the delivery of the Phase 1 Action Plan: Department of Education, Iarnród Éireann, National Office for Trauma Services (NOTS), National Ambulance Service (NAS), National Office of Clinical Audit (NOCA), Fire Services, An Taisce, and Cycling Ireland.
  - A meeting with the Road Safety Transformation Partnership Board. At this meeting, feedback from stakeholder engagement was presented to the Board including a recap of what worked well during Phase 1, the challenges faced, and opportunities to enhance delivery in Phase 2. This feedback was discussed and validated by the Road Safety Transformation Partnership Board with additional feedback captured to support the development of the Phase 2 Action Plan (2025-2027).

2. Key Achievements in Phase 1 (2021- 2024)

VISION ZERO

Key Achievements in Phase 1 (2021- 2024)

The following is a summary of the key road safety accomplishments achieved during Phase 1 from 2021-2024.

Insurance Data: Motor Insurers' Bureau of Ireland began providing insurance details to An Garda Síochána in November 2023. Details for three million vehicles and five million drivers are being provided daily to identify vehicles being driven without insurance.

Safe Route to Schools: The programme was launched in 2021 and is designed to encourage as many pupils and students as possible in primary and post-primary schools to walk, cycle and wheel. 414 schools nationally will now benefit from safer infrastructure at the front of schools.

Safety Cameras: Between May 2024 and December 2024, nine fixed cameras were installed in new locations along national and regional roads. Safety Cameras were installed on the N3 and N5 in October 2024. A multi-agency working group was established to create a Safety Camera Strategy.

Trauma Units: The Taoiseach and Minister for Health launched two Major Trauma Centres at the Mater Misericordiae University Hospital, Dublin and Cork University Hospital in April 2023.

Drug Testing: Introduced mandatory drug testing at the scene of serious collisions on the same basis as alcohol, supported by widespread deployment of DrugWipe technology.

30 mins per shift for An Garda Síochána: In April 2024, it was announced that all uniformed Gardaí will do a mandatory 30 minutes of high-visibility road safety policing operations per shift.

BikeSafe: A police-led motorcycle safety initiative was launched in 2021. This initiative includes a facilitated classroom-based workshop and an assessed ride led by an Advanced Garda Motorcyclist to share advanced police motorcycle riding skills.

Alcohol Interlocks: The 2023 'Driving for Work' Annual Webinar encouraged the use of alcohol interlock devices. The working group on the implementation of an alcohol interlock programme is finalising its recommendations on implementation.

Speed Limit Review: The Speed Limit Review was published in September 2023. This is a major collective achievement, allowing for changes to be made, where necessary, to default speed limits to improve safety on the road network.

Penalties: Enhanced the deterrence effect of fines and sanctions by legislating for the application of multiple penalty points where multiple offences are detected and increased fixed-charge notices for a range of offences.

E-scooters: From 20 May 2024, new laws have been introduced to make e-scooters legal on Irish roads. These laws also introduced weight and speed limitations for e-scooters to protect road users.

Department of Education programme: In September 2024, a redesigned Transition Year programme was launched to help students "become safer road users". The programme was developed in partnership with the Department of Education, supported by An Garda Síochána and IPB Insurance.

Driver CPC: An external review has been conducted – Drivers, CPC trainers and all other stakeholders have been consulted as part of this process. QR codes have been introduced to ensure the most up to date information is shared during training and for drivers to reference afterwards.

Cycle Right: Programme continues to be rolled out across the country. An Instagram page was launched in 2024 with information on the programme and convenient, informative videos.

3. Irish Road Safety Trends

3.1 Overview and Scope

Overview and Scope

Analysing road deaths and serious injuries is important to measure the effectiveness of road safety interventions and to build an understanding of the broader context that may have affected road safety outcomes. This analysis can support decision-making for future road safety interventions.

The following analysis focuses on the key aspects influencing road safety during the Phase 1 Action Plan (2021-2024). The report examines historical road safety data1 obtained from government agencies and relevant studies relating to road safety. The scope of analysis includes:

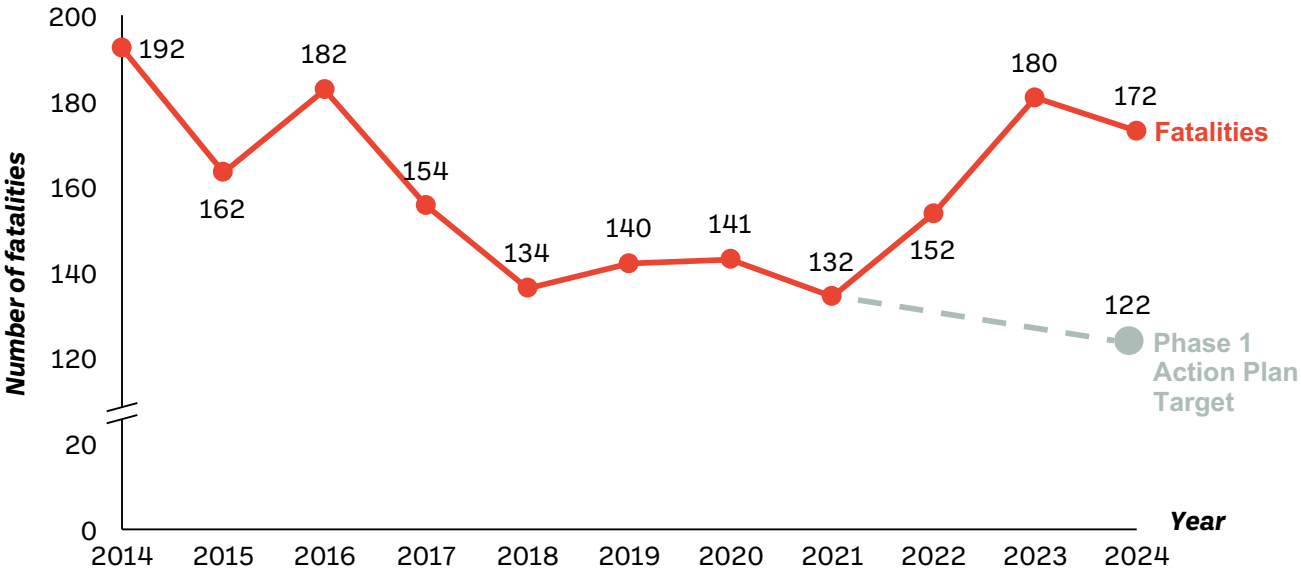
Figure 3.1 Scope of Analysis

3.2 Overview of Fatalities and Serious Injuries

Fatalities

The objectives of the current Road Safety Strategy (2021-2030) are aligned to the Vision Zero approach, which aims to eliminate deaths and serious injuries on Irish roads by 2050. The interim target is to reduce fatalities and serious injuries to 72 and 630 or fewer respectively by 2030. The targets were set in 2021 during the creation of the current Road Safety Strategy (2021-2030).

Figure 3.2 Fatalities, 2014-2024

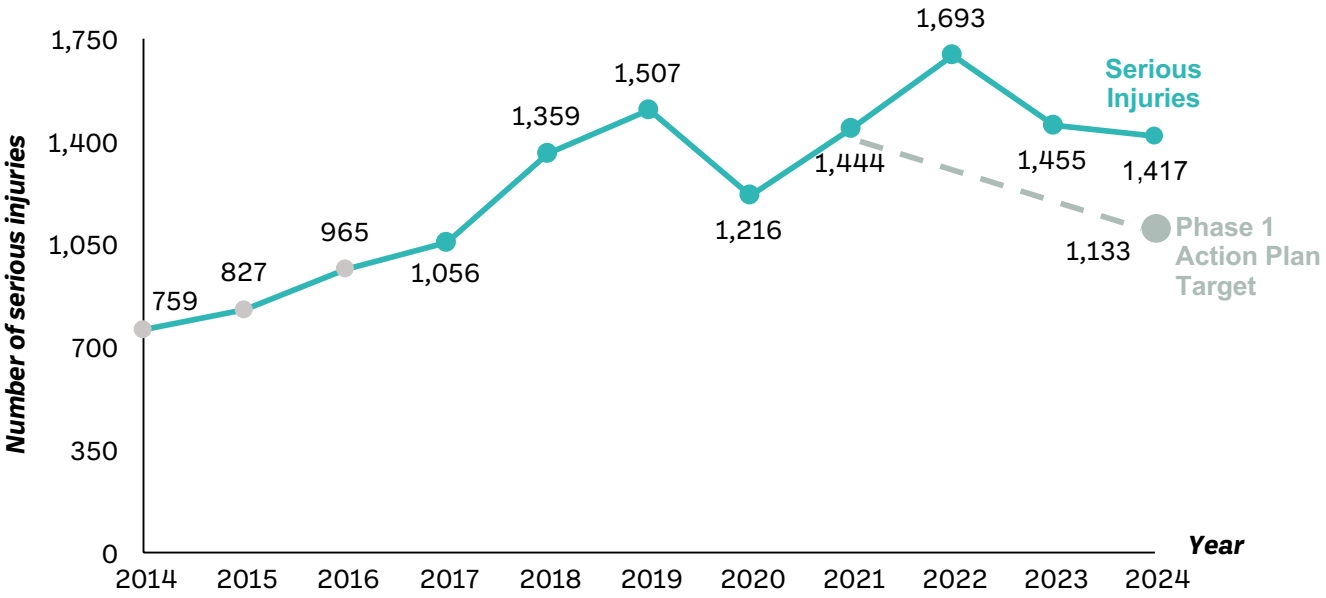


Fatality trends

- Road fatalities were 172 in 2024, which is 41% over the country's target for 2024 of 122.
- Road fatalities were 23% higher in 2024 compared to pre-Covid-19 levels in 2019.
- In order to reach the 2030 Vision Zero target of 72 or fewer fatalities, it will be necessary to achieve a minimum reduction of 58% in fatalities from 2024 to 2030.

Serious Injuries

Figure 3.3 Serious Injuries, 2014-2024



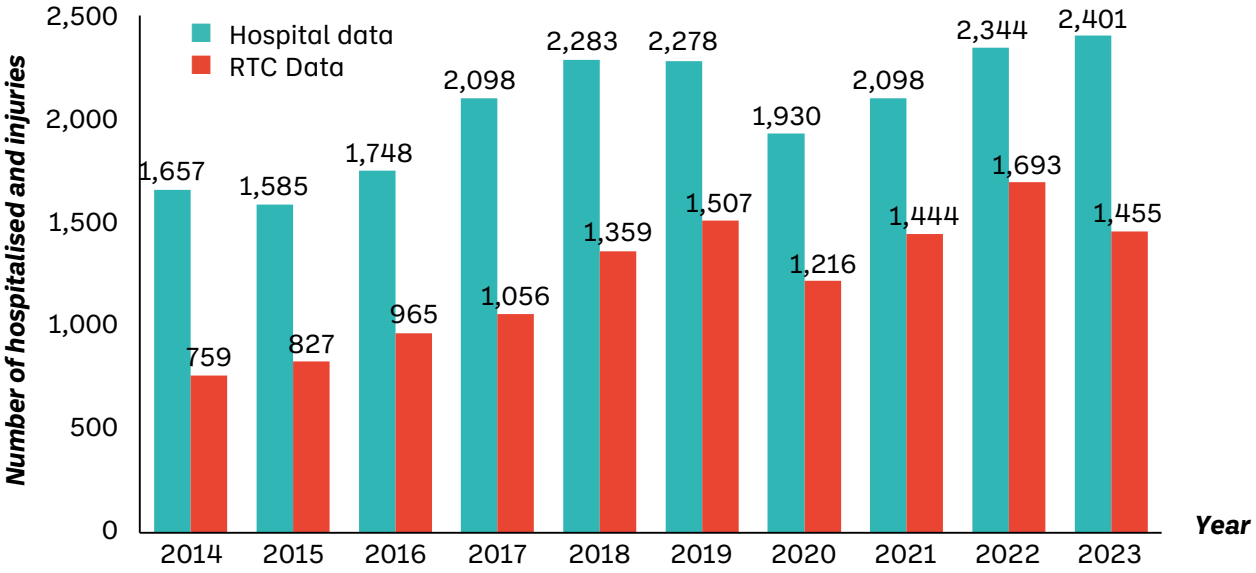
Serious Injury Trends

- Serious injury data received from An Garda Síochána was used to develop the 2030 Vision Zero targets[2].
- Serious injuries rose steadily from 2017 to 2019, increasing by 43%, but fell during the Covid-19 pandemic in 2020 and 2021. Serious injuries then rose once more in 2022 and reached levels which exceeded 2019. However, there was a 14% reduction in 2023 and a subsequent 3% reduction in 2024. Ireland's target for serious injuries by 2024 was 1,133, meaning that serious injuries were 25% higher than targeted[3].

2. As noted in the Methodology, the Serious Injury data from 2021 onwards that is presented in this report is provisional. There is usually a longer lag time for reporting Serious Injury data which may particularly affect 2023 and 2024.
3. There is a break in the trends for injury collision and casualty numbers from 2014 onwards, which means that serious injury numbers from 2014 are not directly comparable with previous years. This is because in 2014, the method for collecting serious injury data changed from a paper based to an electronic system with enhanced quality control procedures. The change may also have caused lag effects on 2015 and 2016 serious injury data. Therefore, 2017 has been taken as the year for initial comparison for the purpose of this analysis. This break does not affect the trend figures for fatalities.

Serious Injuries: Hospital Data

Figure 3.4 Hospital and RTC Serious Injuries by Year, 2014-2023



Hospital Data

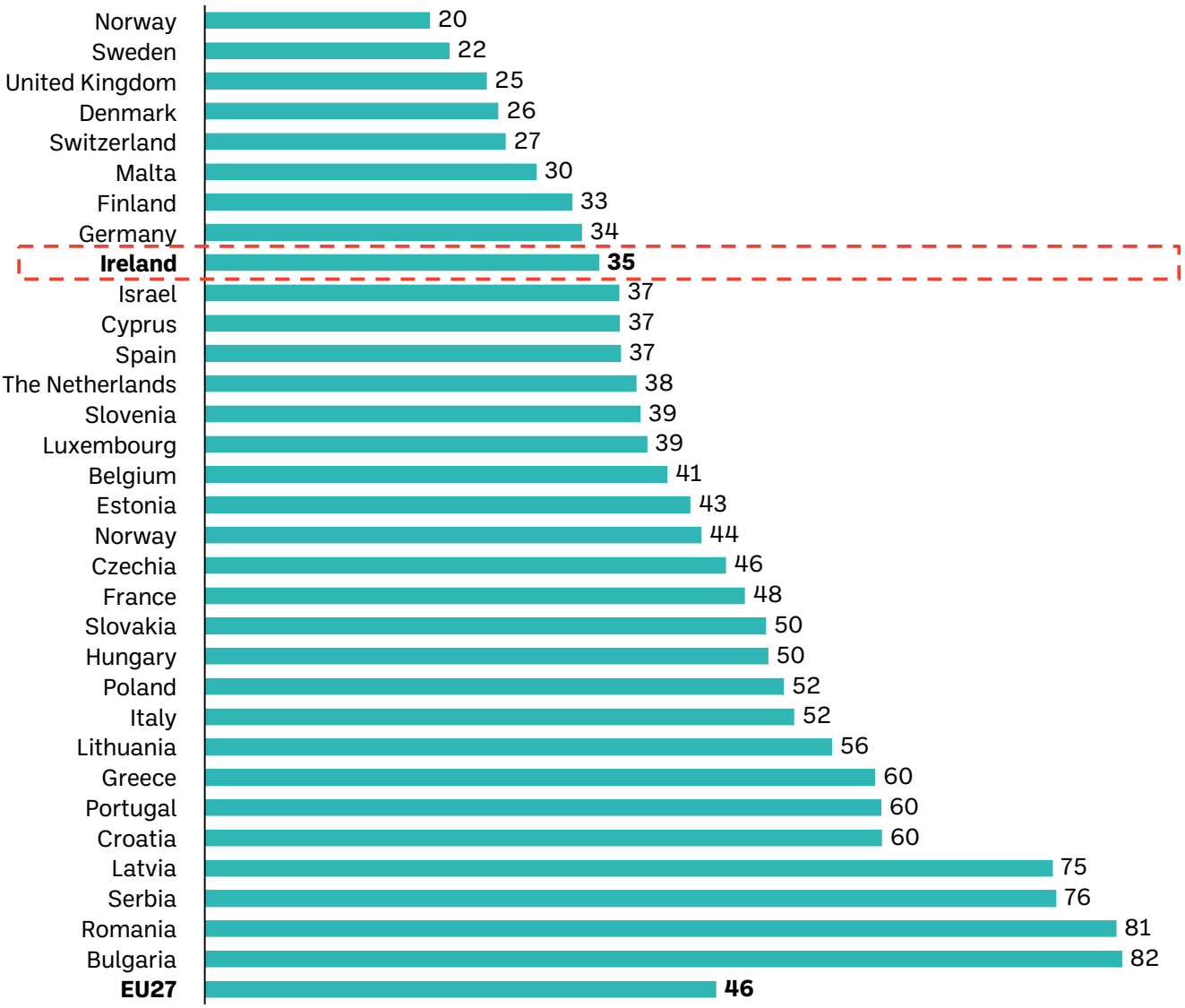
- To overcome the limitations of police-based reporting, the European Commission (EC) requested member states to study hospital data and apply a common, medical definition of a serious injury (MAIS3+) to facilitate international comparisons and monitor serious injury trends in the region. Reporting on serious injuries is complex, and the international evidence highlights limitations of serious injury reporting based only on police data.
- Following the request from the EC, the RSA commenced the study of hospital discharge records from all acute hospitals in Ireland, to estimate the number of casualties admitted to hospital with injuries from road traffic collisions. As a result, from 2014-2023, hospital admissions data showed 66% more serious injuries[4] from road collisions compared to road traffic collision (RTC) data from An Garda Síochána. The number of MAIS3+ injuries between 2014-2023 has been reported to the EC to comply with their request, and it is also included in RSA reports on serious injuries using hospital data. This reporting will continue over Phase 2.
- Research on hospital data conducted as part of the Phase 1 Action Plan (Action 172) concluded that both serious injuries data sources (RTC and hospital data) are relevant for road safety analysis, as they provide complementary information about the collision (AGS) and the casualty (hospital data). It is expected that the study of other medical data sources on serious injuries will continue to be explored in Phase 2.
- The hospital data figures show an annual trend of increasing serious injuries following Covid-19, with serious injuries exceeding pre-pandemic levels in 2022 and 2023.

5. A serious injury in hospital data refers to a casualty who has been admitted to hospital as an in-patient, on an emergency basis, with at least one injury from a road traffic collision. A subgroup of all hospitalised casualties are classified as 'MAIS3+'. MAIS3+ casualties are those with the most serious injuries from a clinical perspective. The serious injury definition followed by the police is different, as it includes casualties admitted to hospital as in-patients or not, and includes also a list of specified injuries.

3.3 International Comparison

International Performance Comparison: Overall Performance

Figure 3.5 Road Deaths per Million Habitants, 2023 [6]



International Comparison: Overall Performance 2023

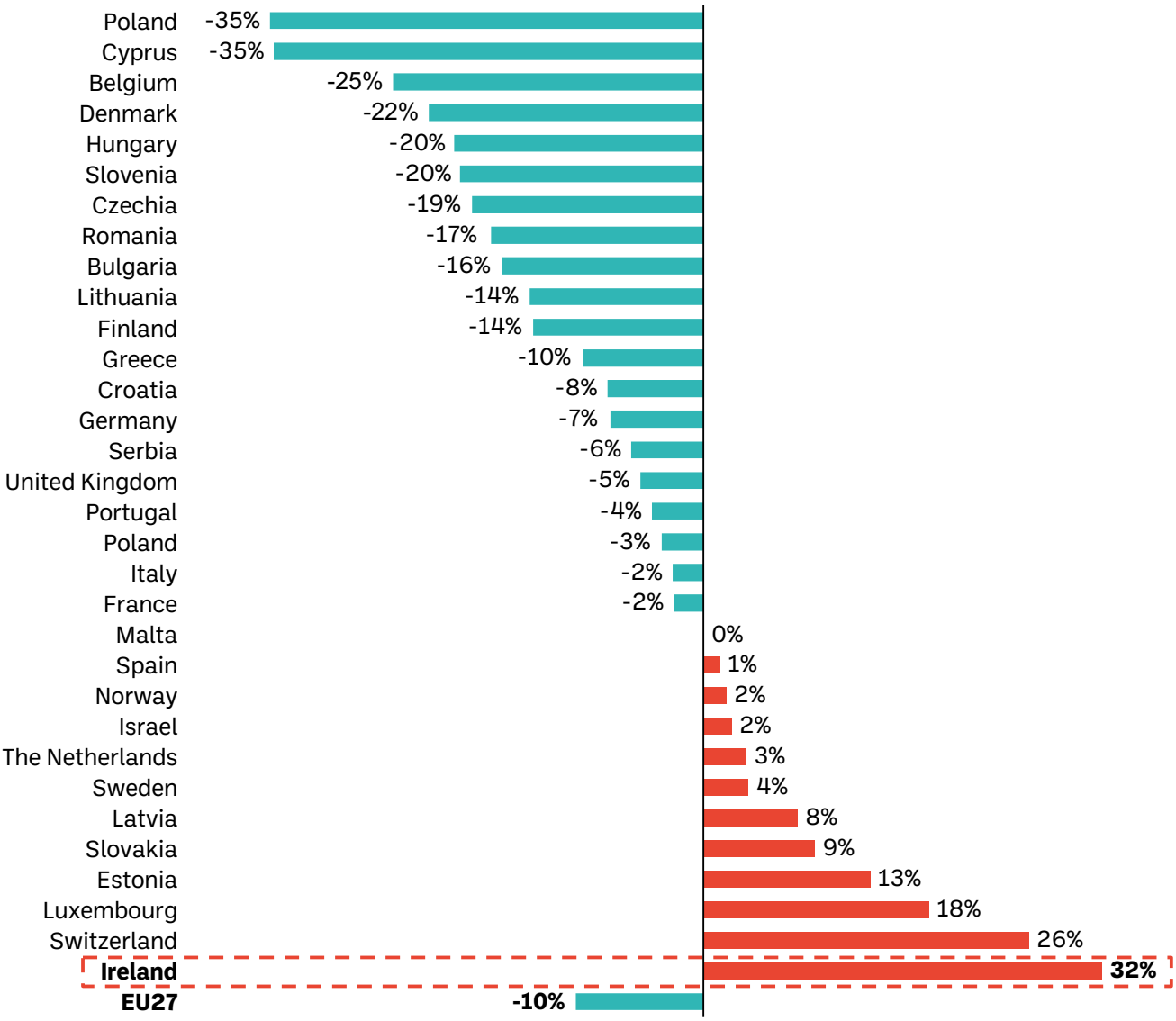
- The European Transport Safety Council (ETSC) is an independent, non-profit organisation dedicated to reducing the number of deaths and injuries in transport across Europe.
- The ETSC's Performance Index Report from April 2024 indicates that Ireland fell to the sixth safest country out of the 27 EU member states that were analysed. This is down from the second safest EU member state, as measured by the ETSC, in terms of road fatalities in the 2019 report.

