



**VISION
ZERO**
NO ROAD DEATHS
OR SERIOUS INJURIES BY 2050

Donegal Road Safety Plan 2022-2030



**Comhairle Contae
Dhún na nGall**
Donegal County Council



Donegal Road Safety
Working Group

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Foreword by John G. McLaughlin,
Chief Executive, Donegal County Council

As the Chief Executive of Donegal County Council, I am pleased to present this Road Safety Plan for Donegal which will cover the period 2022-2029. This plan has been produced through the collaboration of the Donegal Road Safety Working Group consisting of Donegal County Council, An Garda Síochána, Donegal Youth Council, Transport Infrastructure Ireland, Road Safety Authority, Donegal ETB, Pro Social Ireland, Foroige, Donegal Youth Council, An Taisce and HSE Ambulance Service. One of the aims of the group is to produce a road safety plan setting out clear actions focusing on, guiding Ireland towards Vision Zero by 2050, which is the main message within the National Road Safety Strategy. Vision Zero will be delivered through embedding the Safe System approach into our national road safety policy and practice. The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. The Safe System approach highlights the need to focus on all elements of the road traffic system to successfully improve road safety for all road users. Thousands of vehicles travel our roads daily, and road safety for all road users will always be a priority for Donegal County Council.

In the period from 2014 to 2021, 1,249 lives were lost on Ireland's roads, of which 5.6% (71) of these deaths occurred in County Donegal. There were also 8,958 serious injuries during that period, with 371 of these injuries here in Donegal. Fatalities and serious injuries affect not just the victim of a road traffic collision, they can also be life-changing for their families, their friends, and their communities.

Significant changes in infrastructure and enforcement have made our roads a safer place to travel. However, the combined efforts and continued commitment of Donegal County Council, An Garda Síochána, the Road Safety Authority and the TII are still necessary to ensure the safety of all road users. Road safety is a concern for us all and ultimately the responsibility of everyone who uses the roads.

Working together will ensure that we remain focused in our goal to reduce the number of fatalities and injuries on the roads of Donegal. In the area of road safety there is never room for complacency and we will continue to strive to ensure that the roads in County Donegal remain as safe as possible for all those who work, live and travel in Donegal.

I am pleased to present the Donegal Road Safety Plan 2022-2030.

John G. McLaughlin

Chief Executive, Donegal County Council.

19th December 2022



Foreword by Sam Waide, CEO, Road Safety Authority

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

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

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

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

- Safe roads and roadsides
- Safe speeds
- Safe vehicles
- Safe road use
- Post-crash response
- Safe and healthy modes of travel
- Safe work-related use

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

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

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

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Sam Waide

Chief Executive,
Road Safety Authority

Introduction

Donegal Road Safety Action Plan – High Impact and Support Actions

Since Ireland introduced its first Road Safety Strategy ‘The Road to Safety 1998 – 2002’, significant progress has been made in improving the nation’s roads.

However, despite this progress several challenges remain. Serious injury figures increased during the period 2013-2020 and while there was a reduction in fatalities, the national target to reduce deaths to 124 fatalities or fewer by 2020 was not met.

Adopting a strategic coordinated and multi-sectoral approach to road safety across government and key stakeholders is critical to achieving a safer, better Ireland for all.

Ireland was rated as the seventh safest country in the European Union in 2020 for road collision fatalities with 30 deaths per million of population¹. This achievement is set against an increase of 236% in the number of cars on the road network between 1994 and 2020². The financial costs of road traffic collisions in Ireland are significant, conservatively estimated at €1.29 billion in 2019 across the economy³.

Road safety is a shared responsibility across all elements of the traffic management system, not just the individual road user. However, each road user must also ensure their own personal safety and responsible road use while contributing to the safety of others.



1. ETSC's Road Safety Performance Index (PIN) Programme - June 2021

2. Irish Bulletin of Vehicle and Driver Statistics 2021

3. Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy 2021-2030

The Safe System Approach

Over the lifetime of the Road Safety Action Plan, vehicle and road technologies will become increasingly important, as has recently been evidenced with the development of autonomous (driverless) cars, which can sense their environment and navigate without human input. We have also seen the introduction of new modes of transport such as e-Scooters and e-Bikes which didn't exist just a few short years ago. However, human behaviour continues to still be the most important focus for road safety policy.

The findings of the strategy development process carried out by the Road Safety Authority as part of their research identified the holistic Safe System Approach to frame the 2021-2030 strategy. The Safe System Approach is based on four principals:

1

People make mistakes when using the roads, which can lead to collisions.

2

The human body has a **limited ability** to tolerate collision impacts.

3

There is a **shared responsibility** amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury.

4

All parts of the traffic system need to be strengthened to multiply their effects and to ensure that road users are protected if one part in the system fails.

For the 2021–2030 strategy, seven Safe System priority intervention areas have been identified as follows:

1 Safe roads and roadsides

To improve the protective quality of our roads and infrastructure.

2 Safe speeds

To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.

3 Safe vehicles

To enhance the safety features and roadworthiness of vehicles on our roads

4 Safe road use

To improve road user standards and behaviours in line with traffic legislation, supported by enforcement.

5 Post-crash response

To improve the treatment and rehabilitation of collision casualties.

6 Safe and healthy modes of travel

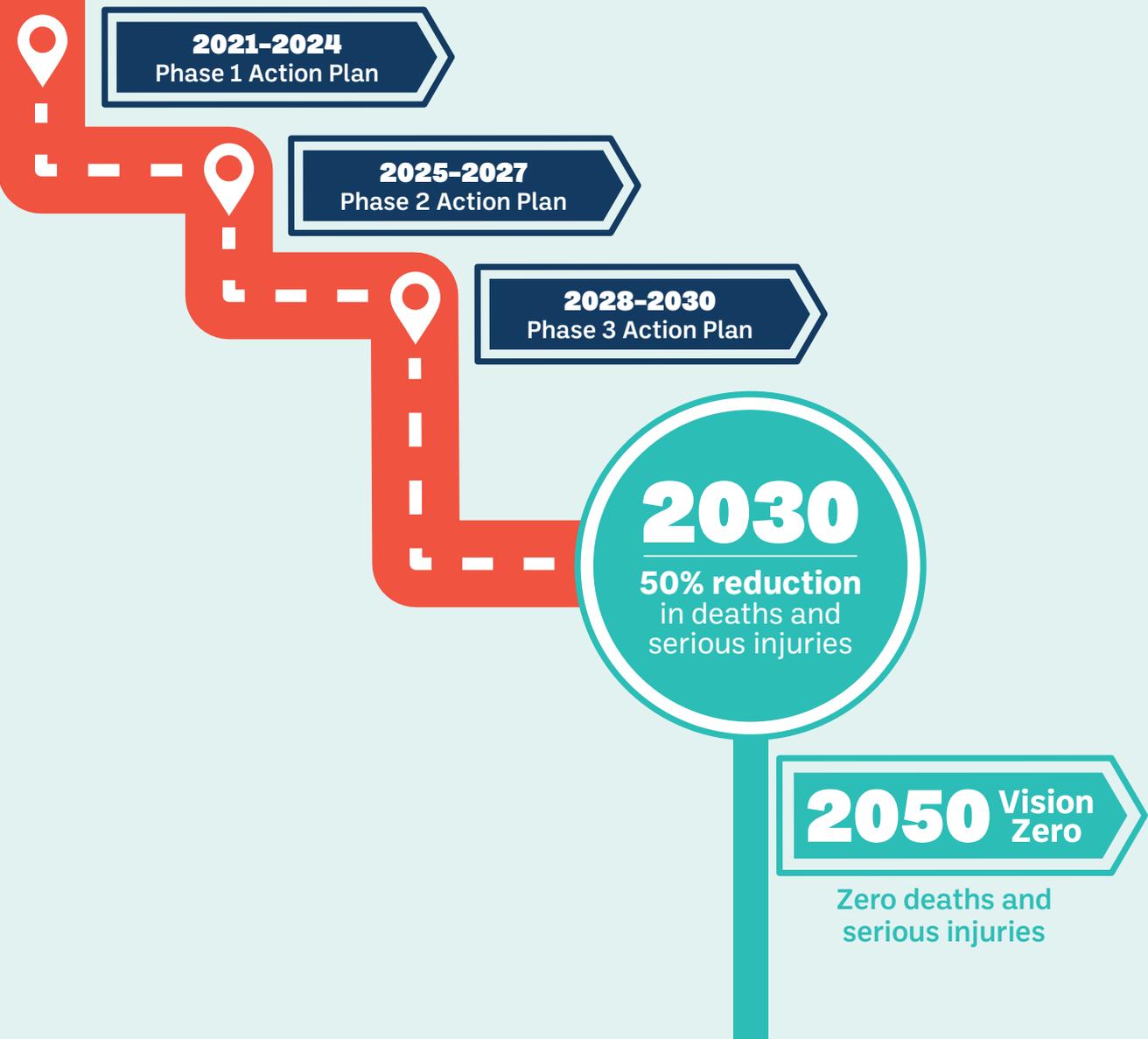
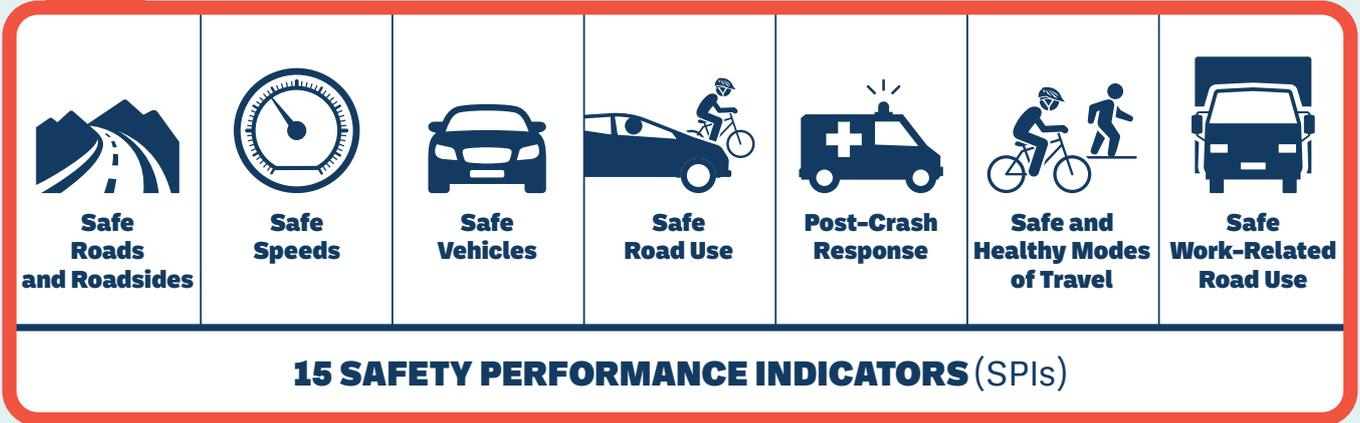
To promote and protect road users engaging in public or active transport.