6. Non-EU countries are included because they participate in the ETSC's Road Safety Performance Index programme, which aims to identify best practices across Europe and beyond.

Source: ETSC.

International Performance Comparison: Road Safety Trends

Figure 3.6 Relative Change in Road Deaths, 2019-2023



International Comparison: Road Safety Trends 2019-2023

- It has been noted by the ETSC that Ireland experienced a 32% increase in road deaths in 2023 compared to 2019. This was the highest increase among the European countries included in the analysis for this time period. However, Ireland's road deaths per million population remained approximately 24% below the EU average in 2023[7].

7. ETSC data was provisional and provided at a specific point in time. Subsequent updates indicate this increase is now 29%.

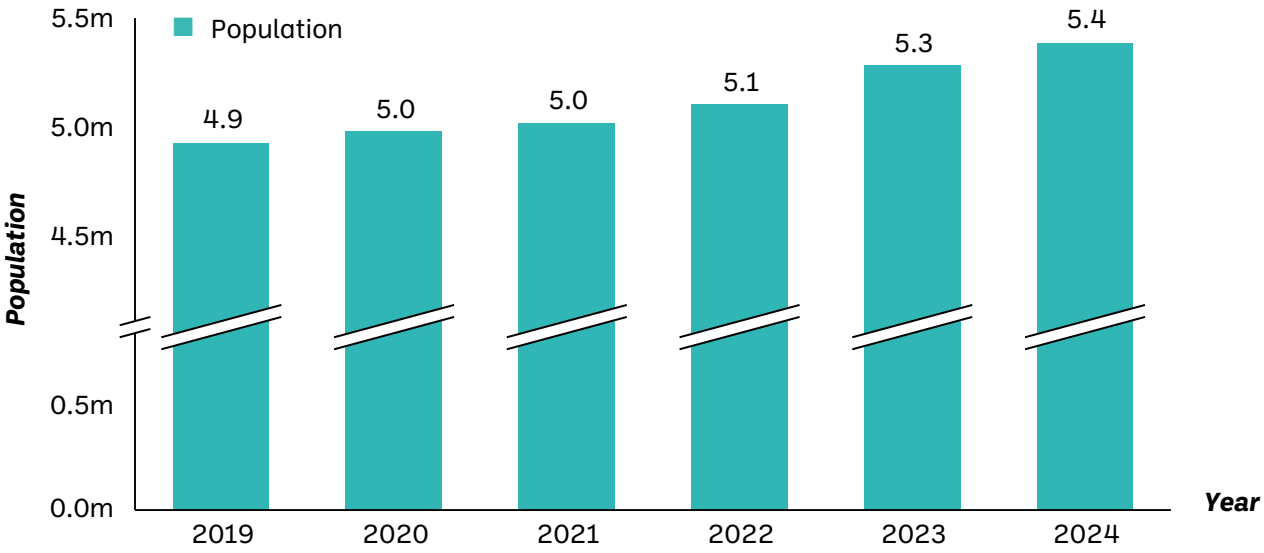
Source: ETSC

3.4 Contextual Factors Affecting Road Safety Trends

Population

This section outlines a number of contextual factors that affect road safety, including changes in population size, number of driving licences including learner licences, the size of the labour force and economic performance, and vehicle kilometres travelled.

Figure 3.7 Ireland Population, 2019-2024



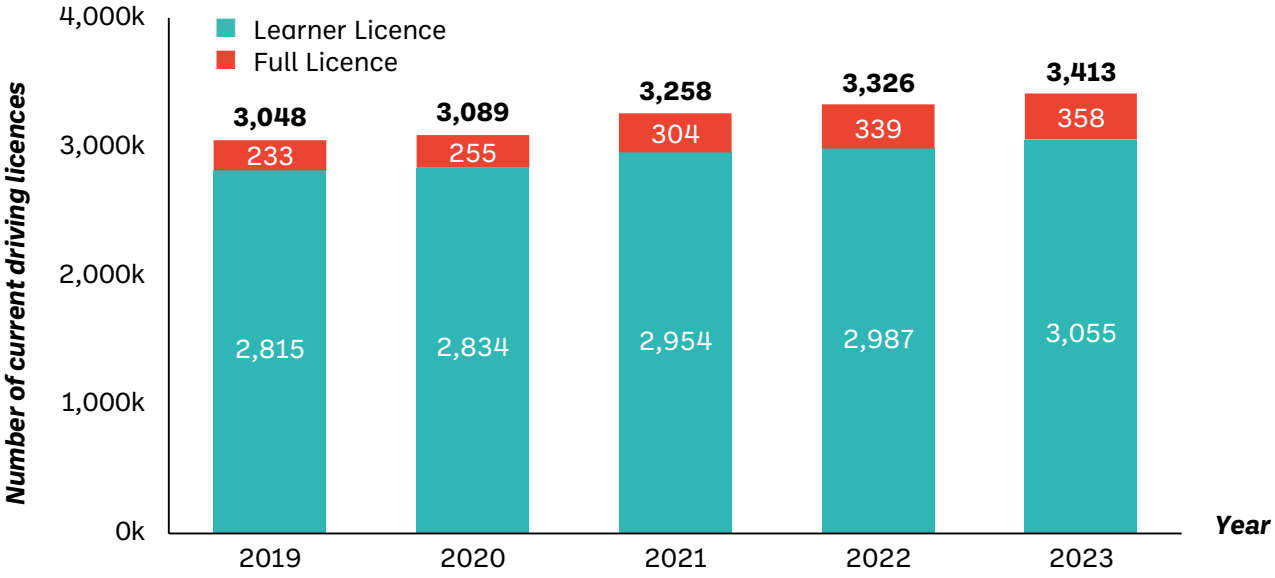
Total Population 2019-2024

- All else being equal, an increasing population creates increased travel demand and leads to increased traffic volume. Figure 3.7 shows that from 2019 to 2024, there was a 9% increase in the population of Ireland.
- Population modelling projects that by 2030, Ireland's population will be between 5.6 million and 5.8 million. Given likely increases in travel demand, this projected increase could have road safety impacts in the future.

Source: CSO

Licences

Figure 3.8 Number of Full Licences and Learner Licences, 2019-2023



Full Licences and Learner Licences

- The number of licence holders is important as more licenced drivers increases the potential number of drivers on the road.
- Comparing 2023 to 2019, before the Covid-19 pandemic, the number of driving licences in Ireland increased by 365k, a 12% increase. This comprises a 54% increase in the number of learner licences and a 9% increase in full licences.

Source: RSA

Figure 3.9 Driver Fatalities and Serious Injuries by Licence Type, 2019-2024

	2019	2020	2021	2022	2023	2024	Total
Full licence	432	364	456	497	447	431	**2627**
No licence	33	24	28	24	28	12	**149**
Foreign licence	36	20	31	32	20	25	**164**
Learner unaccompanied	13	17	23	36	20	27	**136**
Learner accompanied	6	1	3	6	8	2	**26**
Disqualified	2	12	9	4	4	6	**37**
Novice[1]	0	0	1	2	0	1	**4**
Unknown at present	13	8	7	16	30	46	**120**
Total	**535**	**446**	**558**	**617**	**557**	**550**	**3263**

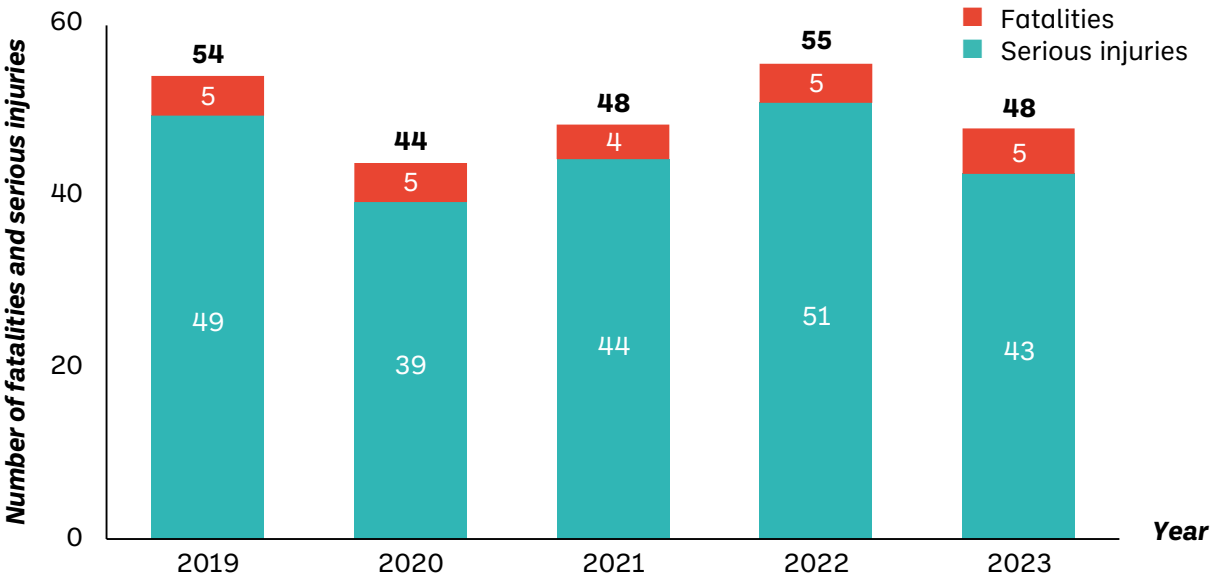
Driver Fatalities and Seriously Injured Drivers by Licence Type

- Figure 3.9 shows the aggregated total of fatalities and serious injuries by licence type from 2019-2024[8].
  - While over 90% of licences in Ireland were full licences between 2019 and 20232, 81% of driver fatalities and serious injuries from 2019-2024 were drivers with a full licence[9].
  - ~6% of driver fatalities and seriously injured drivers from 2019-2024 were those illegally driving either with no licence or on a disqualified licence. However, there was a decline in driver fatalities and serious injured drivers with no licence or a disqualified licence in 2024, with a ~49% decrease in 2024 compared to 2019.
  - Accompanied learner drivers were a significantly smaller portion of the drivers that died or were seriously injured compared to unaccompanied learner drivers (1% vs. 4% over the 2019-2023 period).

8. There were no fatalities recorded with a "Novice" category licence
9. At the time of writing this report, the number of Irish licences in 2024 was not available.

Source: RSA

Figure 3.10 Fatalities and Serious Injuries per 100,000 Licences[10], 2019-2023



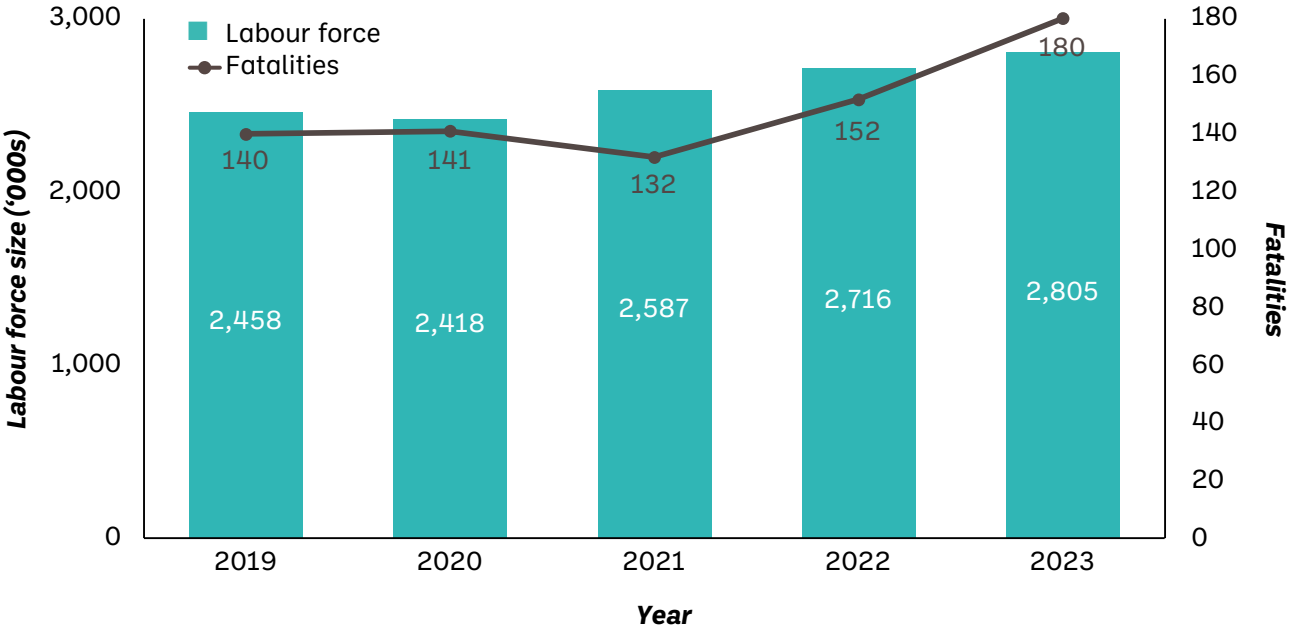
Fatalities and Serious Injuries per 100,000 Licences

- Figure 3.10 indicates that number of fatalities per 100,000 licences has stayed relatively consistent (between four and five fatalities) between 2019 and 2023.
- There is a larger variation in the serious injury rate per 100,000 licences. Analysing 2019 to 2023 shows that there was a low of 39 serious injuries per 100,000 licences in 2020, and a high of 51 serious injuries per 100,00 licences in 2022.

10. Includes both full and provisional licences.
Source: RSA

Employment

Figure 3.11 Labour Force Size and Road Fatalities in Ireland, 2019-2023



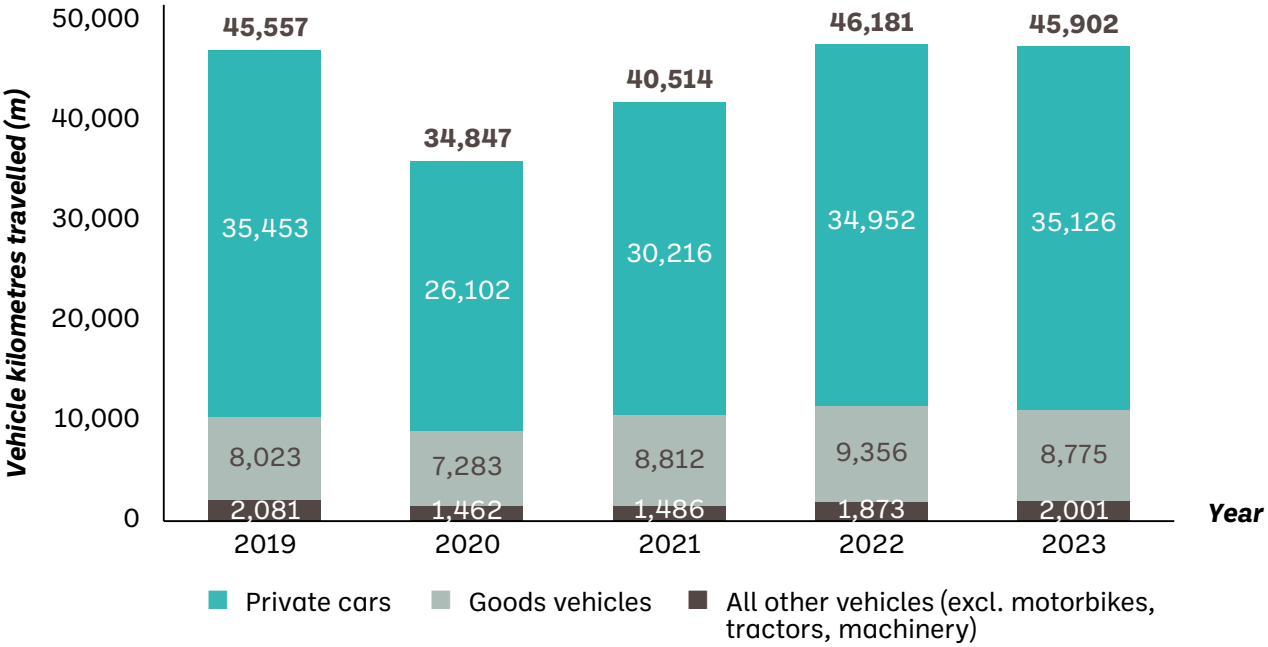
Employment

- International research has indicated that economic activity plays a role in collision and road fatality trends, as economic upturns are associated with increased traffic volumes.
- 2019 to 2023 saw a 14% increase in the labour force size in Ireland. Over the same time, the labour force participation rate increased from 62.2% in 2019 to 63.4% in 2021 and 65.5% in 2023.
- This increase was particularly prevalent in the younger population with the labour force participation rate for those aged 15-19 rising from 23.7% in 2019 to 33.4% in 2023. Similarly, for those aged 20-24, the labour force participation rate rose from 71.8% in 2019 to 76.5% in 2023.

Source: CSO; The Macro Economy and Road Safety (2015), OECD

Vehicle Kilometres Travelled

Figure 3.12 Vehicle Kilometres Travelled by Vehicle Type, 2019-2023



Fatalities by Vehicle Kilometres Travelled (VKT)

- Vehicle Kilometres Travelled (VKT) is an important metric for road safety as it reflects the amount of activity taking place by particular road users. The higher the VKT, the greater the level of risk exposure for road users. Ireland has annual estimates for VKT, but there are recognised challenges to estimate VKT for motorcyclists, tractors, and machinery. Therefore, these categories were removed from Figure 3.12.
- In 2020, VKT fell by 23% compared to 2019 due to the significant travel restrictions that were imposed as part of the measures to combat the spread of Covid-19. VKT subsequently increased and by 2023 had surpassed the 2019 annual total by approximately 345 million kilometres.
- Comparing 2019 to 2023, fatalities increased by approximately 29% while the VKT increase was only approximately 0.5%. This suggests that factors beyond an increase in road usage alone underpinned the increase in road fatalities.
- There are currently no equivalent figures available for some road users, such as cyclists and pedestrians, for the time period covered by the Phase 1 Action Plan. However, Action 175 of the Phase 1 Action Plan (2021-2024) did develop a retrospective estimate of kilometres travelled by cycling in the Dublin metropolitan area for 2016-2019. This estimate indicated a 1.2% to 1.5% annual increase over that timeframe[11].

11. The cycle kilometre estimates are produced by the East Regional Model of the NTA's Regional Modelling System, which, at the time of the study, had not been subject to detailed, link level, calibration, and validation against surveyed cycle flows. However, the ERM has been calibrated to match observed cycling modal share by model zone using data from the 2016 Census. Demand forecasts for subsequent years are based on forecast model runs. The primary determinant of travel demand is population growth forecasts.

Source: CSO, RSA

3.5 Breakdown of Fatality and Serious Injury Data

Breakdown of Fatality and Serious Injury Trends

This section of the report aims to provide a further breakdown of fatalities and serious injuries during Phase 1 from 2021-2024. This breakdown considers factors including gender, age, road type, speed limit, time and day, road user type, and collision type.

Gender

Figure 3.13 Fatalities by Gender, 2019-2024

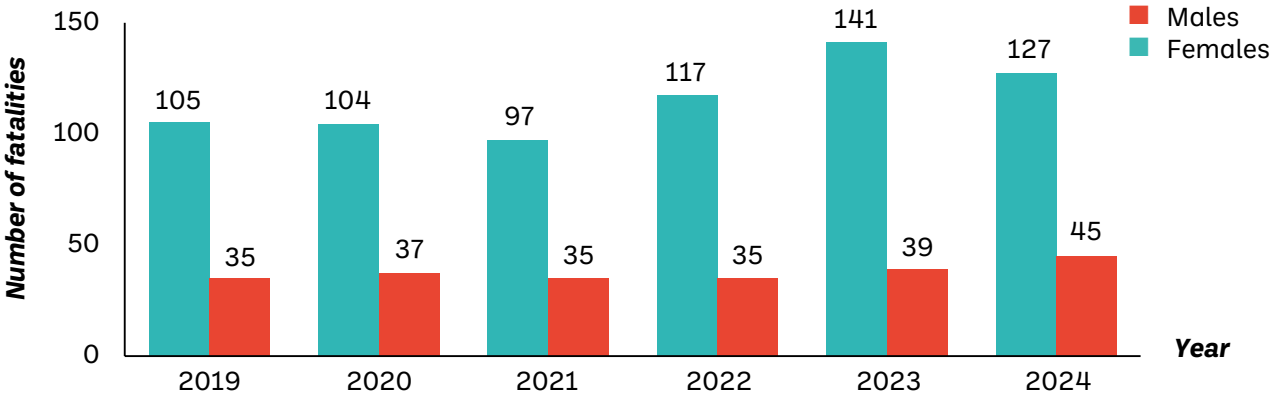
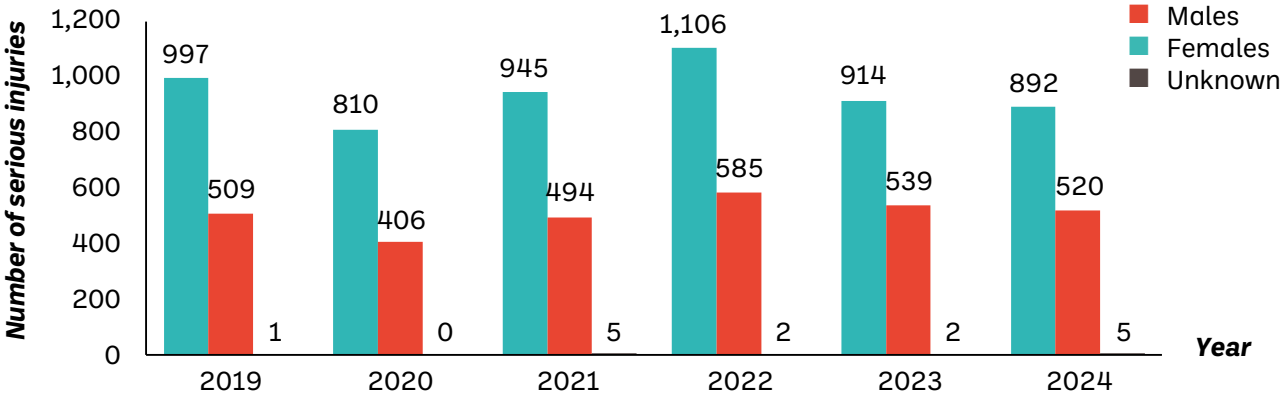


Figure 3.14 Serious Injuries by Gender, 2019-2024



Fatalities and Serious Injuries by Gender

- Males are overrepresented in both road fatalities and serious injuries. Between 2019 and 2024, males accounted for between 73% and 78% of fatalities and between 63% and 67% of serious injuries on Irish roads annually.

Source: RSA

Age

Figure 3.15 Fatalities by Age Group, 2019-2024

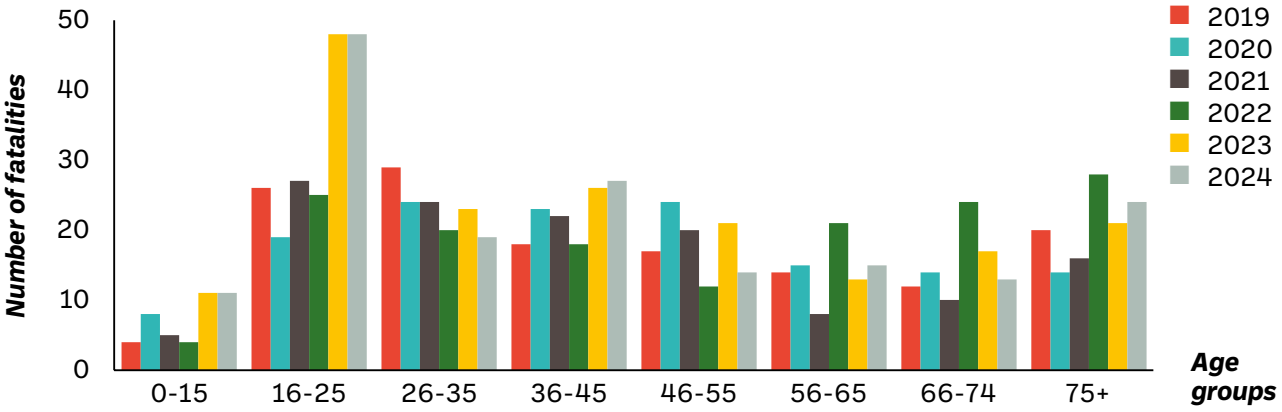
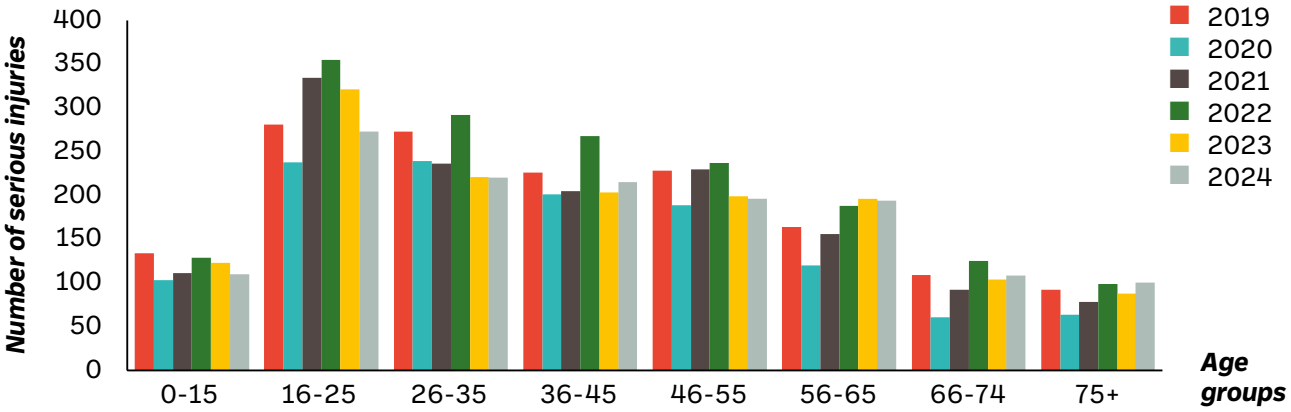


Figure 3.16 Serious Injuries by Age Group, 2019-2024



Fatalities and Serious Injuries by Age Group

- Of fatalities from 2019-2024, 21% were aged 16-25 years old, with a sharp spike in 2023 which saw a 92% increase in fatalities of this age cohort compared to 2022 (48 fatalities in 2023 versus 25 fatalities in 2022) and an 85% increase compared to 2019 (48 fatalities in 2023 versus 27 fatalities in 2019). These elevated figures were seen again in 2024 for the second year in a row.
- Serious injury proportions were broadly similar to fatalities across the population with the exception of those aged 66 or older. This category had a higher proportion of fatalities (23%) compared to their proportion of serious injuries (13%).
- 21% of both fatalities and serious injuries were aged 16-25 years.

Source: RSA

Age and Gender

Figure 3.17 Fatalities by Age and Gender, 2019-2024[12]

	2019		2020		2021		2022		2023		2024	
Age Group / Gender	**F**	**M**	**F**	**M**	**F**	**M**	**F**	**M**	**F**	**M**	**F**	**M**
0-15	1	3	3	5	3	2	1	3	3	8	6	5
16-25	2	24	4	15	6	21	5	20	10	38	7	41
26-35	6	23	4	20	5	19	3	17	2	21	4	15
36-45	2	16	3	20	6	16	4	14	1	25	2	25
46-55	6	11	10	14	4	16	2	10	2	19	5	9
56-65	4	10	2	13	4	4	4	17	3	10	4	11
66-74	5	7	3	11	2	8	7	17	7	10	4	9
75+	9	11	8	6	5	11	9	19	11	10	12	12

4-10 fatalities 11-17 fatalities 18-24 fatalities 25+ fatalities

Fatalities by Age and Gender

- Figure 3.14 has already indicated that males are overrepresented in road fatalities. Figure 3.17 expands on this and shows that at all age groups, males were more likely to die on Irish roads compared to females. However, there is variation in this gender difference when age is considered:
  - For those aged between 16 and 45, there were 5.2 times more fatalities of males than females between 2019 and 2024.
  - The largest discrepancy was in the 36-45 age bracket. In this cohort, 6.4 times more road fatalities were males compared to females.
  - The smallest discrepancy was in the 75+ age bracket, where only 1.28 times more road fatalities were males compared to females.

12. One fatality in 2024 was of unknown age at the time of writing this report. This data point has been excluded from the above graph.

Source: RSA

Road User Type

Figure 3.18 Fatalities by Road User Type Excluding Drivers, 2019-2024

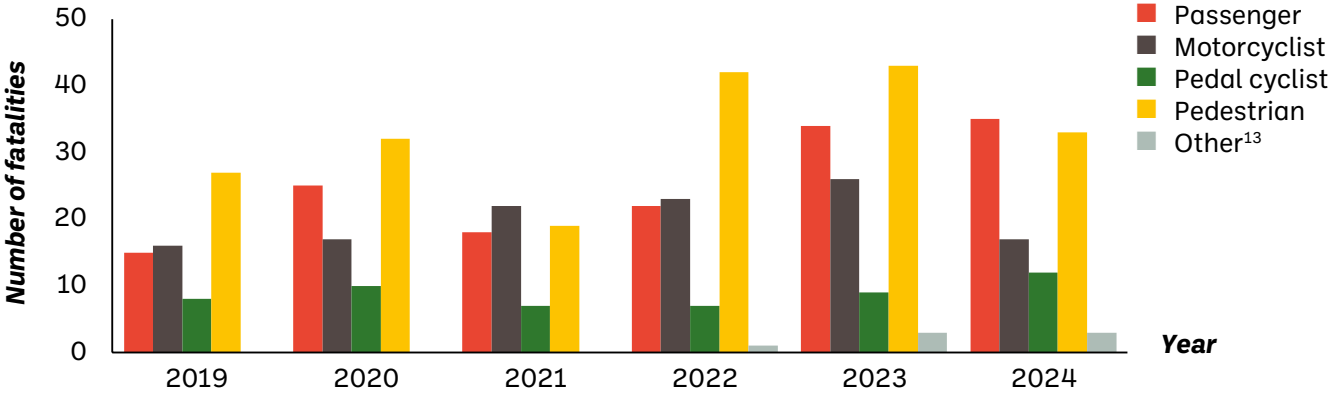
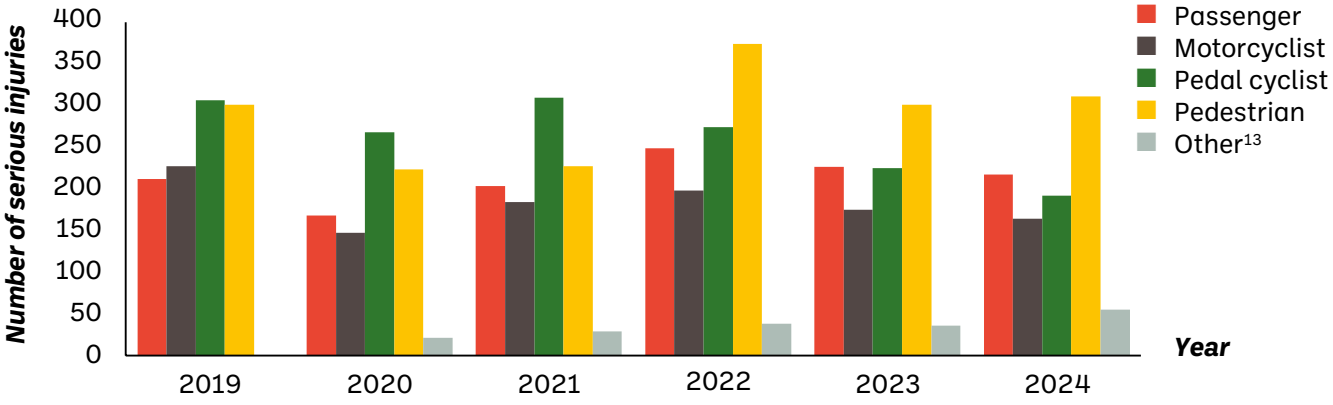


Figure 3.19 Serious injuries by Road User Type Excluding Drivers, 2019-2024



Fatalities and Serious Injuries by Road User Type (Excluding Drivers)

- There has been an increase in the number of non-driver fatalities when comparing the data from before Covid-19[14] to the latest annual figures. The increase of non-driver fatalities by 52% from 2019 to 2024 is in the context of a 23% increase in the number of overall fatalities.
- The trends indicate that pedestrians have generally had the highest volume of non-driver fatalities, followed by passengers and motorcyclists. From 2019-2024, there were 196 pedestrian fatalities, 149 passenger fatalities and 121 motorcyclist fatalities.
- However, there has been a decrease in the number of non-driver serious injuries over the same timeframes. In 2019, there were 1,046 and serious injuries for non-drivers. This fell by 10% to 939 in 2024.

13. Other includes any road user not covered in the explicit categories such as e-scooter users.
14. For the purpose of this report, data 'before Covid-19' refers to road traffic collision data from 2019 as this was prior due to public health measures implemented from 2020 to 2022 which at times, included travel restrictions.

Source: RSA

Under-26 Years of Age Cohort Analysis

Figure 3.20 Fatalities Under 26 by Road User Type, 2019-2024

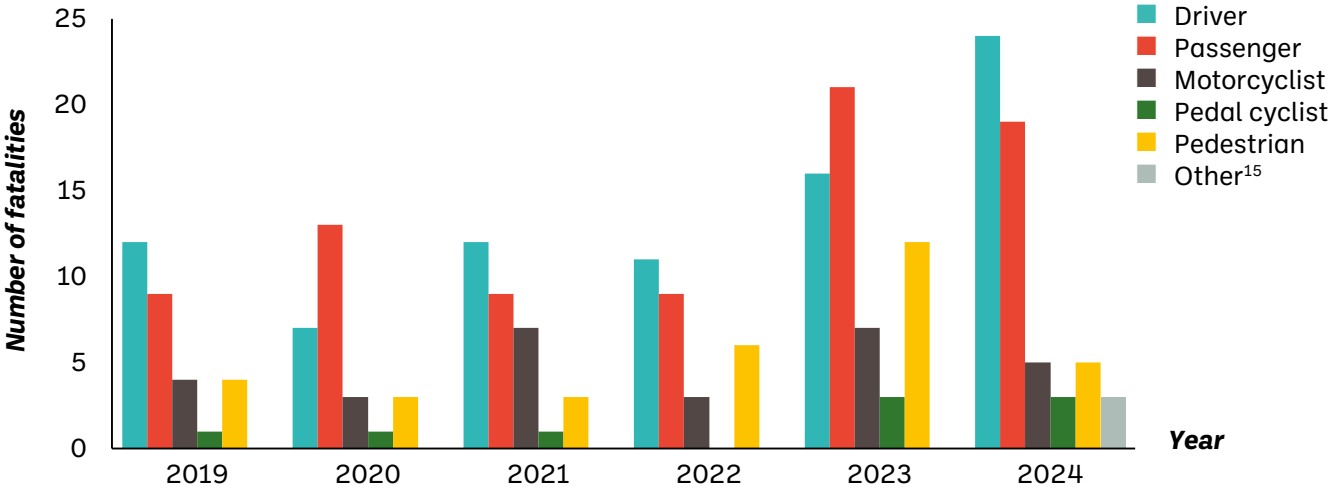


Figure 3.21 Breakdown of Fatalities Under 26 by Time of Day, 2019-2024

Time band	2019	2020	2021	2022	2023	2024
12am-4am	9	6	8	8	16	12
4am-8am	4	1	3	2	7	8
8am-12pm	3	3	1	4	3	3
12pm-4pm	1	5	4	2	5	8
4pm-8pm	6	3	8	4	11	12
8pm-12am	7	9	8	9	17	16
Total	**30**	**27**	**32**	**29**	**59**	**59**

Under-26 Years of Age Cohort Analysis

- For those under 26 years of age, there was a sharp increase in driver and passenger fatalities in 2023 when compared to prior years. In 2024, there was another increase in driver fatalities. Passenger fatalities reduced in 2024, but were still higher than figures seen in the years prior to 2023.
- From 2019-2024, late night and early morning (8pm-4am) was the most dangerous time for young road users with 53% of all fatalities coming during this time period, despite there being less traffic on the road at this time.

15. Other includes any road user not covered in the explicit categories such as e-scooter users, but there were no deaths in this category.

Source: RSA; Driver Attitude & Behaviour Survey 2023, RSA

Time of Day and Day of Week

Figure 3.22 Breakdown of Fatalities by Time of Day and Day of the Week, 2019-2024

Time band	MON	TUES	WED	THU	FRI	SAT	SUN
12am-4am	16	12	11	13	12	34	41
4am-8am	16	5	17	13	12	10	14
8am-12pm	20	18	11	17	22	19	20
12pm-4pm	21	25	29	26	26	25	31
4pm-8pm	30	27	25	43	30	26	32
8pm-12am	13	26	31	21	23	29	25
Total	**116**	**113**	**124**	**133**	**125**	**143**	**163**

4-10 fatalities 11-17 fatalities 18-24 fatalities 25+ fatalities

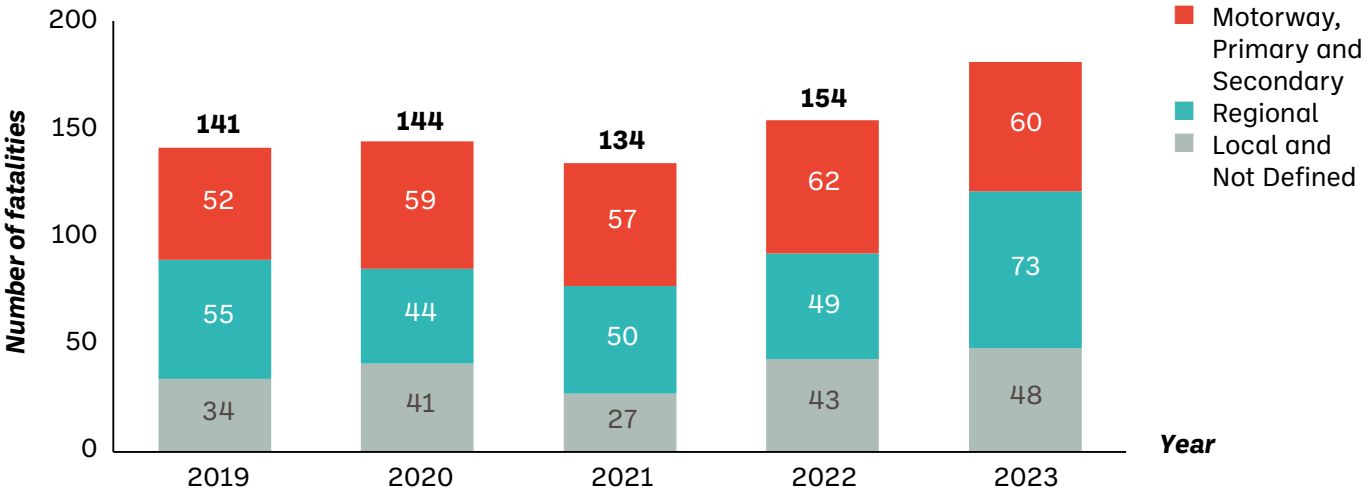
Time of Day and Day of Week

- From 2019-2024, Tuesday was statistically the day on Irish roads with the lowest number of fatalities, while Sunday had the highest number of fatalities. Previous research as part of the *Road Safety Strategy 2013-2020 Report of Mid-Term Evaluation* also highlighted Sunday as the day with the highest level of road fatalities.
- 54% of fatalities occurred between 8am and 8pm, but there was not a significant difference between the road fatalities that occurred during the "traditional work week" (Monday-Friday) and the road deaths that occurred at this time on weekends.