7 Safe work-related road use

To improve safety management of work-related journeys.

SAFE SYSTEM APPROACH

2021-2030 Strategy



Profile of Donegal

County Donegal is in the North West of Ireland and comprises an area of 483,042 hectares, equivalent to 1,193,621 acres. Donegal has an extensive boundary with Northern Ireland, notably counties Derry, Tyrone and Fermanagh.

Donegal Road Network

The 6,274km of road network in County Donegal consists of 148km of National Primary Roads, 156km of National Secondary Roads and 770km of Regional roads. The remaining 5,200km consists of the local road network.

Donegal County Council is the Local Authority in County Donegal. The Donegal Road Safety Plan 2022 - 2030 produced by the Donegal Road Safety Working Group (DRSWG) is designed with an objective of improving road safety in Donegal for all road users. This is the fifth plan produced by the working group and between 1997, when the first road safety plan was produced, and 2020 there has been a reduction of 50% in the number of road deaths in the country. This plan will consolidate and build on the achievements of the previous four plans. The plan has been prepared by the DRSWG, who meet monthly to develop and implement road safety initiatives and campaigns. The human costs of road traffic collisions are devastating, a cost made even more unbearable in the knowledge that many of these deaths and injuries are preventable. The need to adopt a co-ordinated approach by all stakeholders to road safety will be essential to making our roads safer for all road users.

Targets

Data for 2020 on road deaths across the European Union and other countries covered by European Transport Safety Council's Road Safety Performance Index (PIN) programme, have ranked Ireland as the seventh safest out of the 28 countries that collect road collision data. Ireland recorded a total of 30 deaths per annum per million inhabitants in 2020. The average number of deaths per annum across the 28 PIN countries over the same period was 42 per million inhabitants.

Although Ireland is currently one of the better performing EU countries in terms of road safety, there is no room for complacency. The Government's vision is to continue to improve road safety performance in line with the best performing countries in the world including Norway and Sweden both of whom recorded less than 20 deaths per annum per million inhabitants in 2020⁴.

The long-term goal of 'Our Journey Towards Vision Zero', Ireland's Government Road Safety Strategy 2021 - 2030 is achieving Vision Zero (i.e. zero road deaths or serious injuries) by 2050.

4. <https://etsc.eu/euroadsafetydata/>

To achieve this long-term goal Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030.

To ensure that road safety interventions and actions continue to be effective, the 2021-2030 strategy will feature three phases of action plans:

BY 2024	BY 2030
 <p>we will reduce deaths on Ireland’s roads by 15% from 144 to 122 or lower</p>	 <p>we will reduce deaths on Ireland’s roads by 50% from 144 to 72 or lower</p>
 <p>we will reduce serious injuries on Ireland’s roads by 10% from 1,259 to 1,133 or lower</p>	 <p>we will reduce serious injuries on Ireland’s roads by 50% from 1,259 to 630 or lower</p>



As part of Phase 1 of the Action Plan, interim targets for the reduction in the numbers of fatalities and serious injuries have been set for 2024. These include a 15% reduction in the number of fatalities and a 10% reduction in the number of serious injuries.

Objectives of the Donegal Road Safety Plan.

The clear objective of the Donegal Road Safety Working Group is:

To reduce the number of fatalities and serious injuries among road users in Donegal, in line with national casualty reduction targets and the long-term goal of achieving ‘Vision Zero’. This will be delivered through the Safe System Approach to road safety management.”

County Donegal Targets

Ideally the targets which are set out at national level should be reflected in the Donegal Road Safety Plan. However, due to the lower numbers involved at a local level a combined

average KSI (Killed and Seriously injured) numbers will be used to set targets. The Road Safety Authority have stated that the base line figure to set these targets should be based on the average number of KSI's over the period 2017-2020.

YEAR	FATALITIES	SERIOUS INJURIES
2017	6	44
2018	10	56
2019	8	66
2020	10	46
Total	34	212

The aim of the Donegal Road Safety Plan is to reduce the number of fatalities and collisions over the next ten years in line with the National Road Safety Strategy. A combined average of Killed and Seriously Injured (KSI) will be used to set targets ie: a 10% reduction in KSI's during the first phase (2021-2024) and a 50% reduction by 2030. This means reducing KSI's on Donegal's roads annually, from 61 (average 2017 - 2020) to 55 or lower by 2024 and further reducing KSI's to 31 or lower by 2030, in line with the targets of the National Strategy. This plan offers a strategic direction for all stakeholders and is based on collision data from 2017 - 2020 and the experience gained by the DRSWG from the previous road safety plans.

Plan Implementation

The Donegal Road Safety Plan 2022 - 2030 is designed to ensure a collaborative, coordinated and consistent approach to improving road safety for all road users. Shared responsibility across all parts of the traffic management system is one of the core underlying principles of the Safe System approach. While lead agencies have responsibility for completion of their individual actions, the responsibility for implementing the Safe System approach across road safety policy and practice will be shared across key stakeholders and across government.

Monitoring and Evaluation

Donegal County Council is responsible for leading, monitoring, reporting and evaluating the implementation of the Road Safety Plan through the Donegal Road Safety Working Group. This will require a collaborative approach across a range of organisations and agencies.

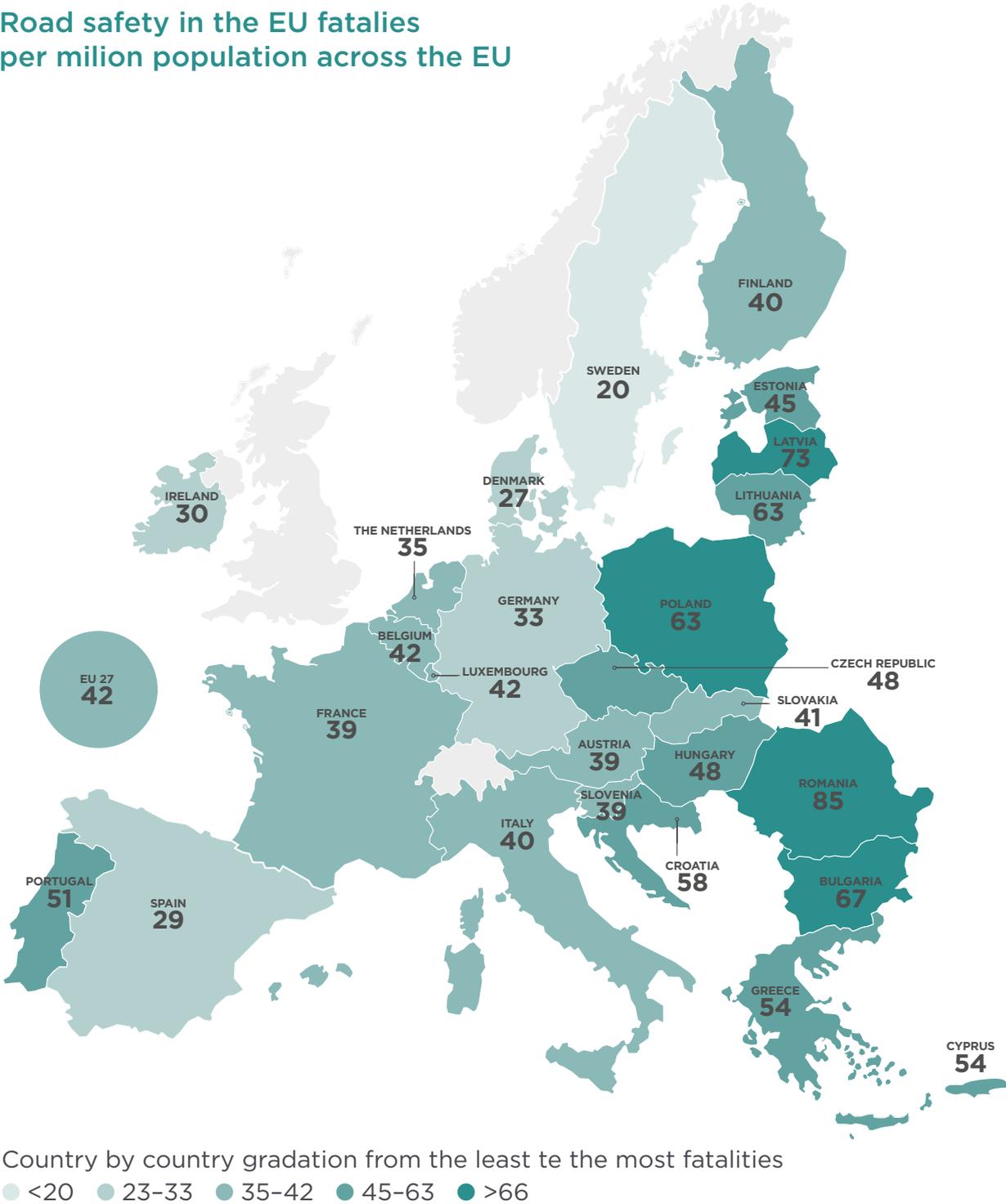
Donegal County Council will produce yearly action plans that reflects the three year strategy . The Donegal Road Safety Working Group will meet on a monthly basis to oversee the implementation of the annual plan to ensure that the completion date for actions remains on schedule.