Source: RSA; Road Safety Strategy 2013-2020 Report of Mid-Term Evaluation, RSA

Fatalities and Serious Injuries by Road Network Type

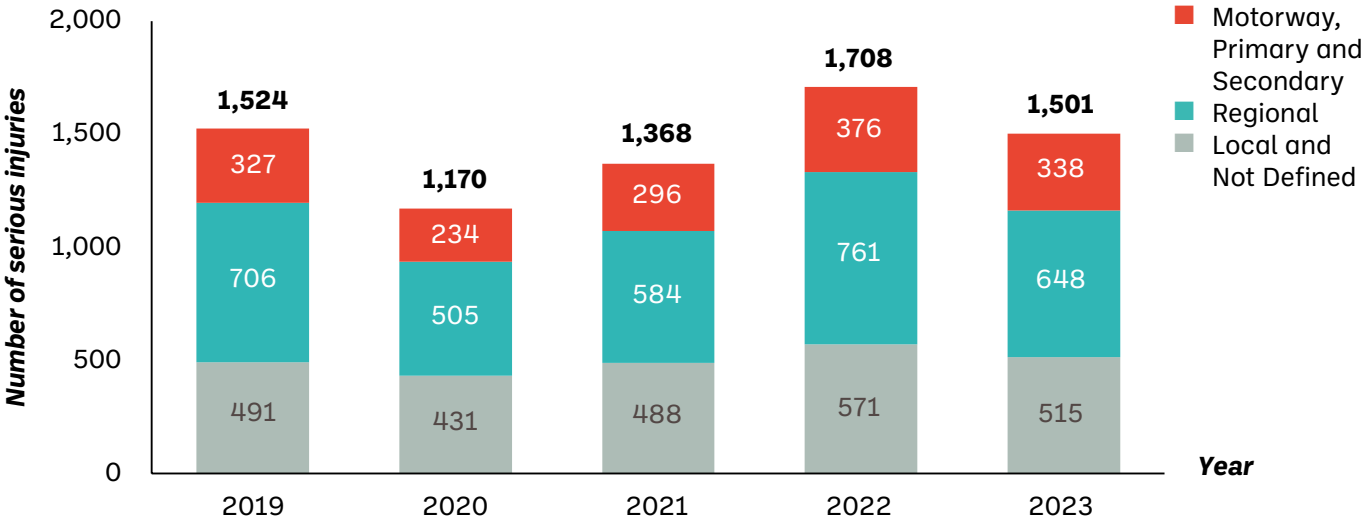
Figure 3.23 Fatalities by Road Type[16], 2019-2023



Fatalities by Road Type

- From 2019-2023, there was a 33% increase in fatalities on regional roads and a 42% increase on local roads. This compares to a 5% increase in fatalities on the national road network over the same time period.

Figure 3.24 Serious Injuries by Road Type[16], 2019-2023



Serious Injuries by Road Type

- From 2019-2023, there was a 3% increase in serious injuries on motorways, primary and secondary roads. There has also been an 8% decrease in serious injuries on regional roads and a 5% increase in serious injuries on local and undefined roads.

16. Data may not match exactly with RSA data due to timing differences and/or use of a different source.
Source: TII

Fatalities and Serious Injuries by Speed Limit Type

Figure 3.25 Urban[17] vs. Rural Fatalities, 2019-2024[18]

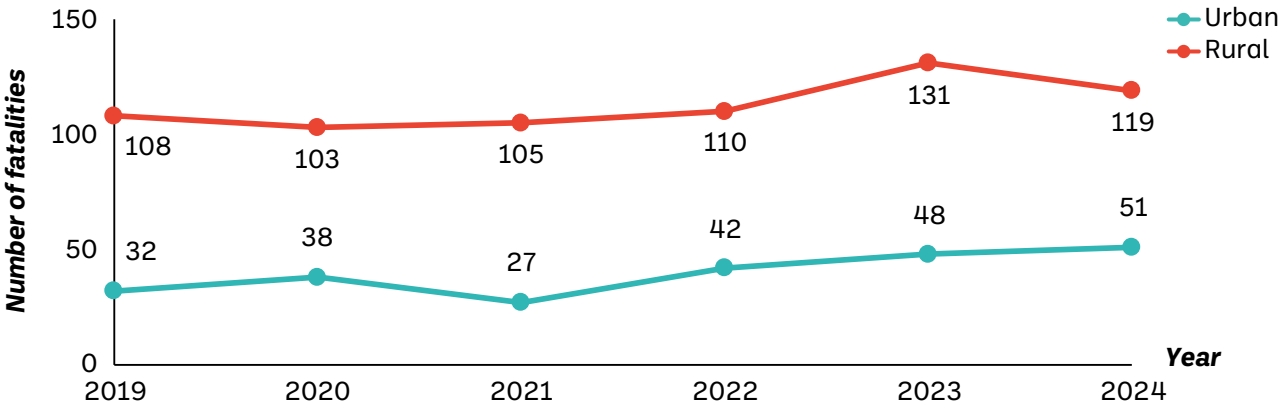
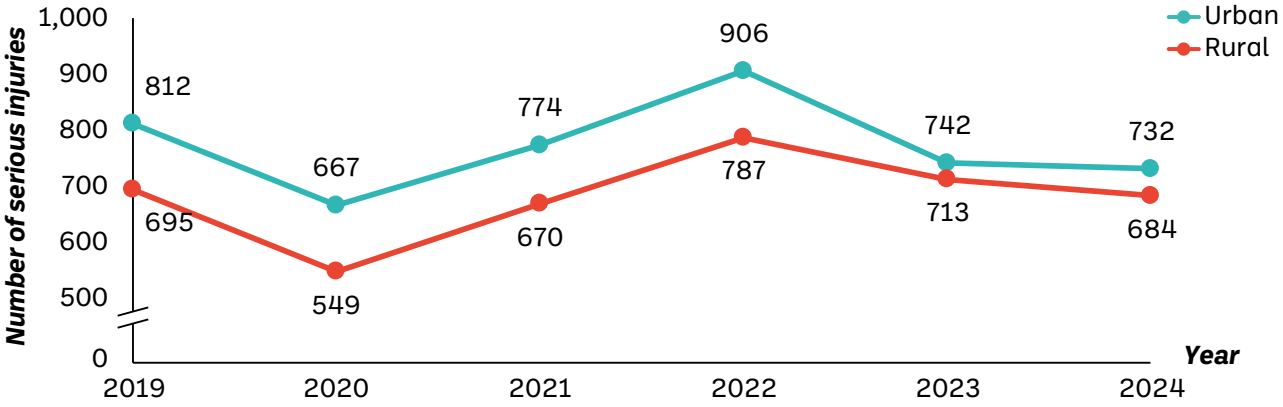


Figure 3.26 Urban[17] vs. Rural Serious Injuries, 2019-2024[18]



Fatalities and Serious Injuries by Speed Limit Type (Urban vs Rural)

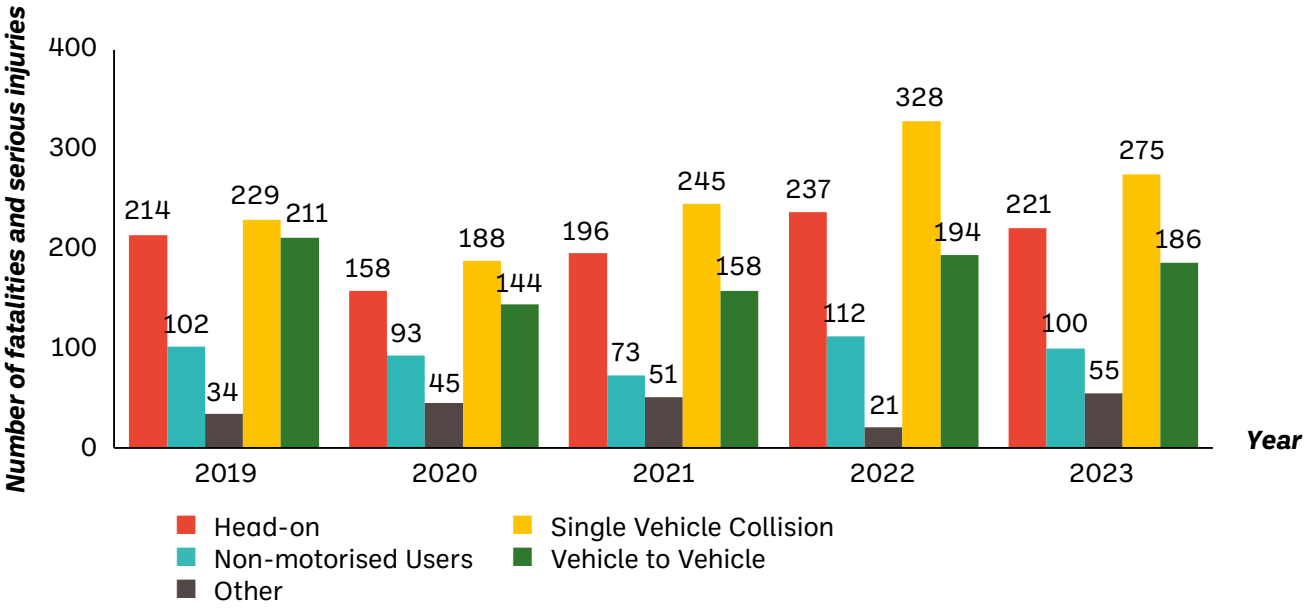
- From 2019-2024, rural roads accounted for 74% of fatalities.
- While fatalities occurred mostly on high-speed rural roads, the majority (53%) of all serious injuries between 2019 and 2024 occurred on urban roads.

17. Urban roads are designated as any road with a speed limit of 60 km/h or less while rural roads have a speed limit of 80km/h or greater.
18. Excluded from the above analysis are 3 fatalities and 1 serious injury that occurred on unknown roads.

Source: RSA

Fatalities and Serious Injuries by Collision Type

Figure 3.27 Fatalities and Serious Injuries on Roads with Rural Speed Limits[19], 2019-2023

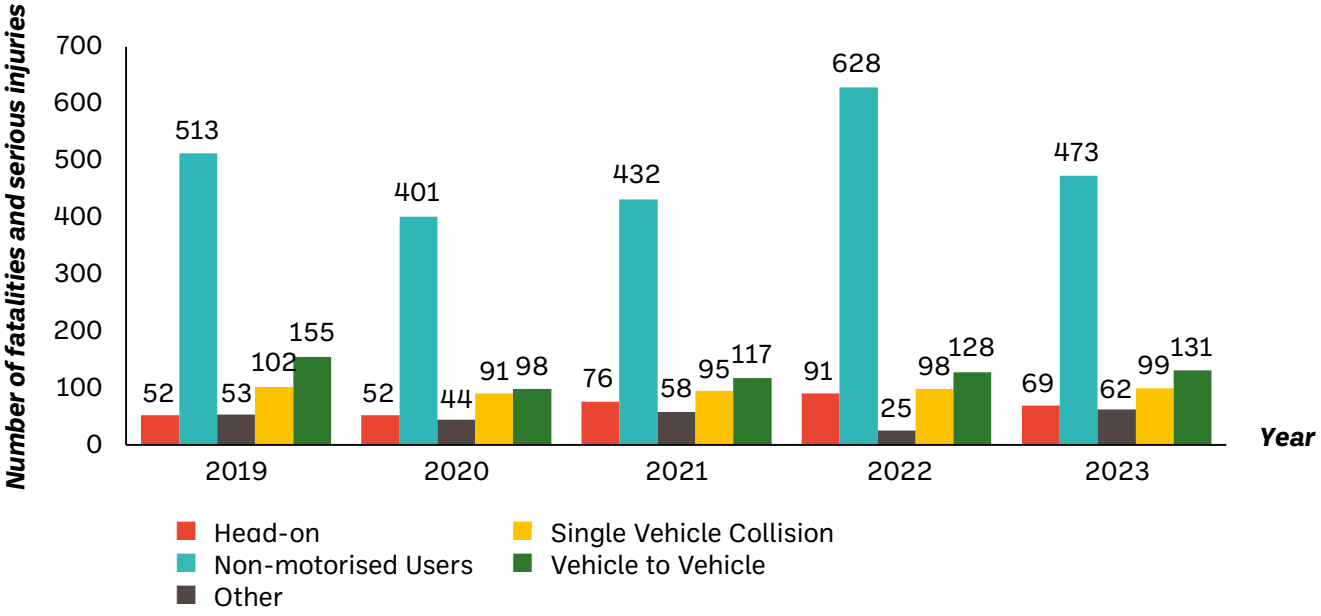


Fatalities and Serous Injuries on National, Regional and Local Roads with Rural Speed Limits

- From 2019 to 2023, Single Vehicle Collisions consistently accounted for the highest number of fatalities and serious injuries on rural roads each year. However, on higher speed single carriageway national roads, the highest cause of fatalities is head on collisions.

19. Data may not match exactly with RSA data due to timings and/or use of a different source.
Source: TII

Figure 3.28 Fatalities and Serious Injuries on Roads with Urban Speed Limits[20], 2019-2023



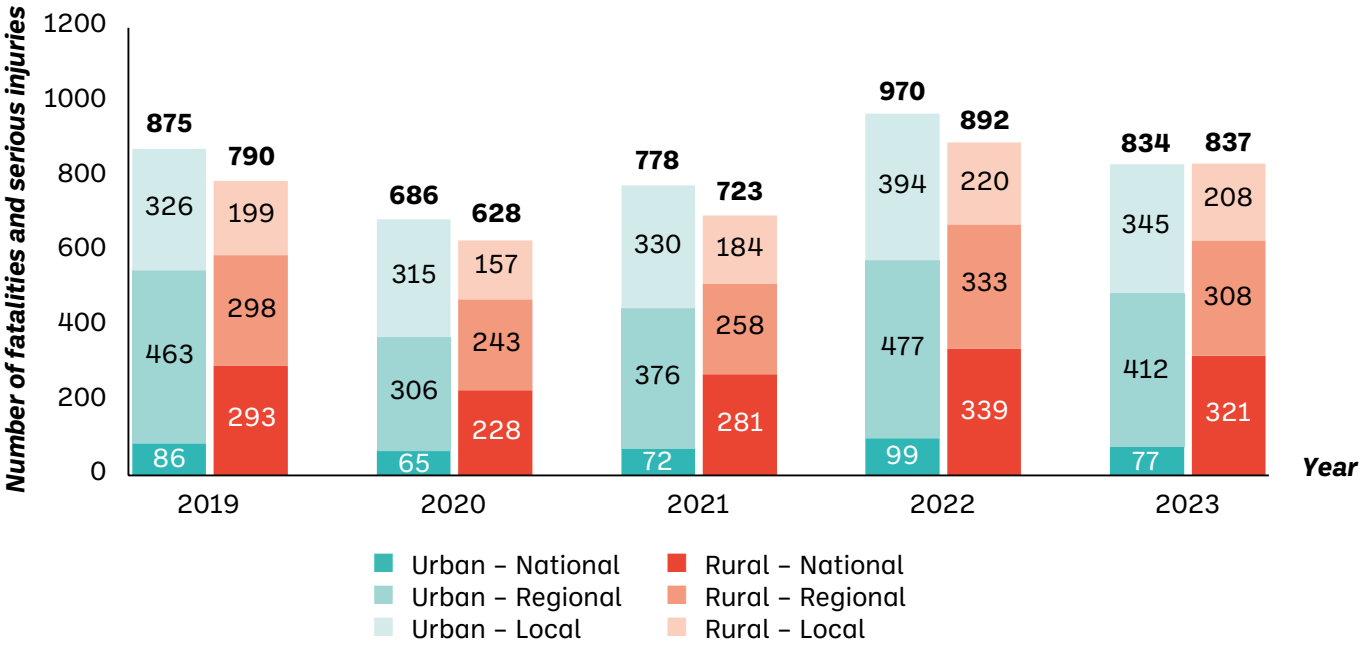
Fatalities and Serious Injuries on National, Regional and Local Roads with Urban Speed Limits

- Fatalities and Serious Injuries on urban roads were highest from 2019 to 2023 for those in the Non-Motorised User category. These accounted for twice as many fatalities and serious injuries on average as all other categories combined.

20. Data may not match exactly with RSA data due to timings and/or use of a different source.
Source: TII

Fatalities and Serious Injuries by Road Network and Speed Limit Type

Figure 3.29 Combined Fatalities and Serious Injuries on Urban and Rural Roads[21], 2019-2023



Fatalities and Serious Injuries by Road and Speed Limit Type

- Of fatalities and serious injuries recorded on national roads, a larger portion occur on roads with rural speed limits. The opposite is true for regional and local roads.
- Over the period 2019 to 2023, there was a 5% decrease in fatalities and serious injuries in urban areas and 6% increase in rural areas.

21. Data may not match exactly with RSA data due to timings and/or use of a different source.

Source: TII

Fatalities and Serious Injuries in Rural Speed Limit Zones by Road Network and Collision Type

Figure 3.30 Fatalities and Serious Injuries in Rural Speed Limit Zones[22], 2016-2023

Rural										
Road Type	**Collision Type**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**Total**
National	Head-on	94	57	83	89	66	91	106	105	**691**
	NMU[23]	26	37	22	27	31	15	28	36	**222**
	Other	7	10	18	11	17	14	10	17	**104**
	SVC[23]	42	45	70	63	47	85	82	70	**504**
	Veh to Veh[23]	58	88	108	103	67	76	113	93	**706**
Regional	Head-on	32	60	51	87	58	65	92	77	**522**
	NMU	20	34	32	40	34	32	48	38	**278**
	Other	17	8	21	10	20	19	3	24	**122**
	SVC	58	92	91	98	78	90	130	109	**746**
	Veh to Veh	37	54	42	63	53	52	60	60	**421**
Local	Head-on	11	25	16	38	34	40	39	39	**242**
	NMU	10	23	22	35	28	26	36	26	**206**
	Other	16	10	15	13	8	18	8	14	**102**
	SVC	48	47	74	68	63	70	116	96	**582**
	Veh to Veh	17	16	30	45	24	30	21	33	**216**

1-30 fatalities and serious injuries | 31-60 fatalities and serious injuries | 61-99 fatalities and serious injuries | 100+ fatalities and serious injuries

Fatalities and Serious Injuries in Rural Speed Limit Zones

- 16% of all fatalities and serious injuries that occurred between 2019 and 2023 were as a result of Single Vehicle Collisions in rural speed limit zones.
- 11% of all fatalities and serious injuries that occurred between 2019 and 2023 were as a result of Vehicle to Vehicle collisions in rural speed limit zones. Vehicle to vehicle collisions are the biggest reason for fatalities and serious injuries on the National Road Network in rural speed limit zones, and they normally occur at grade junctions.
- 10% of all fatalities and serious injuries that occurred between 2019 and 2023 were caused by Head-on Collisions on National and Regional Roads in rural speed limit zones.

22. Data may not match exactly with RSA data due to timings and/or use of a different source.
23. NMU refers to Non-Motorised User, SVC refers to Single Vehicle Collision, and Veh to Veh stands for Vehicle to Vehicle Collision.
Source: TII

Fatalities and Serious Injuries in Urban Speed Limit Zones by Road Network and Collision Type

Figure 3.31 Fatalities and Serious Injuries in Urban Speed Limit Zones[24], 2016-2023

Urban										
Road Type	**Collision Type**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**Total**
National	Head-on	2	6	12	2	5	5	14	11	**57**
	NMU[25]	20	35	27	37	33	28	52	32	**264**
	Other	6	1	6	5	4	6	2	12	**42**
	SVC[25]	9	5	10	15	10	10	10	7	**76**
	Veh to Veh[25]	9	7	25	27	13	23	21	15	**140**
Regional	Head-on	16	18	29	36	28	54	55	38	**274**
	NMU	97	167	177	269	176	198	299	232	**1615**
	Other	11	7	24	26	20	25	12	33	**158**
	SVC	29	26	45	40	28	39	39	41	**287**
	Veh to Veh	27	37	55	92	54	60	72	68	**465**
Local	Head-on	14	15	15	14	19	17	22	20	**136**
	NMU	93	171	218	207	192	206	277	209	**1573**
	Other	11	7	24	22	20	27	11	17	**139**
	SVC	20	27	53	47	53	46	49	51	**346**
	Veh to Veh	10	29	31	36	31	34	35	48	**254**

1-30 fatalities and serious injuries | 31-60 fatalities and serious injuries | 61-99 fatalities and serious injuries | 100+ fatalities and serious injuries

Fatalities and Serious Injuries in Urban Speed Limit Zones

- 28% of all fatalities and serious injuries between 2019 and 2023 involved Non-Motorised Users on Local and Regional Roads in urban speed limit zones.

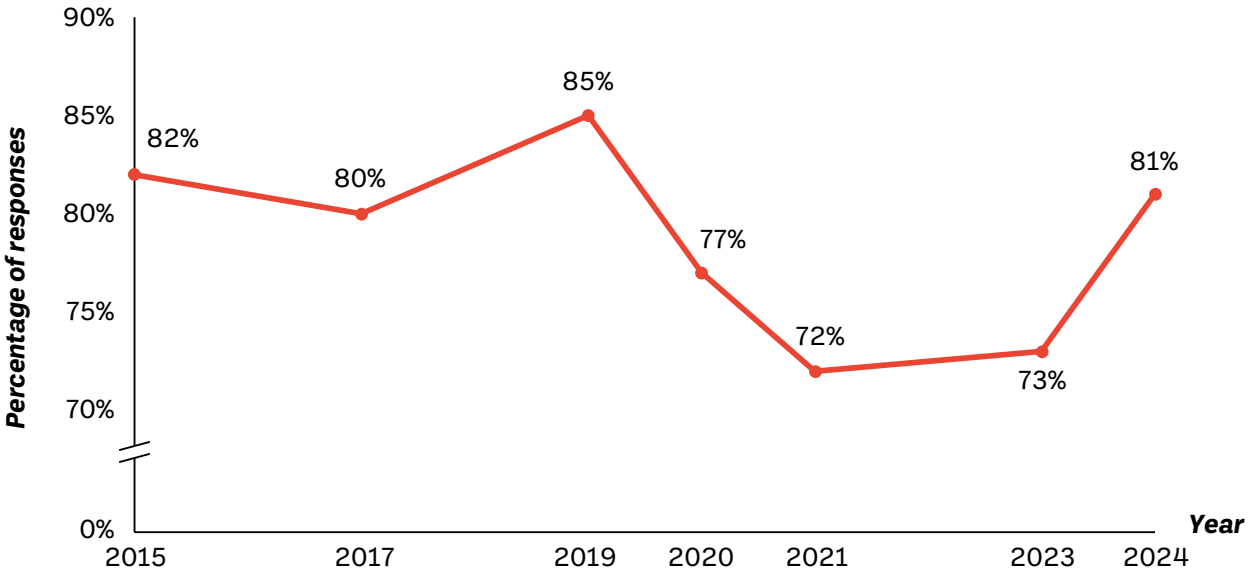
24. Data may not match exactly with RSA data due to timings and/or use of a different source.
25. NMU refers to Non-Motorised User, SVC refers to Single Vehicle Collision, and Veh to Veh stands for Vehicle to Vehicle Collision.
Source: TII

3.6 Dangerous Behaviours

Dangerous Behaviours: Intoxicated Driving

Road safety is significantly impacted by various dangerous driving behaviours, each contributing to the risk of collisions and fatalities. The RSA has highlighted drink driving, drug driving, speeding, distracted driving, driver fatigue and not wearing seat belts as key dangerous behaviours. Addressing these behaviours through the holistic safe system approach can improve road safety and reduce the incidence of serious injuries and fatalities.

Figure 3.32 Percentage of Motorists Who Deem Driving Under the Influence of Alcohol Unacceptable, 2015-2024



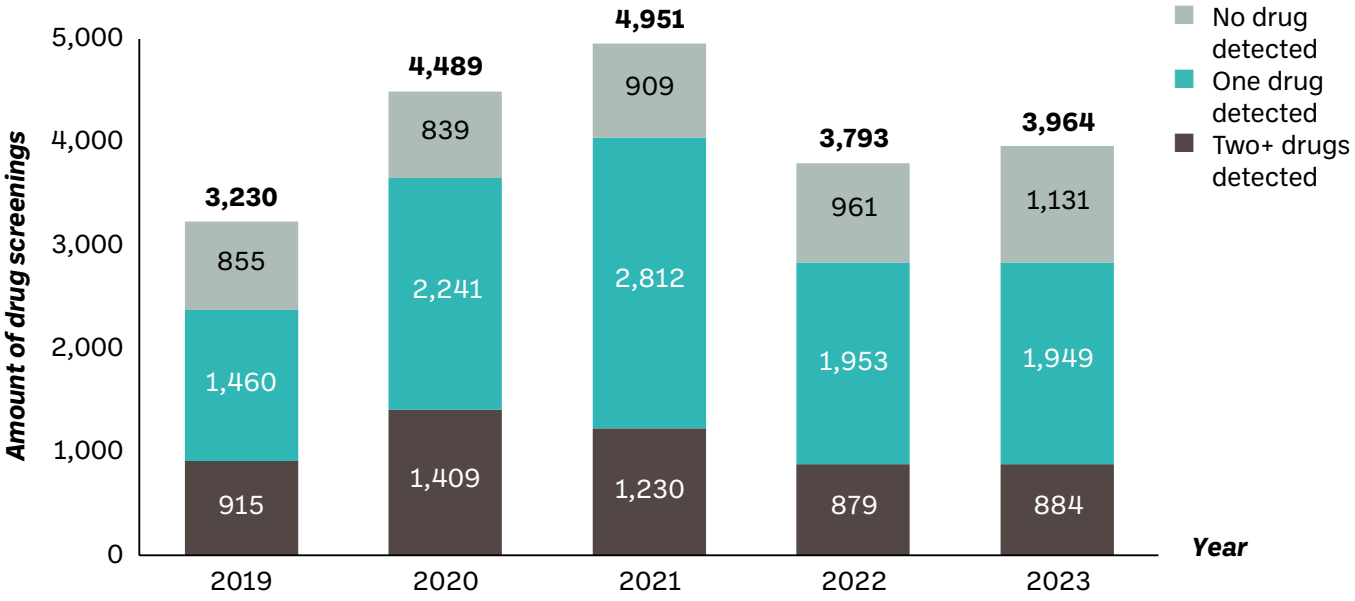
Intoxicated Driving

- Intoxicated driving, whether due to alcohol or drugs, impairs judgment, reaction times, and motor skills, making it a leading cause of road collisions.
- Social acceptability of drink-driving saw an increasing trend from 2019-2023, with 28% of drivers deeming driving under the influence of alcohol acceptable in 2021. However, a return towards pre-Covid-19 attitudes was seen in 2024, with 19% of motorists deeming intoxicated driving acceptable.
- A further breakdown of the data on drink-driving in the *2024 Driver Attitudes and Behaviour Survey* showed that:
  - Approximately 10% of those surveyed drove with alcohol in the past 12 months.
  - Approximately 25% of motorists agreed that driving short distances after having a drink is acceptable and that they may have been over the limit when driving the morning after a night out.

Source: Driver Attitude & Behaviour Survey 2024, RSA

- The Medical Bureau of Road Safety conducts extensive analysis on intoxicated driving. The number of specimens received in 2023 for alcohol analysis by the Medical Bureau of Road Safety continued at a high level of 5,464 specimens, which compares to 5,622 in 2022 and 5,862 in 2021.
- Alcohol remained the most frequently detected intoxicant in drivers. The median alcohol level in blood was 153mg/100ml and in urine was 196mg/100ml when specimens with no trace of alcohol were excluded. These figures are in line with those seen over the last ten years.
- In 2023, 243 drivers were arrested twice for intoxicated driving, 22 drivers were arrested three times, and one driver was arrested seven times. This issue of repeat and high risk intoxicated driving offenders remains to be addressed legislatively in the prosecutorial process and also in medical rehabilitation.

Figure 3.33 Drug Prevalence Screening, 2019-2023



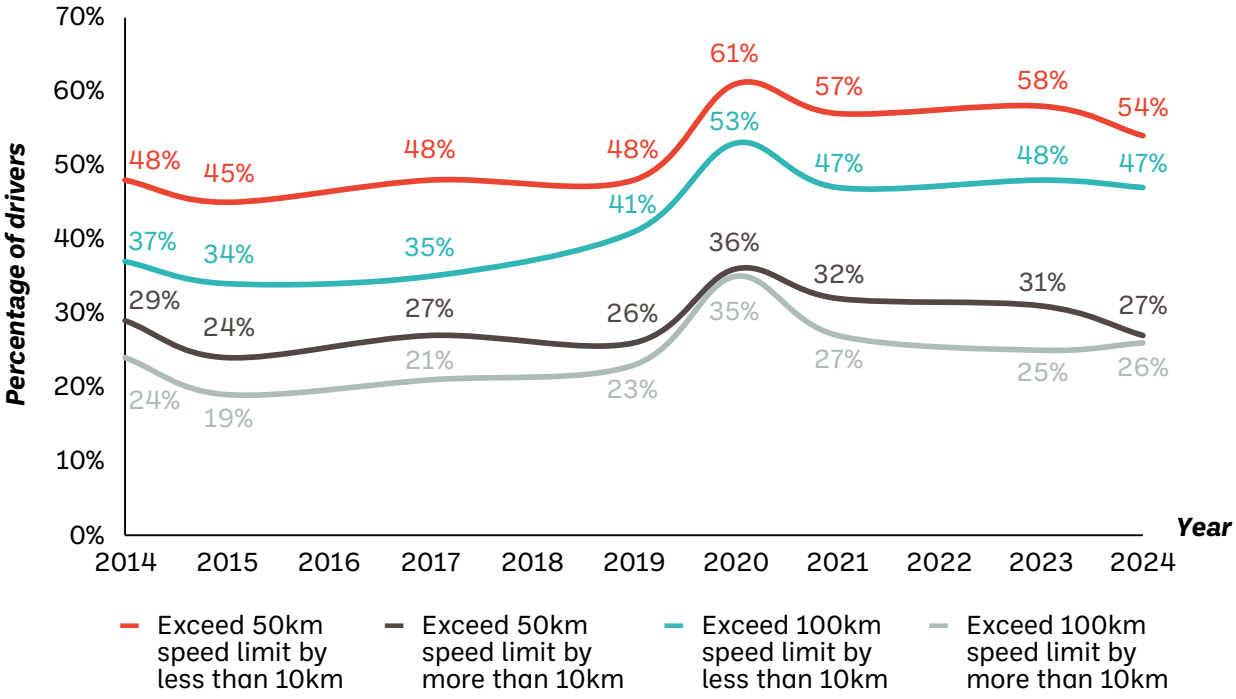
Drug Driving Data

- Figure 3.33 displays the number of blood/urine specimens that were were processed by the Medical Bureau of Road Safety from An Garda Síochána from 2019-2023 following the arrest of a driver with suspicion of drug driving under the Road Traffic Act and subsequently tested for the presence of drugs by the Medical Bureau of Road Safety.
  - During the Phase 1 Action Plan period, there was a decrease in the proportion of specimens tested where drugs were detected. Drugs were detected in 81% of specimens before the Phase 1 Action Plan period in 2020, compared to 71% of specimens in 2023.

Source: Annual Report, Medical Bureau of Road Safety

Dangerous Behaviours: Speed

Figure 3.34 Speeding - Levels of Self-Reported Behaviour, 2014-2024

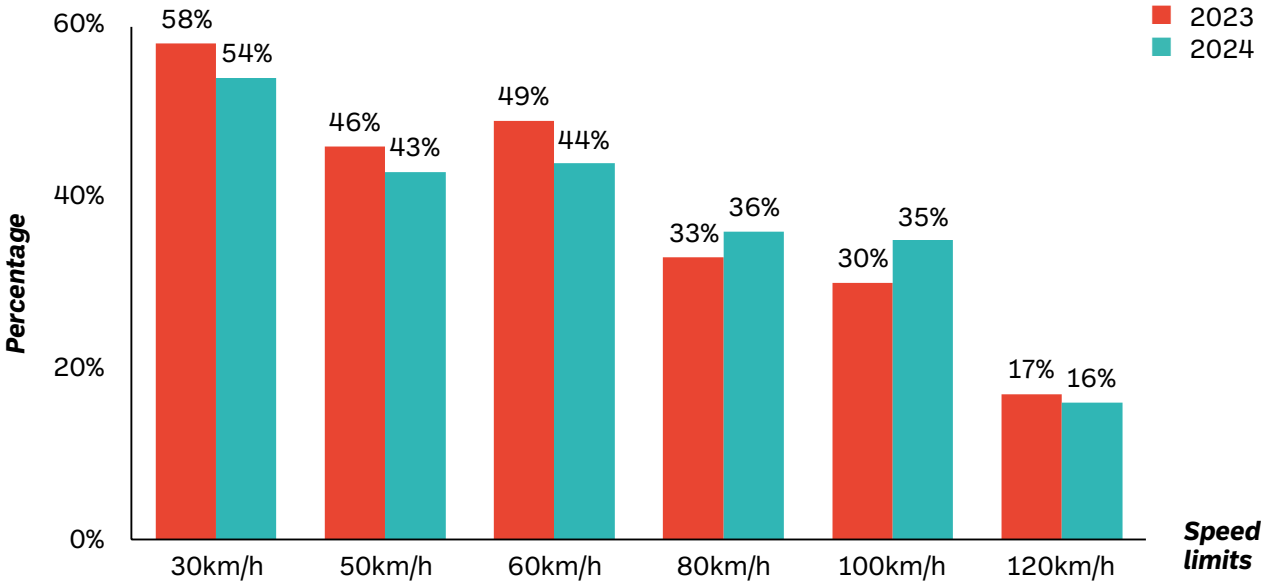


Speeding: Driver Attitudes and Behaviour

- Data from the 2024 Driver Attitudes & Behaviour Survey indicated that:
  - Approximately 50% of drivers think speeding <10km/h over the limit is acceptable.
  - Approximately 25% of drivers think speeding >10km/h over the limit is acceptable.
- The above change in driver attitudes is also reflected in enforcement data. In 2019, 137,140 fixed charge notices were issued for speeding. This spiked in 2020 with 181,263 fixed charge notices issued for speeding, which is a 32% increase. This has subsequently fallen to 137,836 fixed charge notices in 2024 which is consistent with the 2019 level.

Source: Driver Attitude & Behaviour Survey 2024, RSA; An Garda Síochána

Figure 3.35 Percentage of Motorists Driving in Excess of Various Speed Limits, 2024



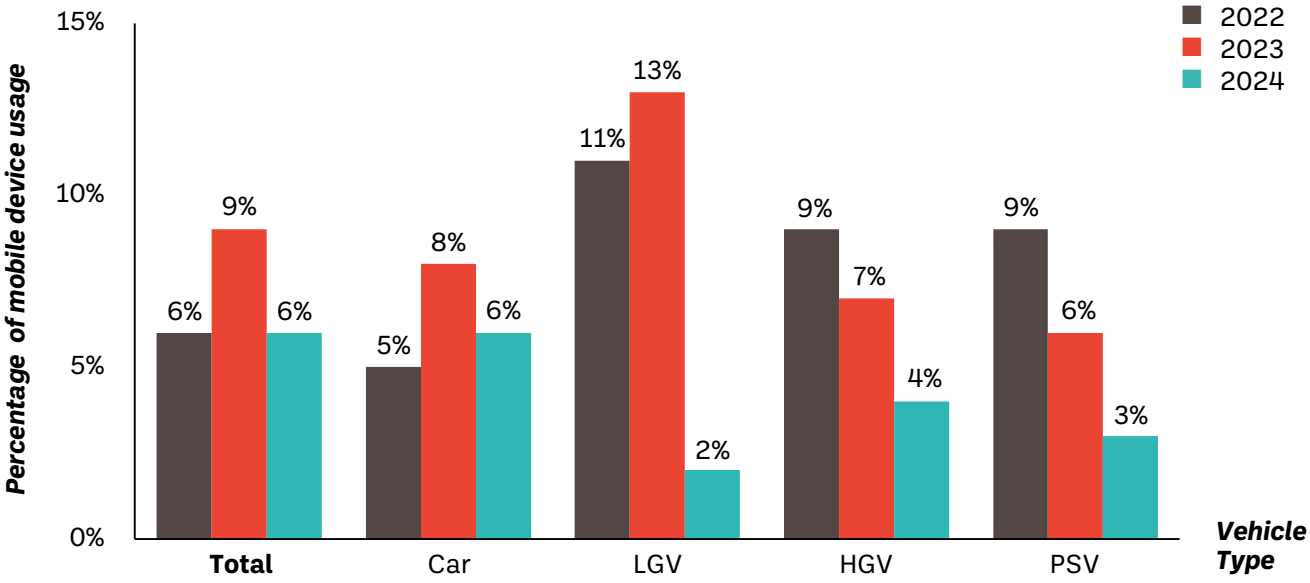
Speeding: Traffic Count Study

- Speed is a major factor in road fatalities and serious injuries, as higher speeds reduce the driver's reaction time and increase the severity of collisions.
- Data from a study conducted by the RSA in 2024 indicated that 54% of motorists were found to have driven in excess of the speed limit on 30km/h roads, with this rate dropping to 16% on 120km/h roads. In 2023, the corresponding figures were 58% on roads with a 30km/h speed limit and 17% on roads with a 120km/h speed limit.
  - The above findings are consistent with recent historical results, where compliance rates were as low as 23% on 50km/h roads in 2021 but have been considerably higher on 100km/h (71%) and 120km/h (85%) roads.
  - While there are reduced speed limits for Heavy Goods Vehicles (HGV) on 100km/h rural roads and motorways, 78% of HGV drivers exceeded the reduced speed limit on rural 100 km/h roads.
- A comparison of Ireland's speeding results with other EU Member States based on data from 2021 showed that Ireland had the second highest rate of speeding on 50km/h roads, whereas Ireland's performance was considerably better on both 100km/h and 120km/h roads with the fourth lowest and second lowest rates, respectively.

Source: Free Speed Survey 2024, RSA; Baseline report on the KPI Speeding, European Union, January 2023

Dangerous Behaviours: Distracted Driving

Figure 3.36 Mobile Device Usage by Vehicle Type: Observational Survey, 2024



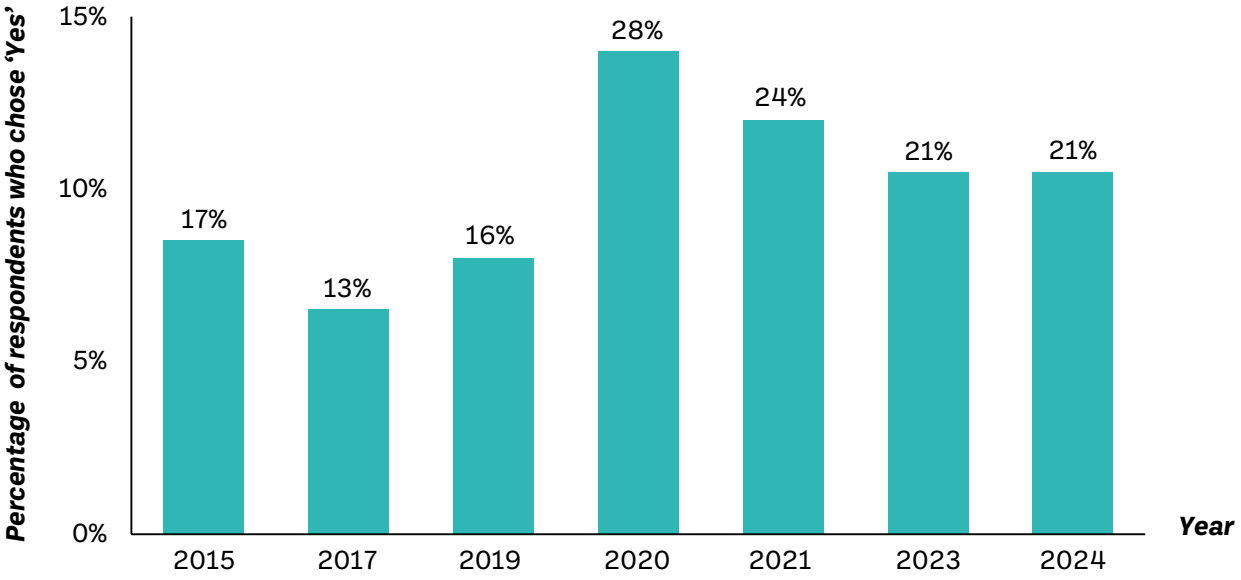
Distracted Driving

- In a 2024 observational study, 6% of motorists were found to be using a mobile device. This was equal to the rates observed in 2022 and a 3-percentage point decrease compared to the rates observed in 2023.
  - Mobile device usage was consistent across urban roads, rural roads, and motorways but did vary amongst vehicle types.
- While the available observational data indicates fluctuations in mobile phone use over the course of the Phase 1 Action Plan (2021-2024), data from An Garda Síochána shows that the number of Fixed Charge Notices issued has increased from 2022 to 2024. In 2022, there was 18,609 Fixed Charge Notices issued for mobile phone use. This increased by 18% to 21,885 Fixed Charge Notices issued in 2024.

Source: Mobile Device Usage Observational Survey 2023, RSA; An Garda Síochána

Dangerous Behaviours: Driver Fatigue

Figure 3.37 Have You Ever Fallen Asleep While Driving (Yes/No), 2015-2024



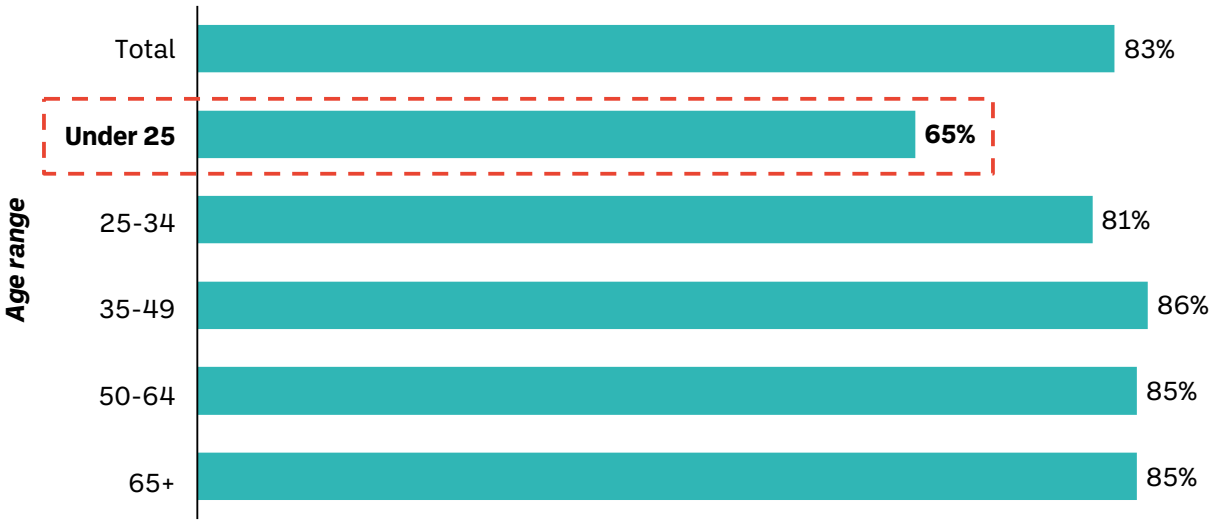
Fatigue

- Based on international research, driver fatigue is a major factor in a large proportion of road traffic collisions (10-20%) and is associated with increased crash risk. Fatigue leads to slower reaction times, poor steering, and a reduced ability to keep a sufficient distance from the vehicle in front.
- The incidence of motorists who indicate they have fallen asleep or nodded off ('even if only for a brief moment') increased by 12 percentage points in 2020 and while it has declined subsequently, it was still five percentage points higher in 2024 than in 2019.