In addition, quarterly updates will be provided to the CMMA, as and when required, which will support the implementation of the GRSS.

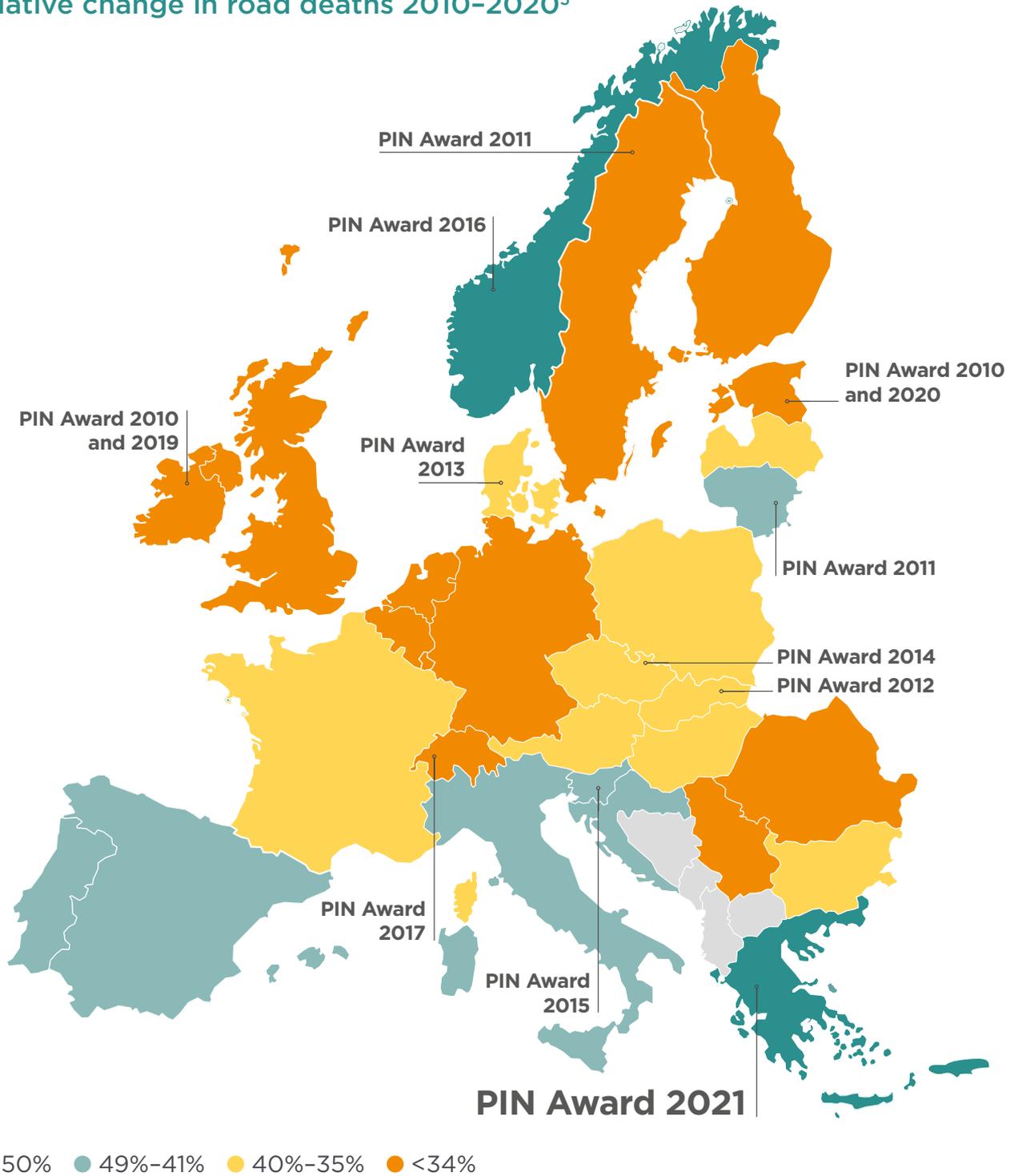
EU Road Safety

The EU27 collectively reduced the number of road deaths by 31% over the period 2011-2021, from 28,865 in 2011 to 19,823 in 2021. In 2021, the EU27 road fatality rate was 44.6 fatalities per million inhabitants. Norway remains the leader among PIN countries with 15 road deaths per million inhabitants, Malta follows with 17 deaths per million inhabitants in 2021. The highest road mortality is in Romania and Bulgaria with 92 and 81 road deaths per million inhabitants respectively. Ireland’s rate in 2021 was 27.4 fatalities per million inhabitants.

Road safety in the EU fatalities per milion population across the EU



Relative change in road deaths 2010–2020⁵



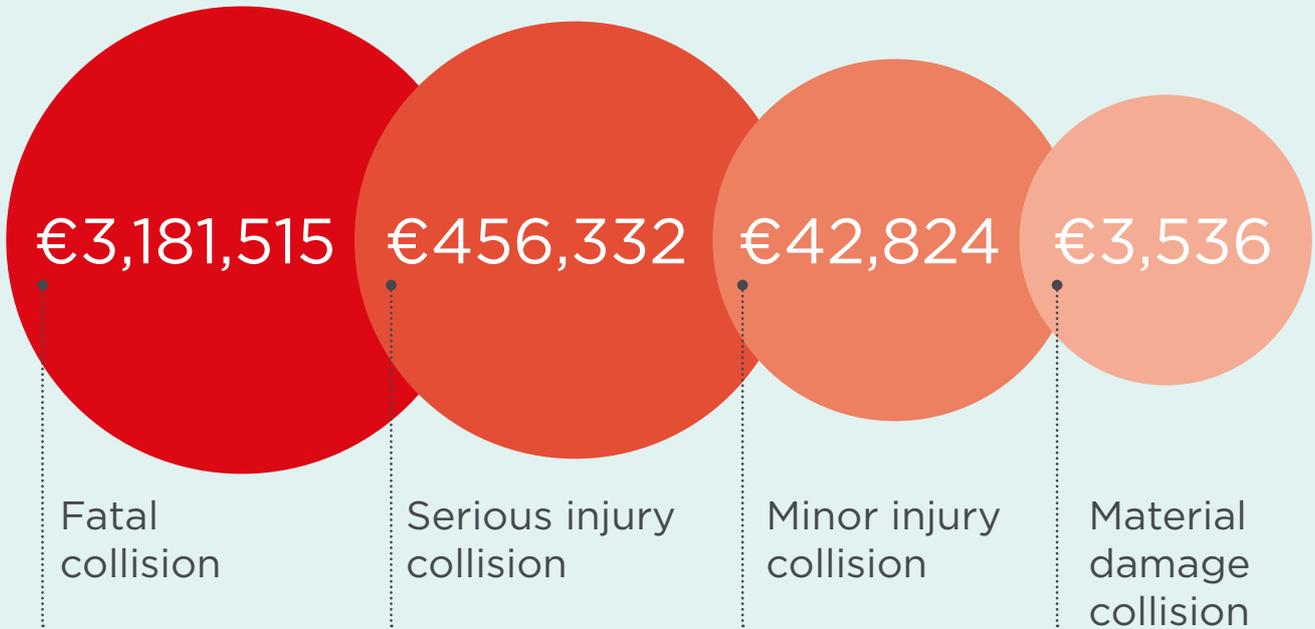
Road fatalities in the EU:
<https://etsc.eu/euroadsafetydata/>