Source: Driver Attitude & Behaviour Survey 2024, RSA; European Road Safety Observatory

Dangerous Behaviours: Non-Seat Belt Wearing

Figure 3.38 Always Insisting That Seat Belts Are Worn by Those Sitting in the Back Seat of a Car, 2023

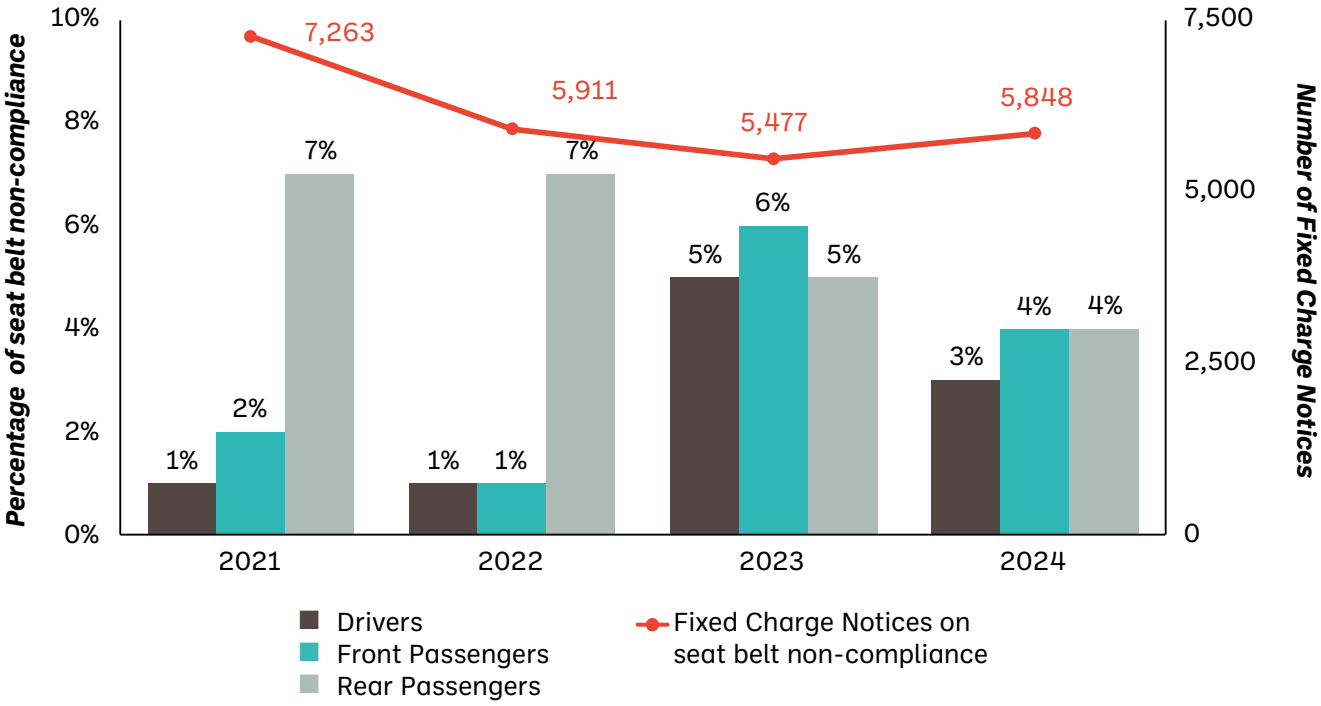


Insistence on Seat Belt Wearing by Age Group

- In 2023, 83% of motorists always insisted seat belts were worn by rear passengers. This is higher than the corresponding figure for 2021, 79%, and in line with the 2019 figure of 84%.
- Notably, younger drivers were the least likely to insist that seat belts be worn by those sitting in the back of a car with only 65% always insisting that they be worn. This was a 5-percentage point reduction when compared to 2021 and an 18-percentage point reduction when compared to 2019.

Source: Driver Attitude & Behaviour Survey 2023, RSA

Figure 3.39 Seat Belt Non-Compliance and Issued Fixed Charge Notices, 2021-2024



Non-Seat Belt Wearing

- Failure to wear seat belts elevates the risk of death or serious injury in the event of a collision. RSA analysis of Irish collision data showed that 22% of car users killed between 2019 and 2023 were not wearing a seat belt. This compares to observed seat belt non-compliance rates of between one and seven percent during the Phase 1 period, highlighting a disproportionate number of fatalities among those not wearing a seat belt.
- Figure 3.39 indicates there has been an improvement in behaviour for rear seat passengers. In 2024, rear passengers were observed not wearing a seat belt at a 4% rate compared to 7% in 2021. However, there has been a decline in drivers and front seat passengers wearing seat belts. In 2021, only 1% of drivers and 2% of front passengers did not wear seat belts. This rose to 5% and 6% respectively by 2023 and was observed at 3% and 4% respectively in 2024.
- From an enforcement perspective, there was a 19% reduction in Fixed Charge Notices issued for seat belt non-compliance in 2024 compared to 2021.

Source: An Garda Síochána, RSA, Seat Belt Wearing Observational Survey 2023, RSA

Dangerous Behaviours among those who drive for work

Figure 3.40 Profile of Those Who Drive for Work, 2023

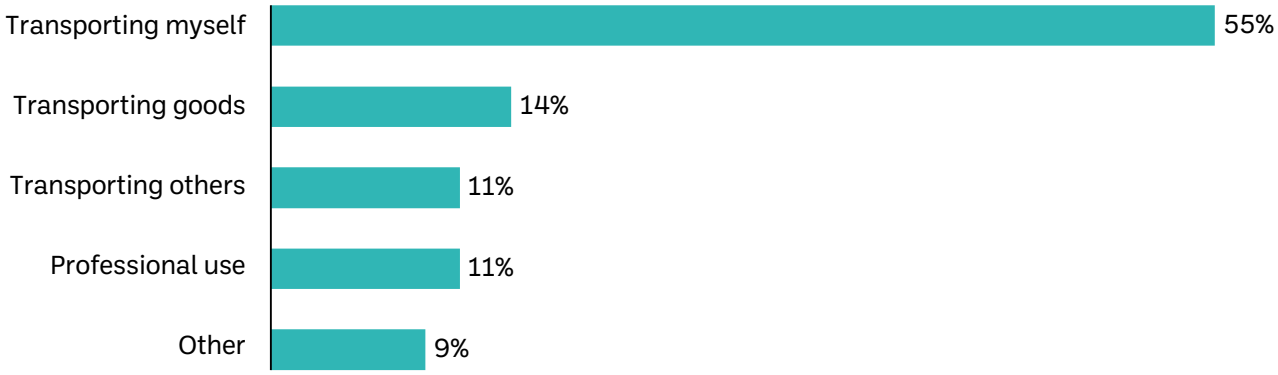


Figure 3.41 Self-Reported Engagement in Dangerous Behaviours, 2023

Behaviours	Scale	Statement	Motorists	Drive for Work
Speeding	Sometimes	Exceed speed limit in 50km road by more than 10 km/h	31%	43%
	Sometimes	Exceed speed limit in 100 km road by more than 10km/h	25%	38%
	Sometimes	Overtake the car in front even when it keeps appropriate speed (on roads with 100km or 120km speed limit)	28%	39%
Seat belts	Always	How often do you use a seat belt when you are a driver	97%	90%
Alcohol	Yes	Have you driven a motor vehicle after consuming any alcohol drink in the last 12 months	10%	14%
Fatigue	Yes	Have you ever fallen sleep or nodded off while driving	21%	28%

Dangerous Behaviours amongst those who drive for work

- Those who drive for work were more likely to self-report engaging in dangerous driving behaviours when compared to the average motorist.
- Between 2019 and 2023, 25% of drivers involved in fatal collisions were driving for work. In these collisions, 28 drivers died while driving for work.
- Of those 28 drivers that died while driving for work:
  - 93% were males.
  - 61% were between the age of 36-55yrs.
  - 79% were driving a car or LGV.

Source: Driver Attitude & Behaviour Survey 2023, RSA; RSA

Dangerous Behaviours: Enforcement Data

Figure 3.42 Enforcement Data on Dangerous Behaviours, 2019-2024

	2019	2020	2021	2022	2023	2024
MIT Checkpoints	63,966	38,286	43,337	49,981	46,216	52,661
Breath Tests at MIT Checkpoints	314,788	104,993	88,888	150,049	166,664	194,693
FCN – Seat belts	11,375	8,779	7,263	5,911	5,477	5,848
FCN – Mobile Phones	29,106	24,478	23,841	18,609	19,106	21,885
FCN – Speeding	137,140	181,263	179,851	165,701	154,534	137,836

Dangerous Behaviours Enforcement Data

- An analysis of the enforcement statistics during the Phase 1 Action Plan (2021-2024) indicates that:
  - The number of MIT checkpoints increased during Phase 1, with 22% more MIT Checkpoints in 2024 compared to 2021. However, the 2024 figure represents an 18% decrease compared to 2019.
  - The number of Breath Tests conducted increased each year of the Phase 1 Action Plan, and there was a 119% increase in 2024 compared to 2021. However, there was a 38% decrease in the number of Breath Tests at MIT Checkpoints conducted by An Garda Síochána in 2024 when compared to 2019.
  - The number of Fixed Charge Notices issued relating to seat belts decreased during Phase 1, with 19% fewer FCNs issued in 2024 compared to 2021, and 49% fewer than in 2019.
  - The number of Fixed Charge Notices issued for mobile phone use fluctuated during Phase 1, with a decrease between 2021 and 2022, followed by a gradual increase. In 2024, there was an 8% decrease compared to 2021, and a 25% decrease compared to 2019.
  - The number of Fixed Charge Notices issued for speeding decreased each year during the Phase 1 Plan, with a 23% decrease in 2024 compared to 2021. However, the 2024 figure represents a slight increase of less than 1% compared to 2019.

Source: An Garda Síochána

3.7 Safety Performance Indicators

Safety Performance Indicators

Safety Performance Indicators (SPIs) represent a strategic initiative of the European Commission to systematically collect data on known contributors to deaths and serious injuries to inform benchmarking of road safety performance. SPIs are evidence-based, with an established relationship with incidence of road deaths and serious injuries. They reflect operational and safety context to understand road traffic and influence safety performance. The 15 Road Safety Strategy SPIs include eight SPIs which are part of the EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero", with the additional SPIs developed based on international best practice and directed towards the Safe System priority intervention areas.

Figure 3.43 Safety Performance Indicators

#	Description
01	% of motor vehicle traffic volume with median barriers on roads with speed limits above 80 km/h to prevent the number of deaths and serious injuries in head-on collisions.
02	% of traffic volume travelled on roads with speed limits of 80 km/h or higher that have been assessed in accordance to forgiving roadsides guidance to prevent KSIs in run-off-the-road collisions.
03	% of high-risk KSI rural and urban junctions treated to operate within Safe System limits.
04	% of distance driven over roads with a safety rating above an agreed threshold (to be developed further in EU discussion).
05	% of vehicles travelling within the speed limit by road and vehicle type – Road and vehicle types to be specified.
06	% of traffic volume on urban, rural, motorways and the TEN-T network within speed limits which are 'safe and credible'.
07	Proportion of extra cycle and pedestrian infrastructure developed to make urban and interurban mobility healthy and sustainable.
08	% of new passenger cars equipped with overridable intelligent speed assistance.
09	% of new passenger cars with a 5-star Euro NCAP rating.
10	% of new passenger cars with autonomous emergency braking to prevent collisions with pedestrians and cyclists (pedestrian AEB).
11	% of motor vehicle occupants using a seat belt as (a) drivers, (b) front seat passengers and (c) as rear seat passengers.
12	% of correct use of child restraints by child occupants.
13	% of drivers not using a handheld mobile device.
14	% of riders of (a) powered two wheelers (PTW) and (b) bicycles wearing a protective helmet.
15	% of drivers and riders of motorised vehicles without alcohol; without other drugs which impair driving; and without fatigue.

- All SPIs are reported annually to the RSTP Board, and the eight SPIs which are part of the EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero" are also reported annually to the EU. However, some SPIs cannot be updated annually, and are reported using a prior year basis.
- The SPI results for 2024 are as of April 2025. Select insights on SPI results include:
  - SPI 01: There was a 2.5% increase on motor vehicle traffic volume on national roads with median barriers and speed limits above 80 km/h in 2024 when compared to 2022.
  - SPI 02: Ireland continued to ensure that 100% of traffic volume that travelled on national roads with speed limits of 80 km/h or higher was on roads that have been assessed in accordance with forgiving roadsides guidance to prevent KSIs in run-off-the-road collisions.
  - SPI 05: In 2024, speed compliance improved slightly across urban road types (30, 50, and 60 km/h), while it decreased slightly on 80 and 100 km/h roads, with motorways continuing to have the highest rate of compliance.
  - SPI 09: The decline in the proportion of new passenger cars with a 5-star Euro NCAP rating is partly due to the popularity of models sold in 2022 and 2023 whose ratings have expired, contributing to an increase in vehicles with no star rating, from 4.4% in 2020 to 8.2% in 2022 and 10% in 2023.
  - SPI 11: In 2024, there was an increase in compliance of seat belt usage across all vehicle occupants, including drivers, front passengers, and rear passengers, compared to 2023.
  - SPI 13: There was an improvement of 3% in drivers not using a handheld mobile device in 2024 when compared to 2023.
  - SPI 14: High rates of helmet wearing by riders of powered two wheelers (PTW) continued to be observed. The helmet wearing rate by pedal cyclists has continually improved from 42% in 2022 to 57% in 2024.
  - SPI 15: Compliance amongst drivers and riders of motorised vehicles without alcohol, other drugs which impair driving, and fatigue remained consistent and stable over the past three years.

SPI Reporting

The following is a summary of the Safety Performance Indicator reporting based on latest available data prior to the publication of this Phase 1 Review.

#	Description	2022 Result	2023 Result	2024 Result	Latest Commentary	Trend	European Commission	Agency reporting
1	% of motor vehicle traffic volume with median barriers on roads with speed limits above 80 km/h to prevent the number of deaths and serious injuries in head-on collisions.	**61.4%** *National roads only*	N/A	**63.9%** *National roads only*	2.5% increase on 2022	Positive		**TII**
2	% of traffic volume travelled on roads with speed limits of 80 km/h or higher that have been assessed in accordance to forgiving roadsides guidance to prevent KSIs in run-off-the-road collisions.	**100%** *TII network only*	**100%** *TII network only*	**100%** *TII network only*	Meeting 100% each year	Positive		**TII**
3	% of high-risk KSI rural and urban junctions treated to operate within Safe System limits.	N/A	N/A	N/A	No clear definition of what 'treated to operate within safe systems limits' requires. Also need a base line of junctions on 100,000km roads.	N/A		**TII**
4	% of distance driven over roads with a safety rating above an agreed threshold (to be developed further in EU discussion).	N/A	N/A	N/A	Further development needed on SPI Network wide Road Safety Assessment Safety Ratings to be published by TII in October 2025 as per the RISM Directive. SPI will be reportable every 5 years after this date.	N/A	✓	**TII**

#	Description	2022 Result	2023 Result	2024 Result	Latest Commentary	Trend	European Commission	Agency reporting
5	% of vehicles travelling within the speed limit by road and vehicle type – Road and vehicle types to be specified.	**46%** urban **72%** rural **85%** M/way	**42%** 30km/h roads **54%** 50km/h roads **51%** 60km/h roads **67%** 80km/h roads **70%** 100km/h roads **83%** 120km/h roads	**46%** 30km/h roads **57%** 50km/h roads **56%** 60km/h roads **64%** 80km/h roads **65%** 100km/h roads **84%** 120km/h roads	Speed compliance improved slightly across the urban road types (30, 50 and 60km/h) in 2024 Compliance decreased slightly on 80 and 100km/h roads Motorways continue to have the highest rate of compliance	Mixed	✓	**RSA**
6	% of traffic volume on urban, rural, motorways and the TEN-T network within speed limits which are 'safe and credible'.	N/A	N/A	N/A	No clear definition of 'safe and credible'. Also applies to 100,000km road.			**TII**
7	Proportion of extra cycle and pedestrian infrastructure developed to make urban and interurban mobility healthy and sustainable.	226km	170km	182km	7% increase in 2024 compared to 2023	Positive		**NTA / Local Authorities**
8	% of new passenger cars equipped with overridable intelligent speed assistance.	**74.7%** *2020 figure*	N/A	N/A	Cannot currently provide a percentage score for this indicator. An approach to update this score is being investigated	N/A		**RSA**

#	Description	2022 Result	2023 Result	2024 Result	Latest Commentary	Trend	European Commission	Agency reporting
9	% of new passenger cars with a 5-star Euro NCAP rating.	**75.95%**	**72.60%**	N/A	Euro NCAP ratings valid for 6 years, retest required for new star rating, expired ratings do not mean the car has changed. The reductions seen are due to popular vehicles sold in 2022 and 2023 where rating has expired, vehicles with no star rating increased from 4.4% in 2020 to 8.2% in 2022 and 10% in 2023.	N/A	✓	**RSA**
10	% of new passenger cars with autonomous emergency braking to prevent collisions with pedestrians and cyclists (pedestrian AEB).	**61.2%** Pedestrian **31.7%** Cyclist	N/A	N/A	Cannot currently provide a percentage score for this indicator. An approach to update this score is being investigated	N/A		**RSA**
11	% of motor vehicle occupants using a seat belt as (a) drivers, (b) front seat passengers and (c) as rear seat passengers.	**99%** drivers **99%** front passengers **93%** rear passengers	**95%** drivers **94%** front passengers **95%** rear passengers	**97%** drivers **96%** front passengers **96%** rear passengers	Seat belt wearing rates improved across all vehicle occupants when compared to 2023 Rear passenger usage rates have consistently increased over the past few years, and the rates of usage amongst front passengers improved after declining in 2023	Positive	✓	**RSA**
12	% of correct use of child restraints by child occupants.	N/A	**44%**	**46%**	A new dashboard for CIF data was created reporting results from all compliance checks, this lead to a break in time series with data from 2023 onwards being comparable; the 2022 percentage includes a sub-set of checks only.	Positive	✓	**RSA**

#	Description	2022 Result	2023 Result	2024 Result	Latest Commentary	Trend	European Commission	Agency reporting
13	% of drivers not using a handheld mobile device.	**93.7%**	**91%**	**94%**	An improvement of 3% when compared to the 2023 result Similar to the rate of usage observed in the 2022 study	Positive	✓	**RSA**
14	% of riders of (a) powered two wheelers (PTW) and (b) bicycles wearing a protective helmet.	**99%** PTW **42%** cyclist	**98%** PTW **49%** cyclist	**99%** PTW **57%** cyclist	Continue to see very high rates of helmet wearing by riders of PTWs The helmet wearing rate by pedal cyclists has continually improved over the last few years.	Positive	✓	**RSA**
15	% of drivers and riders of motorised vehicles without alcohol; without other drugs which impair driving; and without fatigue.	**92%** alcohol **98%** drug **81%** fatigue	**90%** alcohol **97%** drugs **79%** fatigue	**91%** alcohol **99%** drugs **80%** fatigue	Based on a typical 30-day period, these self-declared car driver behaviours have remained consistent and stable over the past 3 years.	Positive	✓	**RSA**

3.8 Summary of Trends

Summary of Trends

It is important to contextualise road safety statistics in the broader population and demographic realities of Ireland to assess road safety performance across years.

- Ireland's **population** grew from 4.9m in 2019 to 5.4m in April 2024, representing a 9% rise during this period, and the population is expected to continue growing over the course of the current Road Safety Strategy up to 2030.
- There were 12% more valid **Driver Licences** in Ireland in 2023 compared to 2019, which comprises a 54% increase in the number of learner licences and a 9% increase in full licences. The proportion of Learner Driver Licences increased from 8% to 10.5%.
- Research has identified that **increased economic activity** can negatively impact road safety due to more people being on the road. Ireland has experienced economic growth from 2019 to 2023 as indicated by the increase in both labour force size (14%) and the labour force participation rate (from 62.2% to 65.5%).
- These factors combined would typically lead to an increase in overall vehicle **kilometres travelled (VKT)**. This growth was curtailed by the Covid-19 travel restrictions, but overall VKT increased by ~0.8% in 2023 compared to 2019.

During the Phase 1 period, from 2021-2024, Ireland's road safety performance in terms of fatalities and serious injuries deteriorated. Ireland's fatalities prior to the start of Phase 1 were 140 in 2019 and this number increased to 172 in 2024, a 23% increase.