5. Source: ETSC 15th Road Safety Performance Index Report.

Road Safety Evolution in EU – Fatalities per million population

	RATE PER MILLION POPULATION			% CHANGE 2021 IN RELATION TO		
	2019	2020	2021	2020	2019	AV 2017-2019
EU-27	51	42	44	5%	-13%	-15%
Belgium	56	43	43	0%	-23%	-19%
Bulgaria	90	67	81	21%	-11%	-12%
Czechia	58	48	50	3%	-14%	-14%
Denmark	34	28	23	-17%	-32%	-26%
Germany	37	33	31	-6%	-16%	-19%
Estonia	39	44	41	-7%	6%	-1%
Ireland	29	29	27	-6%	-2%	-5%
Greece	64	54	57	5%	-12%	-14%
Spain	37	29	32	10%	-14%	-16%
France	50	39	45	16%	-9%	-11%
Croatia	73	58	72	23%	-2%	-7%
Italy	53	40	48	19%	-10%	-14%
Cyprus	59	54	50	-6%	-13%	-12%
Latvia	69	73	78	6%	11%	6%
Lithuania	67	63	52	-17%	-22%	-20%
Luxembourg	36	42	38	-8%	9%	-13%
Hungary	62	47	56	18%	-10%	-12%
Malta	32	21	17	-18%	-44%	-49%
Netherlands	34	30	28	-4%	-16%	-14%
Austria	47	39	40	4%	-14%	-13%
Poland	77	66	59	-10%	-23%	-22%
Portugal	67	52	52	0%	-22%	-19%
Romania	96	85	93	8%	-4%	-6%
Slovenia	49	38	54	43%	12%	15%
Slovakia	50	45	47	5%	-4%	-4%
Finland	38	40	40	0%	6%	-3%
Sweden	22	20	18	-6%	-13%	-28%

Estimated cost of a collision by collision type in 2020

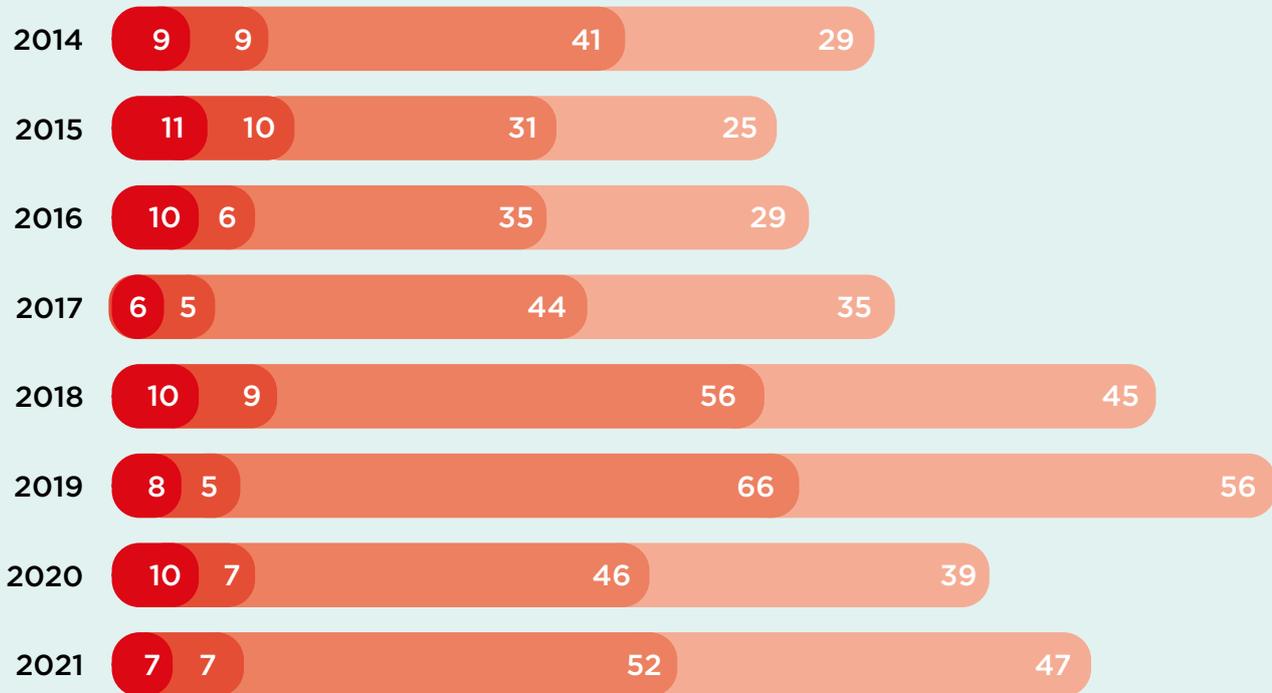


Road Traffic Collisions in Ireland 2014-2021



● Fatalities ● Fatal Collisions ● Serious Injuries ● Serious injury collisions

Road Traffic Collisions in Donegal 2014-2021



*Figures for 2018-2021 are provisional and subject to change.

● Fatalities ● Fatal Collisions ● Serious Injuries ● Serious injury collisions

Donegal Road Fatalities by Road User, 2014-2021

YEAR	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
Driver	4	5	5	3	4	3	5	3	32
Passenger	1	2	5	2	2	3	3	1	19
Pedestrian	1	2	0	1	2	1	2	1	10
Cyclist	0	2	0	0	1	0	0	0	3
Motor Cyclist	3	0	0	0	1	0	0	2	6
Goods Vehicle	0	0	0	0	0	0	0	0	0
PSV User	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	1	0	0	1

Age Profile of Road Fatalities in Donegal 2014-2021

AGE	2014	2015	2016	2017	2018	2019	2020	2021
Under 24	2	2	5	3	3	4	5	1
25-35	1	5	3	1	2	2	3	4
36-49	3	1	1	1	1	1	1	1
50-59	1	1	0	0	3	0	0	0
60+	2	2	1	1	1	1	1	1
TOTAL	9	11	10	6	10	8	10	7

The number of road deaths in Ireland decreased from 192 in 2014 to 137 in 2021 - a 28% reduction. However, Ireland was one of the few PIN countries that saw an increase in road deaths in 2020 despite the Covid-19 pandemic.

Population

The figures from the Central Statistics Office for Donegal from the 2022 census shows a total population of 166,321.

YEAR	DONEGAL	IRELAND
2006	147,264	4,239,848
2011	161,137	4,588,252
2016	159,192	4,761,865
2022	166,321	5,123,536
CHANGE (2016-2022)	+4.5%	+7.6%

Driver Licence Current by Type in Donegal

Driver Licence current on 31/12/2021

LEARNER	1 YEAR LICENCE	3 YEAR LICENCE	10 YEAR LICENCE	TOTAL
9,021	372	13,964	90,944	114,301

Learner Permits current on 31/12/2021

1ST PERMIT	2ND PERMIT	3RD PERMIT	4TH PERMIT	5TH PERMIT +	TOTAL
6,252	1,786	379	164	440	9,021

Driving Test Pass Rates

Pass rates for Donegal test centres remain well above the national average since 2013⁶.

	2013	2014	2015	2016	2017	2018	2019	2020
Buncrana	59.19%	58.76%	60.11%	58.51%	57.83%	59.02%	60.00%	58.40%
Letterkenny	58.72%	59.14%	56.93%	53.89%	56.13%	53.83%	53.00%	64.80%
Donegal	56.94%	61.79%	57.81%	62.12%	57.61%	62.24%	50.80%	58.50%
National	55.27%	53.35%	53.95%	53.65%	52.90%	52.49%	53.90%	52.00%

Vehicle Ownership

As at 31st December 2020, a total of 95,830 vehicles were registered in the Donegal Licensing Authority Area.

	PRIVATE CARS	MOTOR CYCLES	GOODS VEHICLES	TRACTORS	EXEMPT VEHICLES	PSV	OTHER	TOTAL
Donegal	69,372	837	16,175	3,276	968	915	4,287	95,830
National	2,215,127	44,819	377,890	87,592	31,940	29,641	73,975	2,860,984

Donegal Road Network

The 6,274km of road network in County Donegal consists of 148km of National Primary Roads, 156km of National Secondary Roads and 770km of Regional roads. The remaining 5,200km consists of the local road network.

6. RSA.ie

Donegal Road Safety Working Group

Donegal County Council plays a vital role in road safety promotion, together with its statutory obligations under roads and traffic legislation.

In line with Action 94 of the Government Road Safety Strategy for 2021-2030, ‘*Safe System Priority Intervention Area; Safe Roads and Roadsides*’ each Local Authority is tasked with establishing a ‘Road Safety Working Together Group’ to co-ordinate a multi-agency road safety policy and its implementation at a local level. The ambitious road safety targets set in the strategy can only be achieved through multi-agency co-operation, together with road users taking personal responsibility for their behaviour.

The Donegal Road Safety Working Group has produced Donegal’s fifth Road Safety Action Plan covering the period 2022-2030, offering strategic direction for road safety in Donegal. This document is complementary to the national strategy and outlines the actions to be undertaken in Donegal to improve the safety of our roads.

The mission of the Road Safety Action Plan is to reduce the number of fatalities and serious collisions on the roads of Donegal in line with national targets. The Action Plan will be based around the holistic Safe System Approach to road safety management.

The Donegal Road Safety Working Group is an interagency group consisting of the following members:



Comhairle Contae Dhún na nGall
Donegal County Council



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



etb
Bord Oideachais agus Oiliúna Dhún na nGall
Donegal Education and Training Board



An Taisce
The National Trust for Ireland



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

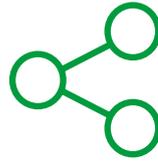


**NATIONAL
AMBULANCE
SERVICE
IRELAND**

The role of the Donegal Road Safety Working Group is to:



Bring together other stakeholders involved in the process.



Foster links with organisations which have a role to play in road safety.



Set objectives for County Donegal in line with national government policy for the reduction and prevention of road collisions.



Produce a Road Safety Strategy Action Plan for County Donegal.



Oversee the implementation of the actions identified over the period of the plan.



Evaluate the progress of the plan.



Produce a mid-term review outlining the progress and implementation of the plan.



**Comhairle Contae
Dhún na nGall**
Donegal County Council

Donegal County Council

Donegal County Council supports road safety through its allocation of resources to manage the road network. Its role in the delivery of safety schemes, public lighting provision and ongoing maintenance is an essential element of the Road Safety strategy. The Council collaborates with An Garda Síochána, National Agencies, DRSWG, its Elected Members and the public through various forums and provides mechanisms to improve road safety in Donegal through engineering measures, information sharing and education/awareness raising.



Transport Infrastructure Ireland (TII)

Transport Infrastructure Ireland was established through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015, with effect from 1st August 2015. The TII's primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland. TII carry out annual collision cluster (HD 15) analysis along the national road network and any high collision clusters identified along the national route in Donegal are relayed to the road section within Donegal County Council. TII also arrange for periodic Road Safety Inspections to be carried out on the national road network, and issues / hazards identified in these inspections are also relayed to the road section in Donegal County Council for the development of suitable medium measures. TII also have a Regional Road Safety Engineer for the North West region who liaises with Donegal County Council, and the other counties in the region, regarding issues of road safety along the national route within the County.



N56 at Coolboy including cycle path.



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Road Safety Authority (RSA)

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

We are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders, such as An Garda Síochána and the Health and Safety Authority, to save lives.

Our mission of making Irish roads safer for everyone involves delivering some key functions:

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





Donegal Youth Service

Donegal Youth Service has been involved with the DRSWG since 2008. In that time DYS has been supportive of all initiatives and campaigns operated by the DRSWG. Specifically, their involvement has been focused on the education context of the working group and from the outset of their involvement, DYS has been actively engaged in the roll out of the annual Road Safety Road Show. In recent years DYS played an active part in recreating the video footage used in the Road Safe Show. The Donegal Youth Service won the RSA Leading Light award in 2016 for their production of a series of road safety advertisements as part of a campaign targeting young driver behaviour in Donegal. The aim of these advertisements is to raise awareness of road safety among young people and the wider public about seatbelt use, speeding, drink-driving, mobile phone use and driver fatigue. These advertisements are broadcast on local radio on a regular basis.



Foroige

Foróige is the leading youth organisation in Ireland and has been working with young people since 1952. Foroige's aim is to enable young people to involve themselves consciously and actively in their development and in the development of society. Foroige works with young people aged between 10 years and 18 years and encourages these young people to take responsibility for themselves and to be part of shaping the world around them while developing their talents, skills and abilities.



Donegal Youth Council members promoting road safety at Ulster GAA Semi Final 2019.



An Taisce

The Green-Schools Travel Programme has been in operation in Co. Donegal since 2008. Green-Schools works in partnership with Donegal County Council. The programme is funded by the Department of Transport and administered through the National Transport Authority. The programme's aims are as follows: to increase the number of students and teachers who actively travel to school (walk, cycle, scoot); to promote other sustainable journeys (park 'n' stride, carpool and public transport); to enhance active travel infrastructure; to encourage 30km/hr school speed zones. Walkability Audits and Cycleability audits are an integral part of our work, the findings of which are submitted to the Donegal County Council, which has resulted in improved infrastructure around schools. The programme provides funding for the national cycle training programme, Cycle Right, in primary schools. Green-Schools Travel delivers fully-funded cycle and scooter parking in schools to further support active travel. There are currently two Green-Schools Travel Officers employed in the county to support schools working towards their Travel flag”.



Pro-Social Ireland

Pro Social Ireland's Drivers Programme is a road safety initiative started in 2012 which seeks to improve the driving behaviour of some of the higher risk groups of drivers. Course participants are committed to completing a course consisting of four three hour lectures / classes, the modules are::

- Social Responsibility
- Driving under the influence
- Emotional Control
- Consequences of Antisocial Driving Behaviour

The candidates for the course are initially identified through the justice and legal system, with referrals coming from judges, the probation service, solicitors, concerned parents and self-referrals.

The Garage Project has been running since 2020 and aims to channel the interest young people have in cars in the right direction, educating them on safety before they become a risk on the roads and ultimately prevent them from putting lives at risk. The course aims to educate young drivers both male and female to respect cars and how they work, to respect themselves and also to respect everyone who uses the road.



Your Life – Your Choice, launch January 2020.



NATIONAL
AMBULANCE
SERVICE
IRELAND

National Ambulance Service

The National Ambulance Service (NAS) is the statutory pre-hospital emergency and intermediate care provider for the State.

The NAS mission is to serve the needs of patients and the public as part of an integrated health system, through the provision of high quality, safe and patient-centred services. It provides pre-hospital emergency care e.g. emergency response to road traffic accidents and patients with sudden illness and injury. The NAS responds to over 300,000 ambulance calls each year, employs over 1,600 staff across 100 locations and has a fleet of approximately 500 vehicles.



Donegal ETB

Donegal ETB provides a broad range of education and training services including post-primary schools and colleges, Further Education and Training (FET), outdoor education and training, music education and has legal responsibilities for youth work in Donegal. Donegal ETB actively pursues the further development of educational services in Donegal and has a history of responding flexibly to community needs and aspirations since our foundation.

Road Safe Road Show

Education is the central focus of the Donegal Road Safety Working Group who continues to work to improve the behaviour of road users and in turn reduce road deaths. The Working Group has developed the Road Safe Road Show as a direct approach to improving road safety and reducing the devastating impact of road traffic collisions on communities and families in the county. The show is attended annually by students from post-primary schools, from Donegal, Derry and Tyrone as well as Youthreach and other training centres. School Principals believe that this is one of the most important initiatives each year to aid with the education of their students for the life ahead of them. Unfortunately, the Road Safe Show had not been held since 2019 because of the introduction of Covid restrictions. Everyone involved with the show were delighted to stage the show again in October 2022, with over 3,000 students attending over two days.



Road Safe Road Show 2022



An Garda Síochána & PSNI Cross Border Christmas Drink Driving launch



An Garda Síochána Christmas Drink Driving campaign launch 2021



An Garda Síochána and PSNI Cross Border Co-operation

County Donegal shares 93% of its land border with Northern Ireland and the remainder with Leitrim. Research has shown that both jurisdictions share similar problems in relation to road safety. Through this plan, the DRSWG therefore commits to working with the relevant authorities in Northern Ireland to encourage safe driving through road safety campaigns such as anti drink driving campaigns, bank holiday road safety campaigns and cross border young driver safety campaigns.



Safety camera zones

1,373 Safety Camera Zones Nationwide
Safety cameras are proven life savers

Since 2010, An Garda Síochána has contributed to making our roads safer through the use of safety cameras, using the service provider 'Go-Safe' to operate them on its behalf. The primary purpose of safety cameras is to reduce speed related collisions, lessen injuries and save lives. Safety cameras operate in areas where there is a history of speed related collisions, known as speed enforcement zones, using a fleet of marked vehicles. Road deaths have decreased from 415 in 2000 to 142 in 2019. This shows a dramatic reduction in terms of risk and a huge increase in terms of road safety. All zones are available on the Garda website.



Primary school children highlight Speed concerns

Road Safety Support Groups

Collision Prevention Programme

The Collision Prevention Programme is a partnership that brings together An Garda Síochána and Donegal County Council Engineers in an effort to identify collision prone locations and by taking preventive remedial action to make the roads safer by reducing the number of deaths and serious personal injuries. The County Donegal committee continues to meet biannually.

Joint Policing Committee

The functions and powers of Joint Policing Committees (JPCs) are set out under section 36 of the Garda Síochána Act 2005, which provides for a Committee in each Local Authority area. The JPCs provide a dedicated forum to support consultation, co-operation and synergy on policing and crime issues between An Garda Síochána, Local Authority officials, Elected Representatives and the community and voluntary sectors.

Strategic Policy Committee

The Local Government Act, 2001 provided for the establishment of Strategic Policy Committees. They allow the elected Members of the Council to work in partnership with representatives of groups that would have an interest in specific policy areas.

Dangerous Driving Behaviours

In response to the increase in road deaths in 2022, Action 30 in the Road Safety Strategy, which has increased the penalties for serious road traffic offences, has come into law from the 27th October 2022. Several challenges will need to continue to be addressed to ensure the success of the Donegal Road Safety Plan. They include:

Distraction – Mobile Phones

According to international research, distracted driving could be a factor in as many 20-30% of all collisions. This means that driver distraction could be a contributory factor in over 1,400 fatal and injury collisions annually. Drivers are four times more likely to be involved in a collision if they use a mobile phone while driving⁷

The Road Safety Authority's Driver attitude and behaviour survey 2021⁸ showed that almost 1 in 4 (23%) of drivers check mobile phone notifications while driving.

6 https://www.rsa.ie/docs/default-source/road-safety/academic-lectures/20220905-fcns-and-amounts.pdf?sfvrsn=9877c495_3

7 <https://www.rsa.ie/road-safety/campaigns/mobile-phones-and-distractions>

8 Cover Quantitative Research Project Delivery (rsa.ie)

The survey also found that:

19% of respondents use their phone to read messages/emails, while 13% write messages/emails from behind the wheel. In addition, 12% of motorists admitted to using their phones to check social media.

10% of drivers admit to texting, at least sometimes, while driving and 9% of motorists check apps, at least sometimes, while driving

Garda detections (Jan – Sept 2018-2021) show that 75% of drivers arrested for driving using a mobile phone while driving were men.