According to Road Traffic Collision (RTC) data, serious injuries fluctuated over the course of Phase 1, reaching a peak in 2022 but decreasing thereafter in 2023 and 2024. There was a 3.5% decline in serious injuries in 2023 compared to 2019. When looking at hospital data instead of RTC data, the data suggests that there have been year-on-year increases in serious injuries throughout the first three years of the Phase 1 Action Plan, from 2021 to 2023, and that serious injuries were 5% higher in 2023 than pre-Covid-19 in 2019.

The breakdown of these fatalities and serious injuries highlights some important factors affecting road safety outcomes.

- Males accounted for a higher proportion of fatalities than females over the duration of Phase 1. From 2021-2024, there were over three times more males who died on Irish roads than females.
- There were 59 fatalities among those under 26 years of age in 2024, and this figure was the same in the prior year, 2023. This was a 97% increase compared to 2019. Fatalities of those under 26 years of age accounted for 34% of all road fatalities in 2024.
- Combining age and gender data highlights that males aged 16-45 experienced over five times as many fatalities as females in that age bracket between 2019 and 2024.
- The hours between 8pm and 4am were the most dangerous for road users.
- Comparing 2019 and 2024, fatalities on urban roads increased by 59% and on rural roads increased by 10%. Rural roads accounted for ~70% of fatalities in 2024.
- Road type and collision type data from 2019 to 2023 indicates that:
  - 28% of fatalities and serious injuries were non-motorised users (NMUs) on regional and local roads in urban speed limit zones.
  - 16% of fatalities and serious injuries were single vehicle collisions on roads in rural speed limit zones.

- 11% of fatalities and serious injuries were as a result of vehicle to vehicle collisions in rural speed limit zones.
- 10% of fatalities and serious injuries were head-on collisions on National and Regional Roads in rural speed limit zones.

The adverse road safety trends during Phase 1 are correlated to a deterioration in driver behaviours.

- Between 2019 and 2023, there was a 12 percentage point increase in the number of people who find driving under the influence of alcohol acceptable. However, a return towards pre-Covid-19 attitudes was seen in 2024 with an eight percentage point decrease in the number of people who find driving under the influence of alcohol acceptable (19%) compared to 2023.
- There was a 38% decrease in the number of Breath Tests at MIT Checkpoints conducted by An Garda Síochána in 2024 when compared to 2019. However, the number of Breath Tests conducted did increase each year of the Phase 1 Action Plan, and there was a 119% increase in 2024 compared to 2021.
- Attitudes towards speeding deteriorated across all types of roads during Phase 1 compared to 2019. More drivers deemed all types of speeding acceptable each year of the Phase 1 Action Plan (2021-2024) compared to 2019.
- Comparing the results from a 2023 RSA Free Speed Survey with EU peers highlights that Ireland had the second highest rate of speeding on 50km/h roads, but the fourth lowest and second lowest rates of speeding on 100km/h and 120km/h roads respectively.
  - There was a 1% increase in Fixed Charge Notices issued for speeding in 2024 when compared to 2019. However, the 2024 Fixed Charge Notice figures are lower than in prior years of the Phase 1 Action Plan (23% reduction compared to 2021). Data was unavailable on the number of speeding checks conducted during Phase 1, so it cannot be ascertained how much of this decrease was due to changes in driver behaviour, enforcement, or other variables.
- There was a 50% increase from 6% in 2022 to 9% in 2023 of the number of motorists observed as using mobile phones on Irish roads. This figure returned to 6% in 2024.
  - However, data from An Garda Síochána shows that the number of Fixed Charge Notices issued for mobile phone rose during this period. In 2022, there was 18,609 fixed charge notices issued. This rose by 18% to 21,885 in 2024.
- Between 2021 and 2024, self-reported incidence of driving while fatigued reduced by three percentage points. However, the figure remains five percentage points higher than in 2019.
- Seat belt non-compliance increased for drivers and front passengers from 2021 to 2023, from 1% to 5% and 2% to 6% respectively. In 2024, improvements on the 2023 figures were observed with 3% of drivers and 4% of front passengers observed not wearing seatbelts. For rear passengers, non-compliance decreased by three percentage points between 2021 and 2024.
  - In contrast to this trend, there was a 19% reduction in Fixed Charge Notices issued for seat belt non-compliance in 2024 compared to 2021.
- Between 2019 and 2023, 25% of drivers involved in fatal collisions were driving for work. Research has demonstrated that those who drive for work are more likely to engage in dangerous behaviours.

4. Phase 1 Action Plan Status

Phase 1 Actions – Status Update

There was a total of 190 actions in the Phase 1 Action Plan (2021-2024) of the Road Safety Strategy (2021-2030). As of January 2025, 83 of these actions have been completed and a further 86 were on track. A total of 21 actions were categorised as behind schedule, blocked, deferred, or not yet started. Several recurring themes were identified among the actions that fell into these categories – these included dependence on other actions for advancement and additional difficulties related to data, legislation and resource availability.

Figure 4.1 RSS Phase 1 Action Status

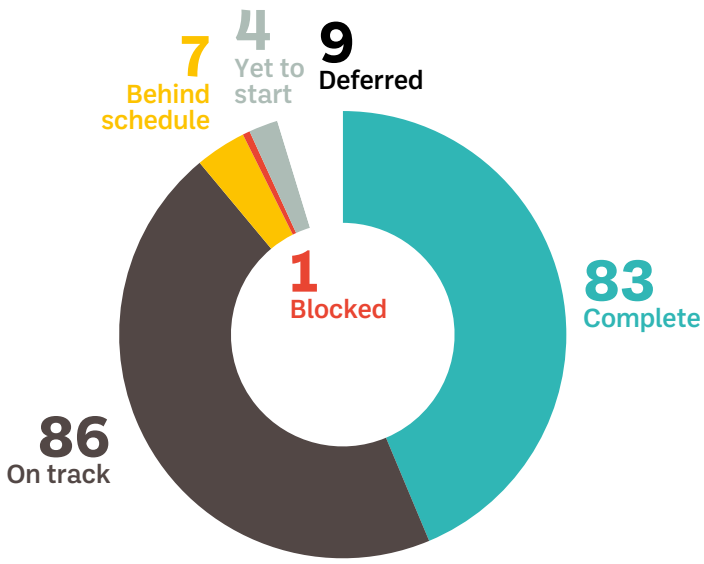


Figure 4.2 RSS Action Status by Safe System Pillar

Safety System Pillar	Complete	On track	Behind Schedule	Blocked	Yet to start	Deferred	Total
Safe Roads & Roadsides	18	8	1	-	-	1	**28**
Safe Vehicles	10	5	1	-	-	1	**17**
Post-Crash Response	4	6	1	1	-	-	**12**
Safe Speeds	5	5	1	-	-	-	**11**
Safe Road Use	36	52	3	-	2	5	**98**
Safe Work-Related Road Use	5	6	-	-	2	2	**15**
Safe & Healthy Modes of Travel	5	4	-	-	-	-	**9**
Total	**83**	**86**	**7**	**1**	**4**	**9**	**190**

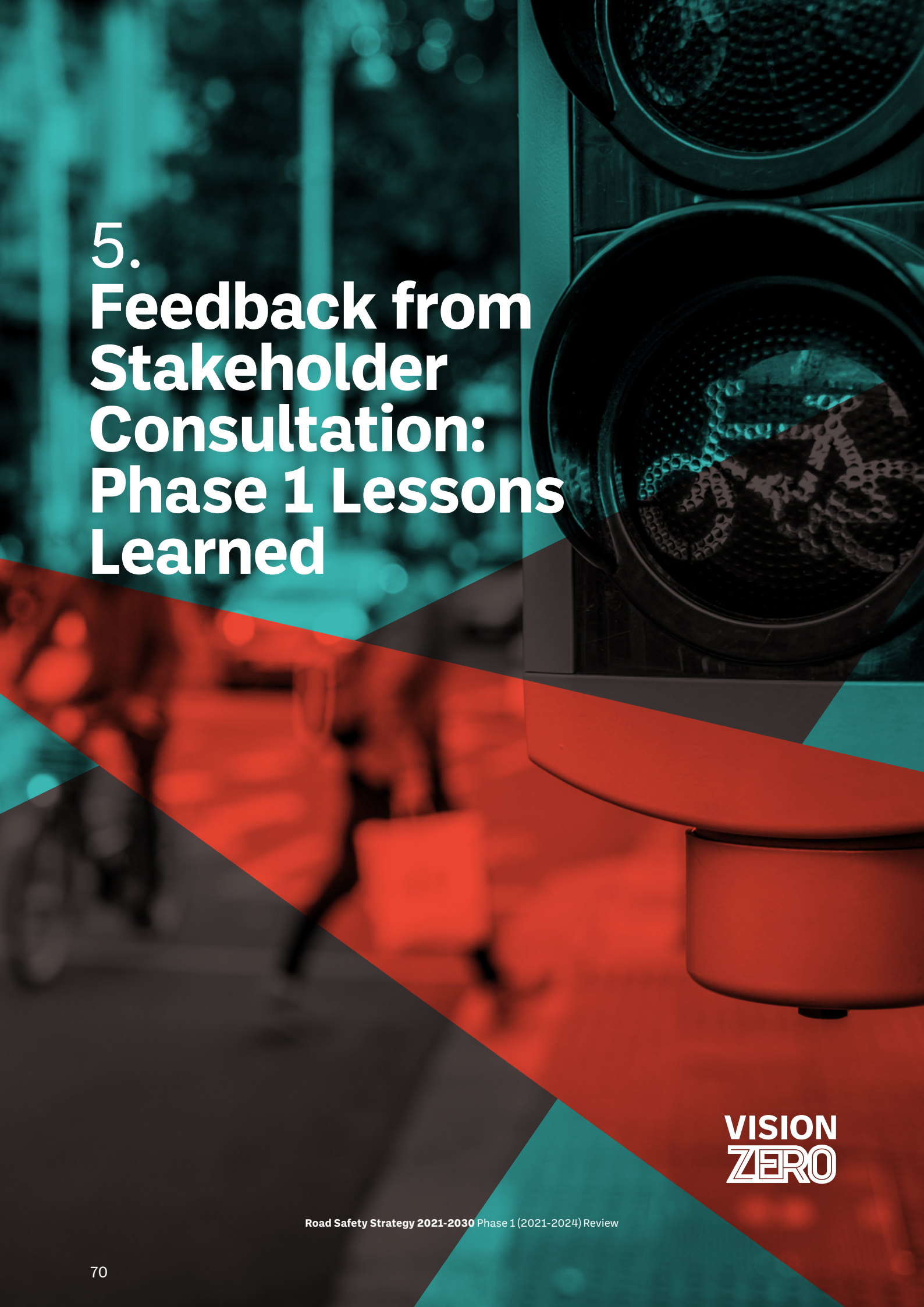
- 169 actions (89%) were complete/on track. Please note that while some actions were projects/ studies with end dates, several of the actions in Phase 1 were ongoing/annual and others have end dates that extend into 2025. All complete actions were reviewed to consider if their outputs were appropriate for inclusion in Phase 2. Additionally, all actions categorised as ongoing were reviewed to determine their suitability to continue as actions or ongoing measures in Phase 2.
- 13 actions (7%) were deferred / not started. These were actions that may have been reliant on another action to progress, and a strategic decision had been made to not start/defer the action. These actions were reviewed and assessed for inclusion in the Phase 2 Action Plan (2025-2027). This review focused on ensuring that actions selected for continuation would drive meaningful improvements in road safety outcomes.
- 7 actions (4%) were behind schedule due to challenges with data, legislation, and/or resources.
- 1 action was red (blocked). This was due to data/resource availability and relates to a Safety Performance Indicator. The Phase 2 Action Plan (2025-2027) development includes a review of the metrics available and future metrics that could be developed to ensure a robust, evidence based data led monitoring and tracking for the strategy.

Phase 1 Actions – Behind Schedule

Phase 1 Action	Pillar	Action Description	Primary Lead	Due Date	Challenges	Phase 2
37	**Post-Crash Response**	Provide emotional and psychological care and support to victims, families and emergency response team affected by a road traffic collision to ensure that they receive the appropriate care and support to recover from their traumatic experience that helps to lessen the impact of the event.	HSE	Ongoing	Resources (Action owner identified 2024 and work ongoing)	Proposed inclusion in Phase 2
62	**Safe Roads & Road-sides**	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	RSA	Annual	Legislation Data	To be resolved through NVDF Bill
77	**Safe Speeds**	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.	RSA	Q3 2021 and Annual	Legislation Resources	Agree lead agency
90	**Safe Vehicles**	Transpose the provisions of Article 13 of Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles and national road traffic regulations and nominate competent authorities for roadside vehicles inspections for cargo securing practices.	DoT	Q4 2024	Legislation Resources	Proposed inclusion in Phase 2
107	**Safe Road Use**	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).	RSA	Annual	Legislation Data	Data collaboration among key stakeholders to continue in Phase 2
135	**Safe Road Use**	Conduct an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.	RSA	Q4 2024	Budget Legislation	Proposed inclusion in Phase 2
157	**Safe Road Use**	Continue to work with partner agencies to further enhance Garda access to real-time driver and vehicle data.	AGS	Annual	Data	Proposed inclusion in Phase 2

Phase 1 Actions – Blocked

Phase 1 Action	Pillar	Action Description	Primary Lead	Due Date	Challenges	Phase 2
169	**Post-Crash Response**	Work with Health Service Executive and Department of Health to agree the SPI(s) for post-crash response, develop a methodology (if one does exist), and start collecting and reporting data for the SPI(s) for post-crash response.	NAS	Q3 2023	Data Resources	SPI/ KPI review for Phase 2

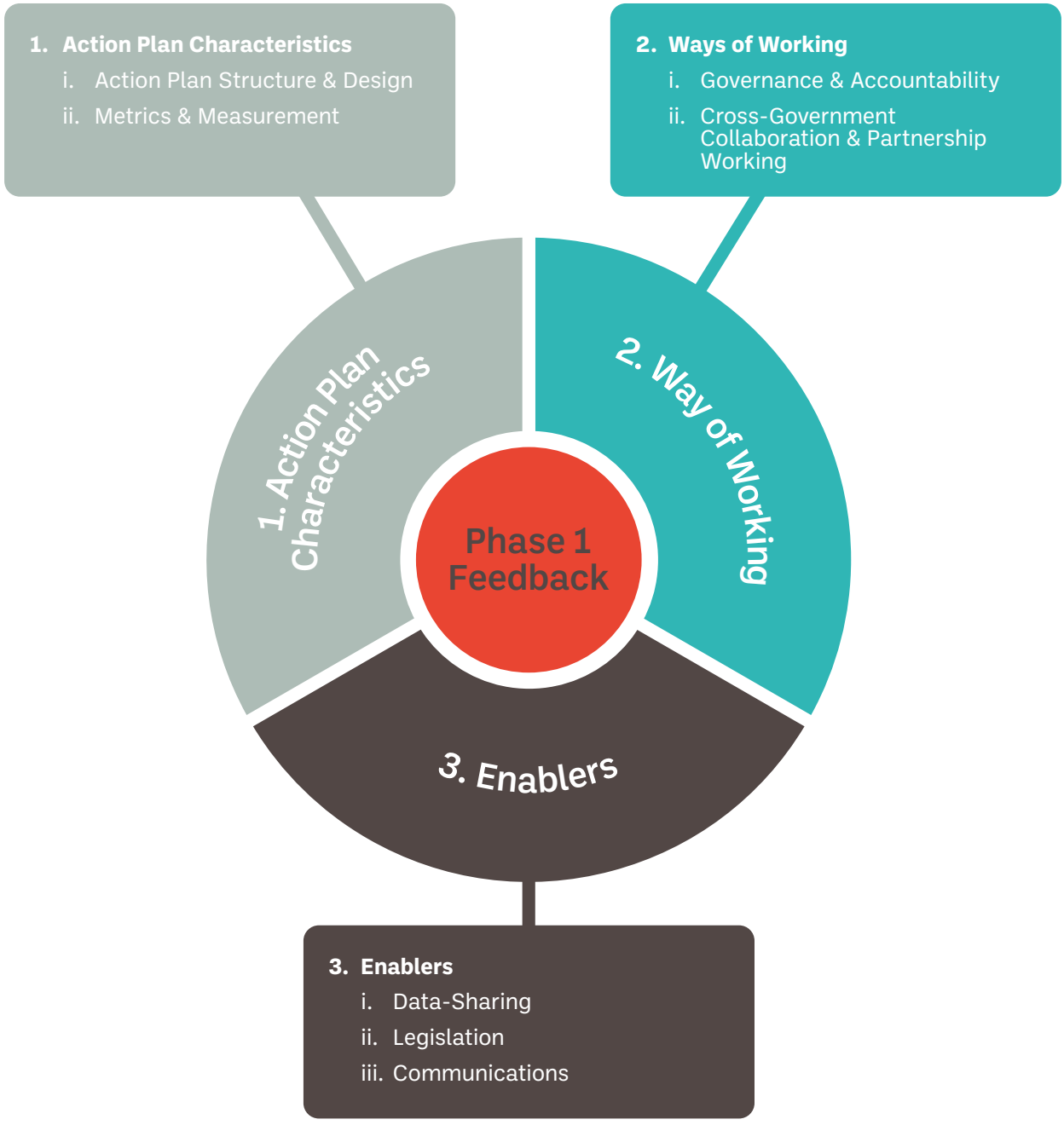


5. Feedback from Stakeholder Consultation: Phase 1 Lessons Learned

Lessons learned from Phase 1

Lessons learned from Phase 1 both in terms of what worked well and what can improve have been identified through feedback from Road Safety Strategy stakeholders. The feedback received has been categorised into the below areas, and these lessons learned have been incorporated into the development of the Phase 2 Action Plan. This is to ensure that the Phase 2 Action Plan is informed by stakeholders' experiences during Phase 1.

Figure 5.1 Lessons Learned



Action Plan Characteristics

The structure and make-up of the Phase 1 Action Plan was a recurring theme in the feedback received on the Phase 1 Action Plan (2021-2024). Stakeholders appreciated the significant commitment to enhancing road safety through a comprehensive, adaptable framework grounded in the internationally recognised Safe System Approach. However, they also recognised the challenges of delivering such a high volume of actions, particularly a high volume of relatively low impact actions, which diluted stakeholders' ability to focus on delivering the most impactful measures. It was suggested that the forthcoming Phase 2 Action Plan prioritise a streamlined set of high-impact actions underpinned by collaboratively agreed metrics and targets. It was also suggested that ongoing "Business-As-Usual" activities have reduced reporting requirements.

1.1 Action Plan Structure and Design

- The Road Safety Strategy (2021-2030) and Phase 1 Action Plan were developed in line with the holistic Safe System Approach, which is considered best practice internationally.
- Combining a 10-year strategy with three action plans for delivery supported the adoption of a strategic approach while maintaining implementation flexibility to respond to changing road safety trends.
- The Road Safety Strategy Annual Review was also important to maintain flexibility in delivery during Phase 1, and this will continue in Phase 2.
  - There may be an opportunity to use this platform to better communicate progress on Vision Zero to the wider public.
- The volume of actions in Phase 1, both high-impact and supporting, was too high. Stakeholders proposed the Phase 1 Action Plan could have been improved through:
  - Being more focused with fewer, higher-impact actions that are prioritised based on road safety impact.
  - Clearly distinguishing between high-impact and transformational activities and more "Business-As-Usual" activities conducted by agencies.
  - Ensuring each action has a single owner assigned a terms of reference defined with dependencies between actions identified.
  - The provision of structures to ensure the outcomes / recommendations from feasibility studies / research can be translated into clear implementation activities.

1.1 Metrics and Measurement

Metrics

- The adoption of SPIs in line with European Commission standards was important in Phase 1. These SPIs must be well understood by road safety strategy stakeholders going into Phase 2, and these will form a core part of the performance measurement approach in the next phase.
- Many of the actions in Phase 1 were not defined using SMART principles, leading to a lack of specific targets. It was suggested that actions should be defined using SMART principles to ensure there are clear targets for Phase 2.
- It was felt that targets associated with certain actions in Phase 1 need to be reassessed, in some cases as they did not optimally assess the effectiveness of these actions, and in others because they were unattainable given external circumstances. Stakeholders suggested that metrics / targets should be developed, refined, and agreed upon by action owners prior to Phase 2 launch.

Reporting

- Implementation of the Road Safety Strategy Portal, a specific reporting tool used to provide updates on the actions in the Phase 1 Action Plan, was a success in Phase 1 and should continue to be used in Phase 2.
- In Phase 1, reporting frequencies were consistent amongst all actions regardless of priority. It was suggested that in Phase 2, reporting should focus on high priority activities. More Business-as-Usual activities will be reported on an exception basis.

Ways of Working

Stakeholders noted that the Road Safety Transformation Partnership Board, Working Groups, and Enabler Groups played a pivotal role in shaping a cohesive and effective approach to road safety governance and accountability during Phase 1 (2021-2024). For Phase 2, stakeholders expressed desire to maintain these bodies and provided suggestions for enhancing their effectiveness.