Penalty Point Statistics released by the Road Safety Authority⁹ have shown that as at 31st December 2020 a total of 523 notices were issued in Donegal over the previous three year period for 'Driving a vehicle while holding a mobile phone'.

Speed

Speed is the biggest contributory factor in road deaths in Ireland.

The National Drug Related Deaths Index (NDRDI) report 2013-2017 found that 74% of drivers arrested for speeding were men, whilst 9 out of 10 driver fatalities, who were speeding were men. Penalty Point Statistics released by the Road Safety Authority¹ have shown that as at 31st December 2020 a total of 3,580 notices were issued in Donegal over the previous three-year period for Speed related offences.

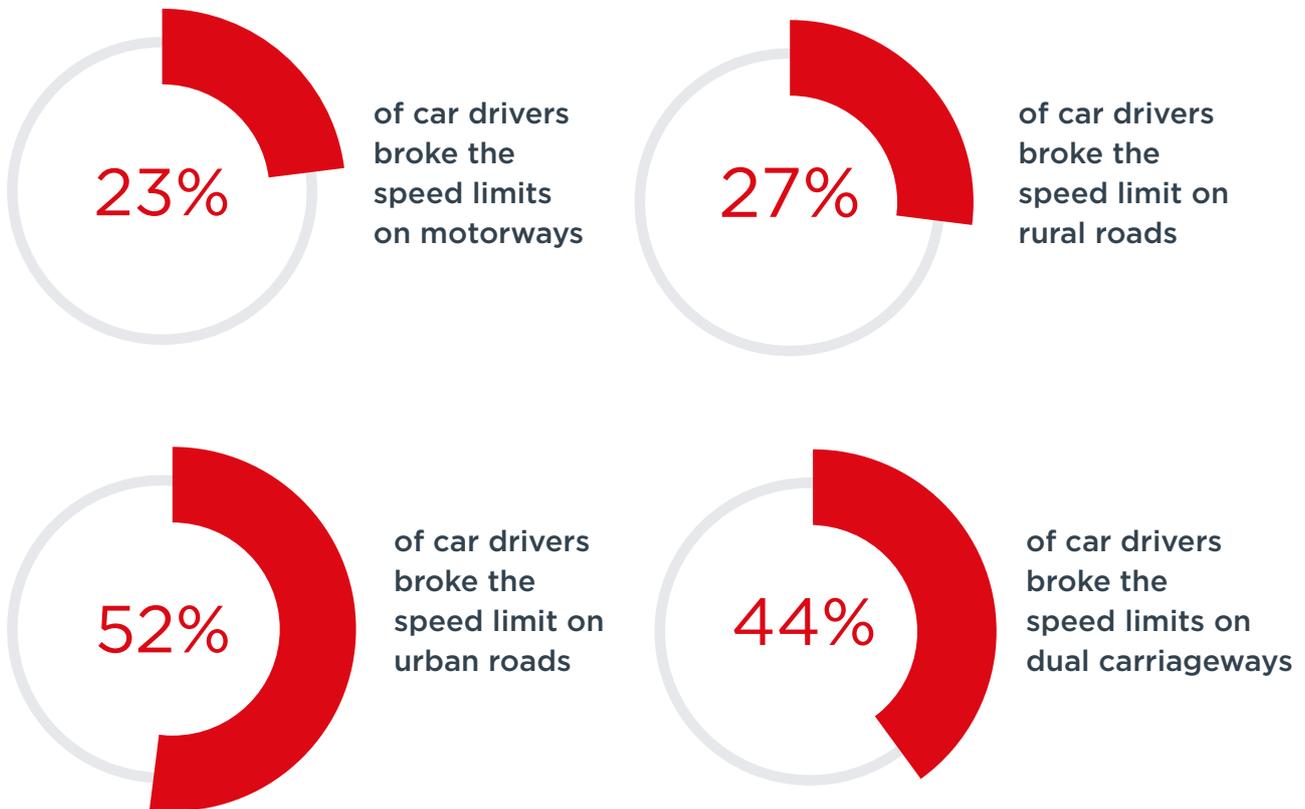
Penalty Point Statistics released by the Road Safety Authority^[1] have shown that as at 31st December 2020 a total of 3,580 notices were issued in Donegal over the previous three-year period for Speed related offences.

The Road Safety Authority Driver Attitude and Behaviour Study 2020 shows there has been a significant increase in the perceived acceptability of speeding compared to previous years.

- Between 2014 and 2019, approximately 24% of drivers thought it was acceptable to exceed 50 km/h speed limits by more than 10 km/h. In 2020 this rose to 34%.
- Between 2014 and 2019, approximately 18% of drivers thought it was acceptable to exceed 100 km/h speed limits by more than 10 km/h. In 2020 this rose to 34%.

⁹ <https://www.rsa.ie/road-safety/statistics/penalty-points>

The 2018 Free Speed Survey¹⁰ carried out by the Road Safety Authority found that:



The National Drug Related Deaths Index (NDRDI) report 2013-2017 found that 74% of drivers arrested for speeding were men, whilst 9 out of 10 driver fatalities, who were speeding were men.

Analysis of available coronial files data for 2013-2017 found that: Of the driver and motorcycle driver fatalities with a record of their actions leading up to the collision (n = 387), 25% (n = 95) were exceeding a safe speed. Exceeding a safe speed refers to driving above the speed limit or driving at a speed that is too high for the road/conditions.

¹⁰ https://www.rsa.ie/docs/default-source/default-document-library/rrd_res_20190204_freespeedsurvey2018final.pdf?sfvrsn=55642d55_3

Drink Driving

Research published by the Road Safety Authority reveals that the presence of alcohol is still a major factor in fatalities on Irish roads. The 'Road Deaths and Alcohol 2013-2017' report released in July 2020, focused on road user fatalities that had a positive toxicology for alcohol at the time of the collision.

The research reveals that, of the 600 road user fatalities from 2013 to 2017, where a toxicology result was available, 36.5% had a positive toxicology for alcohol. Of these 219 road user fatalities with a positive toxicology for alcohol, 62% were drivers/motorcycle drivers.

Of the drivers/motorcycle drivers killed who had a positive toxicology for alcohol, the vast majority 92% were male and 82% were under 45 years of age.

Garda detections (Jan–Sept 2018–2021) show that 87% of drivers arrested for driving under the influence of drink or drugs were men.

Provisional figures released by An Garda Síochána show that 104,803 breath tests were conducted countrywide in 2020¹¹ resulting in 8,069 motorists being detected driving while intoxicated. (These figures are subject to an ongoing review)

Drug Driving

Drug-driving is a complex issue that presents an array of challenges for research policy and programmes. The Road Traffic Act 2016 focuses on addressing the problem of driving while under the influence of drugs. The Act allows Gardaí to test drivers for drugs at the roadside. Current provisions for Mandatory Alcohol Testing (MAT) checkpoints provide for Mandatory Intoxication Testing (MIT) checkpoints testing drivers for both alcohol and drugs.

Under these measures, Gardaí can ask drivers to undergo a preliminary drug test and those caught driving while impaired will face a minimum disqualification of 4 years for their first offence and 6 years for their second and subsequent offence.

An offence of driving / being in charge of a mechanically propelled vehicle with the presence of three illicit drugs (Cannabis, Cocaine, and Heroin) has also been introduced. Drivers found above legal thresholds for these drugs will commit an offence without An Garda Síochána having to prove impairment.

Provisional figures released by An Garda Síochána show that 38,259 Mandatory Intoxicant Checkpoints were carried out in 2020¹². (These figures are subject to an ongoing review).

Fatigue

Driving is a complex task that can be impaired by fatigue. Many sleep-related crashes are

¹¹ <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

¹² <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

because of lifestyle issues- such as driving without adequate sleep and some are due to medical conditions. It is estimated that driver fatigue is a contributory factor in as many as one in five fatal crashes in Ireland every year. Tiredness-related collisions are three times more likely to be fatal or result in serious injury. Research carried out by the Road Safety Authority have found that 28% of motorists in Ireland say they have fallen asleep or nodded off, even if only for a moment when driving¹³.

Among people who drive for work, this increases to 33% who say they have ever fallen asleep or nodded off, even if only for a moment when driving.

Studies have shown that the groups most at risk from driver fatigue are:



Young men



People
working
night shifts



Those who
drive for a
living such as
commercial
drivers



People with
sleep disorders,
such as sleep
apnoea

Initiatives to help drivers combat the effects of fatigue include the RSA and Applegreen teaming up to provide free cups of coffee to drivers at participating Service Stations.

¹³ https://www.rsa.ie/docs/default-source/default-document-library/driver-attitudes-and-behaviour-survey-2020.pdf?sfvrsn=6c5a630b_3

Seat Belts

Penalty Point Statistics released by the Road Safety Authority³ have shown that as at 31st December 2020 a total of 169 notices were issued in Donegal over the previous three-year period for 'Seat Belt' offences.

A 2020 Behavioural and Attitudinal survey carried out on behalf of the Road Safety Authority found that:

97%

of motorists surveyed use a seat belt when they are driving

97%

use a seat belt when they are a front passenger

84%

use a seat belt when they are a rear passenger

Despite this high level of compliance, provisional Garda figures for 2020 show that one in four passengers and drivers killed were not wearing a seat belt.

An analysis of provisional collision data carried out by the Road Safety Authority from 2017 to 2020 shows that 10% of vehicle occupants seriously injured in road traffic collisions were not wearing a seatbelt. Separate research has also shown that rates for not wearing a seat belt increases when alcohol has been consumed. Over the period 2008 to 2012, of the 196 drivers killed who had not been wearing a seat belt, 57% were recorded as having consumed alcohol prior to the crash. In the case of passengers, of the 174 who had not been wearing a seat belt, 50% were recorded as having consumed alcohol prior to the collision¹⁴.

The National Drug Related Deaths Index (NDRDI) report 2013-2017 found that 9 out of 10 driver fatalities, not wearing a seatbelt were men.

Penalty Point Statistics released by the Road Safety Authority¹⁵ have shown that as at 31st December 2020 a total of 169 notices were issued in Donegal over the previous three-year period for 'Seat Belt' offences.

¹⁴ RSA Fatal Collisions 2008-2012 Alcohol as a Factor Report 1st June 2016

¹⁵ <https://www.rsa.ie/road-safety/statistics/penalty-points>

Defective Tyres

Between 31st August 2020 and 1st September 2021, a total of 107,012 (7.68%) NCT tests received a fail result on tyres. Based on the analysis of Garda forensic road collision reports the Road Safety Authority estimate that defective tyres could be a contributory factor in as many as one in ten fatal crashes annually, resulting in approximately 14 deaths each year.

A Fixed Charge Notice offence was introduced in 2016 for motorists who drive with defective or worn tyres on their vehicle. Although it was already an offence to drive a vehicle with defective or worn tyres, an €80 fixed charge was introduced (increasing to €120 after 28 days), with two penalty points endorsed on the licence on payment of the fixed charge, or four penalty points following conviction in court.

Vulnerable Road Users

Of the seventy-one (71) who lost their lives on County Donegal roads during the period 2014 to 2021, eighteen (18), 25% were classed as vulnerable road users.

Through the Active Travel programme, the Government is committed to developing high quality walking and cycling facilities to encourage more people to switch from cars to active travel. The aim is to connect communities and to make walking and cycling attractive, safe, and accessible for vulnerable road users.

Pedestrians

Pedestrians are one of the most vulnerable group of road users, particularly older people. Census data (2016) reported that 13.82% of Ireland's population is aged 65 and above, however this age group accounted for 31% of pedestrian fatalities during the period 2016-2020¹⁶ demonstrating that older people are significantly over-represented in pedestrian deaths in Ireland. The majority of those who lost their lives were female (65%).

Of the seventy-one who lost their lives on County Donegal roads during the period 2014 to 2021, ten (10), 14% were pedestrians.

¹⁶ <https://www.rsa.ie/road-safety/campaigns/older-pedestrians>



Launch of cycle safety campaign 2018.

Cyclists

The Cyclist Injury Trends 2006- 2018¹⁷ report produced by the Road Safety Authority which included an in-depth review of figures for 2016, found the following.

- 73.7% of those injured in 2016 were male, while 57.1% were aged between 25 to 49.
- 47% were wearing a helmet at the time of the collision, while 41% were not; in 12% helmet- wearing was not known.
- 91.3% were injured in a multi-vehicle collision in which at least one other vehicle was involved and 84% of these involved a car.
- In 41.4% of cyclist injuries in collisions with cars, the car driver failed to observe before the collision.
- In 19.8% cyclists' injuries in a collision with a car, the cyclist failed to observe before the collision.

Of the seventy-one road users who lost their lives on County Donegal roads during the period 2014 to 2021, three (3), 4% were cyclists.

¹⁷ https://www.rsa.ie/docs/default-source/about/cyclist-injury-trends-2006--2016-with-in-depth-review-of-2016.pdf?Status=Master&sfvrsn=8c36d026_3



Road Safety Art Competition 2022, Overall Winner Sam Byrne, St. Baithin's NS, St. Johnston.

Children

A total of 98 children (aged 0-14 years) lost their lives on Ireland's roads between 2007 and 2017. During the same period 573 children were seriously injured. Learning good road safety habits at an early age is vitally important. The Road Safety Authority have a comprehensive road safety educational programme in all pre-primary and primary schools, which will reinforce the road safety messages.

The RSA's Check it Fits service is a full-time, nationwide, free, expert service which travels around the country, with experts demonstrating how to fit child car seats correctly and answering any questions.

Of the seventy-one who lost their lives on County Donegal roads during the period 2014 to 2021, five (5), 7% were children.

Motorcyclists

Motorcyclists are over-represented in collision statistics in Ireland. They account for less than 2% of licensed vehicles but approximately 10% of road deaths. Motorcyclists are six times more likely to be killed on Irish roads than any other road user.

Of the seventy-one who lost their lives on County Donegal roads during the period 2014 to 2021, six (6), 8% were motorcyclists.

Older Road Users

Many older people feel reliant upon their car and see driving as a necessity. Without a car many feel isolated and vulnerable. The RSA provide a 'Mobility Matters' Road Safety Programme for older road users designed to equip them with the road safety knowledge and skills required to remain mobile and independent road users.

Of the seventy-one people who lost their lives on County Donegal roads during the period 2014 to 2021, nine (9), 12% were aged over 65. The breakdown of which was six drivers, one motorcyclist and two pedestrians.



Road Safety Action Plan (Phase 1: 2022-2024)

The Government is committed to ‘Vision Zero’, the objective of which is that by 2050 no-one will be killed or seriously injured on Ireland’s roads. To ensure this long-term goal is achieved, Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030.

To ensure the 2021-2030 Road Safety strategy continues to be effective it will feature three phases of Action Plans, the first of which will cover the period 2021-2024.

The Donegal Action Plan has been structured in accordance with seven Safe System priority intervention areas that form the Government’s Road Safety Strategy 2021 -2030 namely:

- 1 Safe Roads and Roadsides.
- 2 Safe Speeds
- 3 Safe Vehicles
- 4 Safe Road use
- 5 Post-Crash response
- 6 Safe and Healthy Modes of Travel
- 7 Safe Work-Related Road Use

Abbreviations

The plan identifies the lead agency responsible for their implementation, the support agency, and the target date for completion of the action.

The following agency abbreviations referred to in the Action Plan are as follows:

DCC	Donegal County Council	DRSWG	Donegal Road Safety Working Group
TII	Transport Infrastructure Ireland	AGS	An Garda Síochána
HSE	Health Service Executive (To include National Ambulance Service)	RSA	Road Safety Authority



ACTION NO.	PILLAR	LOCAL ACTION	LEAD AGENCY
1	Safe Roads and Roadsides	DCC in conjunction with TII will target two Road Safety Improvement Schemes along the National Road network per annum.	Donegal County Council
2	Safe Roads and Roadsides	Agree Countywide proposals for Low Cost Accident Schemes.	Donegal County Council
3	Safe Roads and Roadsides	Continue to progress Donegal Active Travel projects, with the aim of providing safe walking & cycling infrastructure in our towns & villages.	Donegal County Council
4	Safe Roads and Roadsides	All LA16 forms to be completed within three months of fatal collision occurring.	Donegal County Council
5	Safe Roads and Roadsides	Use timely data in support of funding applications for road improvement and maintenance works.	Donegal County Council
6	Safe Roads and Roadsides	Appropriate 'Delivery of safe designs' training required from HR once available from Department of Transport.	Department of Transport
7	Safe Roads and Roadsides	Donegal Co. Co. engineering staff to participate in collision analysis and reporting from an engineering perspective and guidance on the design of roads utilising the Safe System Approach training once available.	Donegal County Council / An Garda Síochána
8	Safe Roads and Roadsides	Hi-visibility enforcement targeting compliance with speed limits in areas with potential for increased pedestrian and cyclists' use, e.g. town and village centres.	An Garda Síochána

SUPPORT AGENCY	TARGET DATE	LINK TO GRSS ACTION
Transport Infrastructure Ireland	Annually	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.
Department of Transport	Annually	4. Fund and implement a minimum of 10 low-cost safety schemes per year 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.
National Transport Authority / Department of Transport	Q4 2024	5. Over the period 2021 to 2025, continue to develop walking and cycling facilities on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.
Transport Infrastructure Ireland	Q4 2024	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.
Road Safety Authority	Annual	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.
TII, NTA, CCMA / LA's	Q4 2023	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 and the National Cycle Manual
Transport Infrastructure Ireland	Q4 2024	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.
NTA, AGS, TII, CCMA / LA's, DOT	Q4 2023	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.

ACTION NO.	PILLAR	LOCAL ACTION	LEAD AGENCY
9	Safe Roads and Roadsides	Annual Road Works Programme for National, Regional and Local roads to be uploaded to Donegal.ie website.	Donegal County Council
10	Safe Roads and Roadsides	Roads Section to liaise with MD's and TII when required regarding suitable locations for improvement of bus stop facilities and associated works on national roads.	Donegal County Council
11	Safe Speeds	As part of the Co Donegal Speed Limit review, speed limits will be reviewed in accordance with National guidelines and legislation. Donegal County Council will implement any national speed limit policy which may be developed specific to the introduction of 30km default speed limit in urban areas.	Donegal County Council
12	Safe Speeds	Continue with Collision Prevention Programme meetings for Donegal. (Minimum of 2 meetings per year).	Donegal County Council
13	Safe Speeds	Review Periodic signs at schools and roll out to other locations if deemed necessary (subject to funding).	Donegal County Council
14	Safe Speeds	Install Vehicle Activated Signs at suitable locations (subject to funding).	Donegal County Council
15	Safe Speeds	Promote and continue to develop the Road Safe Road Show for Secondary school students, learners in Youthreach and training centres.	DRSWG
16	Safe Speeds	Donegal Community groups to be contacted for road safety education and awareness interventions. Continued promotion of Primary School Road Safety Art Competition and Primary School Road Safety Quiz.	DRSWG

SUPPORT AGENCY	TARGET DATE	LINK TO GRSS ACTION
Department of Transport	Annual	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.
Transport Infrastructure Ireland	Q4 2024	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.
Department of Transport, Road Safety Authority, AGS	Q4 2023	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.
An Garda Síochána	Q2 2023	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.
An Garda Síochána	Q4 2024	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.
National Transport Authority	Q4 2024	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.
DCC, AGS, HSE	Annual	10. Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.
Road Safety Authority	Annual	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.