2.1 Governance & Accountability

- The establishment of the Road Safety Transformation Partnership Board (RSTPB) in Phase 1 was an important step for road safety as it brought the key stakeholders together to discuss an all-of-government approach to road safety.
- The RSTP Board is an important governance body to ensure agencies are held to account for delivery of their actions, and it is important to ensure it has sufficient authority to carry out this role effectively.
- To enhance its effectiveness in Phase 2, the role of, and participants in, the RSTP Board should be reviewed and agreed upon prior to the launch of the new Action Plan.
- Given the importance of the RSTP Board, it could be of value to consider additional participants to ensure the right decision-makers and key implementation partners are present. Alongside this, some stakeholders suggested having RSTP Board attendance scaled up or down depending on the agenda items at a given meeting.

2.2 Cross-Government Collaboration & Partnership Working

- The structures established in Phase 1 to support collaboration between agencies were strong and should be brought into Phase 2 in some form. Examples of these structures in Phase 1 included:
- Working Groups: delivery groups focused on specific focus areas / interventions for road safety (e.g. Safety Camera Strategy, Speed Limit Review).
- Enabler Groups: advisory bodies that span multiple agencies and support delivery across multiple focus areas / interventions / Safe System pillars. Enabler Groups in Phase 1 were established for Legislation, Funding, and Data.
- The roles of enabler groups were not always clearly defined in Phase 1. Before launching Phase 2, the roles and interplay between the various groups should be clearly defined, understood, and agreed upon by lead agencies.

Enablers

Stakeholders indicated that enablers such as improved data-sharing and passing relevant legislation played a vital role delivering the Phase 1 Action Plan. There is an understanding that enablers such as these will continue to be important to deliver Phase 2, and specific areas requiring focus were identified by stakeholders.

3.1 Data-Sharing

- Phase 1 saw significant progress in data sharing between agencies involved in the Road Safety Strategy (2021-2030).
- This progress was supported by the dedicated Data Enabler Group, which is expected to continue in Phase 2 to act as a cross-agency body to support data-sharing.
- Additional data-sharing opportunities for Phase 2 have been highlighted by stakeholders. Examples of this include combining pre-hospital and in-hospital datasets to better analyse post-crash outcomes, having the Department of Transport share additional data from the National Vehicle Driver File (NVDF) with An Garda Síochána, and sharing more data with Local Authorities to support local road safety activities.

3.2 Communications

- Delivering communications effectively is a fundamental aspect of the Road Safety Strategy both across road safety agencies and with the broader public.
- The development of a Communications Strategy by the Road Safety Authority in Phase 1 allowed the organisation to adopt a longer-term, strategic approach to its communications and campaigns activities.

3.3 Legislation

- Legislation underpins much of the Phase 1 Action Plan (2021-2024) activities and passing legislation is an important enabler to make progress. Phase 1 saw the successful passing of critical pieces of legislation. This was supported by the Legislative Enabler Group (similar to for data-sharing).
  - Legislation will continue to be an important enabler in Phase 2. Some of the potential Phase 2 activities proposed by agencies include:
  - Enable safety cameras to process additional offences such as mobile phone use and not using seat belts.
  - Introduce graduated sanctions / penalty points.
  - Change some traffic management offences to civil offences to ensure time spent by agencies involved in the end-to-end enforcement process is focused on the most important offences.
  - Mandate the provision of PPSN / driver number at time of vehicle purchase to ensure vehicles are clearly linked to a driver.
  - Continue the work that has been commenced in consolidating road traffic legislation, which is a multi-year activity.

Appendix A
Schedule of Phase 1 High Impact Actions

Schedule of Phase 1 High Impact Actions

#	Narrative	Action Status
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.	On track
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, self-explaining roads and a safe environment for vulnerable road users.	On track
3	Increase the length of divided roads on the National Primary Network from 1,310km (2020) to 1,366 km (2024).	Complete
4	Fund and implement a minimum of 150 low-cost safety schemes as identified by local authorities on the regional and local road network per year and progress the implementation of a minimum of 4 larger specific safety schemes per year.	Complete
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.	Complete
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.	On track
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.	Complete
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.	On track
9	Review the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences.	On track
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.	On track
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.	On track
12	Develop and agree a national strategy for the introduction of Connected and Automated Mobility (CAM) and make recommendations.	On track
13	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.	Complete

#	Narrative	Action Status
14	Develop a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including: • 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.	**Deferred**
15	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.	**Complete**
16	Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seat belts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	**On track**
17	Continue to deprive criminals use of the road network through high-visibility policing and intelligence-led enforcement operations.	**On track**
18	Agree cross organisational legislative programme supporting the introduction of the primary legislation required to underpin the actions in the Road Safety Strategy.	**Complete**
19	Identify the necessary resources and path to consolidate road traffic legislation.	**On track**
20	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.	**On track**
21	Implement public education/awareness campaigns which target the man 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.	**On track**
22	Develop and implement a communications strategy and plan to raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enrol the public into the Vision Zero objective.	**On track**
23	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.	**On track**
24	Review and update Impairment Testing used by An Garda Síochána and implement best practice Impairment Testing regime.	**On track**
25	Publish monthly the figures for enforcement activity focusing on the dangerous behaviours: • speeding • seat belts • mobile phones Report monthly on the number of: • Breath tests • Drug tests administered at Mandatory Intoxicant Testing (MIT) checkpoints and the results.	**Complete**

#	Narrative	Action Status
26	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.	**On track**
27	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. This will involve a number of actions including: • 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. Footnote: currently (August 2021) this stands at 24.6%	**Complete**
28	Examine the possibility of introducing a Hazard Perception Test (HPT) and integrate it into the Driver Theory Test.	**Complete**
29	Explore the potential of an online portal for road users to upload footage of road traffic offences which could assist in prosecution.	**On track**
30	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.	**On track**
31	Legislate for increased sanctions for polydrug and drug & alcohol use while driving.	**On track**
32	Streamline and automate enforcement of Penalty Points from roadside capture via courts to update driver record.	**Complete**
33	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.	**On track**
34	Establish and implement a Trauma Triage and by-pass protocol to ensure road traffic collision trauma patients have a clear pathway to appropriate care in the trauma system.	**On track**
35	Ensure the appropriate specialist trauma care team is in place in the trauma receiving hospital to receive road traffic collision trauma patients, to provide specialist care and treatment in line with specific profiles of injury, to ensure the best possible outcome.	**On track**
36	Ensure definitive trauma care and rehabilitation pathways are in place once the road traffic collision patient has been stabilised so that the appropriate care, rehabilitation and support is in place so they can lead as productive a life as possible post injury.	**On track**
37	Provide emotional and psychological care and support to victims, families and emergency response team affected by a road traffic collision to ensure that they receive the appropriate care and support to recover from their traumatic experience that helps to lessen the impact of the event.	**Behind schedule**
38	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.	**Complete**

#	Narrative	Action Status
39	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.	**Complete**
40	Continue to implement an active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure.	**Complete**
41	Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.	**Complete**
42	Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.	**On track**
43	Conduct a review of road traffic policy and legislation to prioritise the safety of walking and cycling.	**On track**
44	Conduct a case study of countries that have adopted mechanisms to reduce traffic (for example car free streets in urban areas) to enhance the safety of other road users and make recommendations for Ireland.	**On track**
45	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.	**Complete**
46	Develop enhanced enforcement powers for An Garda Síochána and RSA Transport Officers to deal effectively with commercial vehicles including the adoption of fixed charges.	**Not started**
47	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.	**On track**
48	Develop, oversee and deliver a voluntary Driving for Work Standard (DFWS) and training programme in collaboration with industry and employers.	**On track**
49	Develop joint national intervention (education & enforcement) strategy on work related road safety.	**On track**
50	Conduct a feasibility study and make recommendations on the introduction of an earned recognition scheme for commercial vehicle operators & giving preferential status to those operators in public procurement competitions.	**Deferred**
187	Introduce the application of multiple penalty points where more than one offence is detected	**On track**
188	Establish whether the basis exists for a cross-agency funding approach to support Road Safety projects, and how it might work.	**Complete**
189	Provide a specific RSTP-endorsed input to the Justice Strategic Oversight Group – to address Roads Policing Enforcement.	**On track**
190	Perform an in-depth review of the driver testing curriculum to ensure it is modernised and meets best international practice (it is recognised that implementation will be contingent upon the success of plans to increase driver testing capacity).	**Complete**

Appendix B
Schedule of Phase 1 Support Actions

Schedule of Phase 1 High Impact Actions

#	Narrative	Action Status
51	Develop a Network Safety Analysis for the regional road network, which will assist identification of sections of regional roads with the highest risk of fatal or serious injury.	**Complete**
52	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.	**Complete**
53	Examine the implications of the installation of median barriers on roads with speed limits of 80km/h or more and make recommendations (SPI 1).	**On track**
54	Establish a Department led standing co-ordination group to oversee Guidelines and Standards for roads, traffic, cycling and active travel to ensure: • Safe System Approach • Consistency • Quality / Audit • Education / Training	**Complete**
55	Update the National Cycle Manual to incorporate updated cycle scheme design guidance aligned with the safe system approach including appropriate training.	**Complete**
56	Review and make recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals.	**Complete**
57	Conduct a pilot (with supporting infrastructure) to examine the feasibility of introducing a 'cyclist turning left on red' provision. Take into account best international practice around other cycling priority measures and make recommendations.	**Complete**
58	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.	**Deferred**
59	Conduct a national survey on school gate safety for bus collections and make recommendations to inform an action plan.	**On track**
60	Identify unusually high-risk areas on existing bus routes (for large vehicles) to inform improvement route plan priorities.	**Complete**
61	Complete a minimum of 70% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	**Complete**
62	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	**Behind schedule**
63	Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy action.	**Complete**
64	Provide training to 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).	**On track**

#	Narrative	Action Status
65	Embed the Safe Systems approach within Transport Infrastructure Ireland standards and guidance documents.	**Complete**
66	Deliver training to key stakeholders: • 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.	**On track**
67	Further develop camera-based enforcement by the Gardaí, including at junctions and for management of bus/cycle lanes, building on existing and recent legislation through establishing suitable cross-agency administrative arrangements; and, where any legislative issues are identified, to consider and develop agreed proposals to remedy them.	**Complete**
68	Each Local Authority to publish/renew their prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis.	**Complete**
69	Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	**Complete**
70	Transpose and implement the EU Road Infrastructure Safety Management Directive 2008/96/EC as amended by Directive (EU) 2019/1936. Strengthen and extend supporting national infrastructure safety measures to the entire national road network.	**Complete**
71	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.	**On track**
72	Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	**On track**
73	Deliver a programme of upgrades targeting 12 high-risk road/rail interfaces per annum with a particular focus on Level Crossing and bridge strike eliminations using technology improvements.	**Complete**
74	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 re-offending.	**Complete**
75	Carry out a review of current road speeds at high-risk road/rail infrastructure points (level crossings and bridges) on the rail network and make recommendations on appropriate speed limits.	**Complete**
76	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30km/h zones in urban areas.	**On track**
77	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.Behind schedule	**Behind schedule**
78	Extend the number of 30-km/h speed limit zones in high-risk locations (urban city/town centres) for Vulnerable Road Users in line with best practice models.	**Complete**
79	Consider the introduction of 30-km/h speed limit in school vicinities where appropriate and report on progress.	**Complete**

#	Narrative	Action Status
80	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.	**Complete**
81	Examine the feasibility of compulsory roadworthiness testing for agricultural vehicles and motorcycles and make recommendations.	**Complete**
82	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.	**Complete**
83	Establish a working group with relevant expertise to develop and publish guidelines on how to deal safely with new vehicle types such as alternative fuel vehicles involved in collisions.	**Complete**
84	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.	**Complete**
85	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.	**Complete**
86	Research the potential and publish a report and recommendations on options to fast-track vehicle connectivity in the fleet consistent with EU requirements.	**Complete**
87	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.	**On track**
88	Conduct a public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	**On track**
89	Work with relevant stakeholders to conduct a pilot scheme to educate parents and young people of the importance of purchasing safe vehicles.	**Complete**
90	Transpose the provisions of Article 13 of Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles and national road traffic regulations and nominate competent authorities for roadside vehicles inspections for cargo securing practices.	**Behind schedule**
91	Progress the installation of CCTV in bus and operator fleet vehicles to protect passengers and other road users near the bus.	**On track**
92	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: • 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.	**On track**
93	Formalise multi-agency meetings in every region on a quarterly basis to agree and plan enforcement activity.	**On track**

#	Narrative	Action Status
94	Establish a Road Safety Working Together Group (RSWTG) in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.	**Complete**
95	Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	**Complete**
96	Transform RSA service delivery through digital first strategy creating capacity and funding for direct investment in road safety activity.	**On track**
97	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.	**Not started**
98	Establish a Senior Officials Group (SOG) tasked with; • Monitoring progress and reporting to the Ministerial Committee on road safety. • Establishing new working groups to accelerate progress on specific actions as required.	**Complete**
99	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.	**On track**
100	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.	**On track**
101	Organise and host an annual results conference to report on progress on the implementation of the RSS, focusing on fatalities, serious injuries, SPIs, and Actions in the Action Plan to inform targeted tailoring of road safety activity by all strategy stakeholders.	**On track**
102	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.	**Complete**
103	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.	**On track**
104	Formalise the process with An Garda Síochána to confirm fatal and serious injury collisions through the introduction of quarterly case review meetings.	**On track**
105	Undertake academic qualitative research to better understand the dangerous behaviours and identify prevention strategies.	**Complete**
106	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.	**On track**
107	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).	**Behind schedule**

#	Narrative	Action Status
108	Undertake annual, motorist self-report attitude and behaviour studies to provide data on intoxicated driving, fatigue, seat belt and mobile phone use, and self-report attitude and behaviour studies with other road users (e.g., cyclists, motorcyclists) during alternate years.	**Complete**
109	Establish a risk exposure liaison group to collaborate with stakeholders to enhance risk exposure data available.	**On track**
110	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.	**On track**
111	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.	**On track**
112	Conduct a review of the efficacy of a compulsory road safety education programme in schools and make recommendations.	**On track**
113	Pilot and evaluate 'BikeSafe' (an initiative aimed at reducing the number of motorcycle casualties) and make recommendations.	**Complete**
114	Examine the potential for presumed liability for mechanically propelled vehicles (MPV) drivers in cases of collisions with vulnerable road user's and make recommendations.	**On track**
115	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.	**Deferred**
116	Examine the feasibility of a register of commercial disqualified driver's licences being accessible for employers.	**Deferred**
117	Conduct a feasibility study to assess the effectiveness of expanding conspicuity markings to light commercial vehicles and make recommendations.	**Complete**
118	Put in place an on-road driver assessment (ORDA) mechanism to support driver medical fitness evaluations.	**On track**
119	Approve and test interlock system.	**Complete**
120	Examine the possibility of introducing legislation to prevent intoxicated persons from acting as an accompanying driver for a Learner Permit holder.	**On track**
121	Review current arrangements in relation to traffic wardens and other authorised officers' powers of enforcement, complementary to An Garda Síochána, to identify any further developments that may be appropriate, subject to legal advice.	**On track**
122	Examine the feasibility of utilising bus mounted cameras to detect and enforce illegal parking in bus lanes and if appropriate make recommendations for implementation.	**Complete**
123	Evaluate and consider legislation for the introduction of school buses using hazard warning lights at stops in rural areas to prohibit the overtaking of school buses.	**Complete**
124	Engage with vulnerable road user (cycle, pedestrian, motorcyclist, horse riders) representation organisations on a regular basis to identify opportunities for co-operation and joint promotional activity.	**On track**

#	Narrative	Action Status
125	Seek out opportunities for joint North/South cooperation on road safety promotion.	**On track**
126	Implement public awareness campaigns on the danger of Driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	**On track**
127	Work with victim advocacy groups to advance road safety messaging and involvement in key road safety events.	**On track**
128	Seek opportunities to fund / sponsor television programming that aims to promote greater awareness of key road safety themes among the public.	**On track**
129	Review and update guidelines for media reporting and advertising in relation to road safety.	**On track**
130	Work with Insurance Ireland to incentivise safety among learner and novice drivers.	**On track**
131	Develop an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles / trailers.	**Complete**
132	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.	**On track**
133	Implement specific educational measures aimed at protecting vulnerable road users. In particular: • 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 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.	**On track**
134	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: • 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.	**On track**
135	Conduct an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.	**Behind schedule**
136	Develop and Launch a standardised guide to reducing road safety school gate risk.	**Complete**

#	Narrative	Action Status
137	Conduct a road safety campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc).	**On track**
138	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.	**Complete**
139	Work with Iarnród Éireann and the Commission for Railway Regulation to educate road users on the correct use of railway level crossings particularly unattended crossings and where road users are interfacing with Iarnród Éireann infrastructure.	**Complete**
140	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	**On track**
141	Review the content of the Rules of the Road to ensure it focuses on key road traffic regulations, is easily understood and accessible.	**Complete**
142	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 weight (DGVW) and a gross combination weight of car/jeep and trailer not exceeding 7,000 kg.	**Complete**
143	Consider introducing a requirement that all new ADI applicants possess a Level 6 QQI qualification.	**Complete**
144	Implement the CAS recommendations as part of the 'Review of the EDT programme' including the development and introduction of an app (Electronic logbook).	**Complete**
145	Research and complete a feasibility study on the introduction of a range of best practice Graduated Driver Licensing (GDL) measures and make recommendations.	**Complete**
146	Consider the introduction of a mandatory training programme and a driving test for new category W only learner permit applicants.	**Complete**
147	Update the Certificate in Road Safety, Mobility and Health course and promote greater uptake by road safety stakeholders.	**On track**
148	Update the Certificate in Traffic Medicine and promote greater uptake by medical and healthcare professionals.	**On track**
149	Optimise RSA.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.	**Deferred**
150	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.	**On track**
151	Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	**Complete**
152	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.	**On track**
153	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.	**On track**

#	Narrative	Action Status
154	Comply with EU Directive requirements in relation to driver hours, tachograph regulations and vehicle checks by ensuring: • 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.	**On track**
155	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.	**Not started**
156	Develop a plan for sharing expertise between An Garda Síochána and the RSA on certain aspects of commercial vehicle enforcement.	**Complete**
157	Continue to work with partner agencies to further enhance Garda access to real-time driver and vehicle data.	**Behind schedule**
158	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.	**Deferred**
159	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.	**Complete**
160	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.	**Complete**
161	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.	**Complete**
162	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.	**Complete**
163	Procure improved preliminary drug testing system for use by An Garda Síochána.	**Complete**
164	Consider the introduction of a digital driving licence and make recommendations to the Department.	**Deferred**
165	Reduce the number of uninsured vehicles on Irish roads by: • Completion of the Motor Third Party Liability (MTPL) project.	**On track**
166	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.	**Complete**
167	Develop and implement legislation requiring verified vehicle owner identity to improve endorsement of road traffic offences.	**On track**

#	Narrative	Action Status
168	Develop a best practice emergency response for those critically injured in road traffic collisions in line with "A Trauma System for Ireland". • Continue the integration of e-call alert system into the emergency response mechanism. • Review Clinical Practice Guidelines in line with the recommendations for "A Trauma System for Ireland" for those in RTC's. • Rollout of Telemedicine to ensure the appropriate response and clinical pathway for those involved in RTC's to improve the outcome for patients.	**Complete**
169	Work with Health Service Executive and Department of Health to agree the SPI(s) for post-crash response, develop a methodology (if one does exist), and start collecting and reporting data for the SPI(s) for post-crash response.	**Blocked / cannot progress**
170	Ensure that patients with suspected major trauma are taken directly to a Major Trauma Centre where travel times are within 45 minutes or if travel times exceed this, to the nearest Trauma Unit for rapid stabilisation and subsequent transfer to the Major Trauma Centre if the complexity of their injuries exceeds the capability of the Trauma Unit.	**On track**
171	Analyse and report on data from the major trauma audit and hospital data to establish the extent of trauma and serious injuries as a result of road traffic collisions and to work collaboratively to ensure that data can give a complete picture of the incidence, cause, management and outcomes of traumatic injury.	**On track**
172	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.	**Complete**
173	Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout.	**Complete**
174	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.	**On track**
175	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.	**Complete**
176	Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.	**Complete**
177	Roll-out of the Safe Routes to Schools Programme and provide "front-of-school" treatments to a minimum of 500 schools.	**On track**
178	Develop a common definition for "safe work-related road use" and "work related road collision/incident" to assist in identification and quantification of type, level and context of occupational road user involvement in incidents on the road.	**Complete**
179	Draft and formulate National Safe Work-Related Road Safety (WRRS) detailed guidelines for road users.	**On track**
180	Conduct analysis on work related road collision deaths using data from coroner records from 2012 to 2020 and report on findings.	**Deferred**
181	Establish a commercial vehicle operator advisory panel to review and make recommendations on enforcement and compliance issues.	**Complete**

#	Narrative	Action Status
182	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.	**On track**
183	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.	**Complete**
184	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.	**Not started**
185	Implement random alcohol and drug testing for Bus Éireann employees and school bus contract drivers.	**On track**
186	Introduce a fleet telematic system to the Bus Éireann fleet to enhance driver behaviour and skills.	**Complete**

Údaras Um Shábháilteacht Ar Bhóithre
Road Safety Authority

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Your online resource to easily and safely manage all your driver information, services, tests, permits and licences.

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