ACTION NO.	PILLAR	LOCAL ACTION	LEAD AGENCY
17	Safe Speeds	Examine suitable locations for the reduction of speed limits in town centres from 50kph to 30kph to enable people on bikes to safely share the road with vehicular traffic.	Donegal County Council
18	Safe Speeds	Examine the feasibility of 30kmh speed limit or lower in school vicinities, subject to review of national policy and guidelines.	Donegal County Council
19	Safe Speeds	Specific enforcement projects in Co Donegal, where necessary, concentrating in areas where speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour are an issue.	An Garda Síochána
20	Safe Road Use	Ensure that public education/awareness campaigns are delivered by the Road Safety Authority in Co Donegal.	DRSWG
21	Safe Road Use	Promote Irish Road Safety Week in October each year.	Road Safety Authority
22	Safe Road Use	Promote new County Donegal Road Safety Plan to Elected Representatives, Donegal County Staff and to the public through local media platforms.	DRSWG
23	Safe Road Use	Implement local road safety campaigns focusing on each individual road user's responsibility when using the road.	DRSWG
24	Safe Road Use	Promote World Day of Remembrance for Road Traffic Victims and organise local events with cooperation of victims' families.	DRSWG

SUPPORT AGENCY	TARGET DATE	LINK TO GRSS ACTION
DoT	Q3 2023	78. Extend the number of 30kmh speed limit zones in high-risk locations (urban city/town centres) for Vulnerable Road Users in line with best practice models.
DoT	Annual	79. Examine the feasibility of 30kmh speed limit or lower in school vicinities and report on progress.
RSA, CCMA / LA's, TII, NTA,	Annual	16. Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.
Road Safety Authority	Annual	21. Implement public education/awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.
DRSWG	Annual (October)	21. Implement public education/awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.
Road Safety Authority, Donegal County Council	Q1 2023	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.
An Garda Síochána, Road Safety Authority	Monthly	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.
RSA / An Garda Síochána	Q4 2023	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.

ACTION NO.	PILLAR	LOCAL ACTION	LEAD AGENCY
25	Safe Road Use	Continued development of the Donegal Greenway.	Donegal County Council.
26	Safe Road Use	Active Travel Unit to continue to liaise with the MD's to develop a list of proposed projects ready to submit for future funding calls.	Donegal County Council
27	Safe Road Use	Promote EU Mobility Week each September.	Department of Transport
28	Safe Road Use	Engage with younger people in Co Donegal through DYS, Foróige, Transition Year Coordinators, teachers and Gardaí on implementation of Donegal Road Safety Plan.	DRSWG / Road Safety Authority
29	Safe Road Use	Raise awareness of Cycle Right Training to relevant groups.	DRSWG
30	Safe Road Use	Continue monthly Donegal Road Safety Working Group meetings.	Donegal County Council
31	Safe Road Use	Publish Donegal Road Safety Plan in Q4 2022 with annual reviews to take place thereafter.	Donegal County Council
32	Safe Road Use	Roll out of Bikesafe in Co. Donegal as part of wider nationwide road safety initiative.	An Garda Síochána
33	Safe Road Use	Implement any developments that may emerge specifically in relation to Traffic Wardens powers of enforcement.	Department of Transport

SUPPORT AGENCY	TARGET DATE	LINK TO GRSS ACTION
Special EU Programmes Body (SEUPB)	Q4 2023	39. Develop a National Cycle Network plan for interurban rural cycling and walking, providing connections to active travel networks and Greenways.
Department of Transport	Q3 2023	40. Continue to implement an active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure.
DRSWG	Annual	41. Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel
ETB, Transition Year Coordinators.	Annual	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.
Cycle Right	Annual	42. Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.
RSA, AGS, TII, HSE, Representatives as required	Active	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.
RSA, AGS, TII, HSE,	Annual	95. Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.
RSA	Annual	113. Pilot and evaluate 'Bikesafe' (an initiative aimed at reducing the number of motorcycle casualties) and make recommendations.
Donegal County Council	Q4 2023	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.

ACTION NO.	PILLAR	LOCAL ACTION	LEAD AGENCY
34	Safe Road Use	Promote Cross Border Road Safety initiatives.	Road Safety Authority
35	Safe Road Use	Continue to promote #StopSlipSleep message each Bank Holiday Weekend via local media.	Road Safety Authority
36	Safe Road Use	Liaise with Older people's groups regarding medication and fitness to drive. Refer any relevant groups to RSA for follow up and Mobility Matters training to Older people's groups and other relevant groups.	Road Safety Authority
37	Safe Road Use	Raise awareness of safe use of e-scooters, subject to introduction of new legislation.	Department of Transport / Road Safety Authority
38	Safe Road Use	Promote the RSA's annual 'Leading Lights in Road Safety' awards. Ensure a minimum of one nomination from Co Donegal.	Road Safety Authority
39	Safe Road Use	Conduct an educational campaign promoting safe use of roundabouts with a focus on cycle safety.	Road Safety Authority
40	Safe Road Use	Local campaign to highlight how to interact with vulnerable road workers to be rolled out in Co. Donegal in conjunction with national campaign.	Road Safety Authority
41	Safe Road Use	Increase Garda patrol of pedestrian and cycling infrastructure to ensure correct and safe driver behaviour at these locations.	An Garda Siochana

SUPPORT AGENCY	TARGET DATE	LINK TO GRSS ACTION
AGS, DoT, DRSWG	Annual	125. Seek out opportunities for joint North/South cooperation on road safety promotion.
DRSWG	Annual	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).
DRSWG	Q3 2023	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.
DRSWG	Q2 2023 and Ongoing	134. Introduce the necessary legislation for the safe use of e-scooters on Irish roads. • Implement public education to support the safe use of these vehicles (micro mobility) on Irish roads, particularly for last-mile journeys.
DRSWG	Annual	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 pedestrians, cyclists and motorcyclists, • awareness of blind spots on HGVs and Buses, • road users and workers at road works, • care for young and older people, • use of scooters and e-scooters, • horse riders, and • the rules of the road.
An Garda Síochána / DRSWG	Q3 2023	135. Conduct an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.
AGS, Fire Service, DRSWG	Q3 2023	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).
	Annual	16. Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.

ACTION NO.	PILLAR	LOCAL ACTION	LEAD AGENCY
42	Safe Road Use	Carry out multi-agency checkpoints with RSA in Co Donegal.	An Garda Síochána/ Road Safety Authority / Health and Safety Authority
43	Safe Road Use	Hi-visibility enforcement at front of schools and approaches to schools at appropriate times with specific focus on adherence to periodic speed limits, special limits and enforcement of prohibited parking areas.	An Garda Síochána
44	Safe Work-Related Road Use	Engage with RSA to visit local companies, schools, sporting, and Community Groups etc as and when required to promote road safety.	Road Safety Authority
45	Safe Work-Related Road Use	Promote Tyre Safety as part of annual Road Safety Week.	Road Safety Authority
46	Post-Crash Response	Continue ongoing engagement with consultants in relation to the Donegal County cycle network plan.	National Transport Authority
47	Safe and Healthy Modes of Travel	Continue delivery of the Green-Schools Travel Programme with continued support from Donegal County Council.	An Taisce EEU
48	Safe and Healthy Modes of Travel	Continue roll-out of Safe Routes to school programme for Primary & Post primary schools in Donegal.	Donegal County Council
49	Safe and Healthy Modes of Travel	Provide for the safety of students walking and cycling to school by seeking to implement infrastructure requests from Walkability Audits carried out by Green-Schools and others.	Donegal County Council
50	Safe and Healthy Modes of Travel	Identify, prioritise and implement active travel infrastructure at hazardous locations, designed specifically for the most vulnerable road users, i.e. pedestrians, cyclists, young people, people with physical and mental disabilities.	Donegal County Council

SUPPORT AGENCY	TARGET DATE	LINK TO GRSS ACTION
HSA, RSA, An Garda Síochána	Q4 2024	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.
	Annual	16. Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.
DRSWG	Annual	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
DRSWG	Annual	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.
Donegal County Council	Q4 2023	176. Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.
DCC	Q3 2023	177. Roll-out of the Safe Routes to Schools Programme and provide “front-of-school” treatments to a minimum of 500 schools.
National Transport Authority, An Taisce	Q4 2024	177. Roll-out of the Safe Routes to Schools Programme and provide “front-of-school” treatments to a minimum of 500 schools.
An Taisce EEU	Q4 2024	177. Roll-out of the Safe Routes to Schools Programme and provide “front-of-school” treatments to a minimum of 500 schools.
An Taisce EEU	Q4 2023	177. Roll-out of the Safe Routes to Schools Programme and provide “front-of-school” treatments to a minimum of 500 schools.



World Day of Remembrance for Road Traffic Victims, November 2022



Donegal Road Safe Show, October 2022



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