

County Louth Road Safety Plan 2023-2024



Our Journey Towards

**VISION
ZERO**

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

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Forewords

Louth Chief Executive & Louth Cathaoirleach



Louth County Council remains committed to reducing the number of road collisions in our County.

Significant changes in infrastructure and enforcement over the years since the introduction of the first national road safety strategy in 1998 has made our roads safer. However, lives continue to be lost, while others suffer life changing injuries. During the eight year lifetime of the previous National Road Safety Strategy 2013 to 2020, a total of 52 people¹ lost their lives on the roads of County Louth. This toll does not reflect the countless number of bereaved families and friends left to suffer the pain and grief of loss.

The County Louth Road Safety Plan 2023 to 2024 is the first of three action plans covering the period 2023 to 2030. The purpose of the action plan is to coordinate a multi-agency road safety policy and implementation at county level. Its aim is to deliver at a local level the national road safety strategy objective of reducing deaths by 15% and serious injuries by 10% by 2024.

The actions which are based on the principals of the ‘Safe System Approach’ place an emphasis on the 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. Through the implementation of the plan, we will strive to reduce the number of fatalities and injuries on our roads.

For the plan to be successful a co-ordinated approach between Louth County Council, An Garda Síochána, Transport Infrastructure Ireland, Road Safety Authority and other relevant stakeholders is required. By working together and with the support of the community and road users taking responsibility for their own behaviour, we can improve safety on our roads.

We are pleased to present Louth County Council’s Road Safety Plan 2023-2024.

Joan Martin
Chief Executive
Louth County Council

Conor Keelan
Cathaoirleach
Louth County Council

¹ Data for 2018, 2019 & 2020 is provisional at time of publication

Chief Superintendent, An Garda Síochána



An Garda Síochána in County Louth is delighted to be associated with and to form an integral part of the Louth Road Safety Plan 2023 – 2024. The main aim of the Plan is to reduce the number of deaths and serious injuries arising from collisions on our roads.

In conjunction with stakeholders namely Louth County Council and the Road Safety Authority we will endeavour to do this by delivering Road Safety education programmes to schools in County Louth. We continue to put Traffic and Roads Policing issues on the agenda at Joint Policing Committee Meetings and continue the positive and committed relationships with the Road Safety Authority, National Roads Authority and Louth County Council through the Collision Prevention Programme.

An Garda Síochána endeavour to reduce the deaths on the roads by a programme of enforcement carried out by the County Louth Roads Policing Unit and moreover by all operational Gardaí.

Enforcement is regular and ongoing on a daily basis across the County Louth Road Network. In addition to this there are regular specialised Roads Policing Operations with focused enforcement of legislation pertaining to Heavy Goods Vehicles, Taxi Operators, Mobile Phone Users and Criminals utilising the road network. This continued enforcement is with the assistance of new technology advancements through Automatic Number Plate Reading technology and the Garda Mobility App and in conjunction with the focused “Go Safe” safety camera deployment across the county road network.

The major causes of death and serious injury on our roads continue to be Speeding, Dangerous Driving, driving whilst under the influence of alcohol or drugs, non-wearing of seat belts and distraction by using mobile phones. An emphasis continues to be placed on the prioritised enforcement of these lifesaver offences and subsequent court prosecutions.

Through programmes of education, awareness, and enforcement it is anticipated that the Road Safety Plan for 2023 to 2024 will significantly contribute to safer roads in our County.

*Alan Mc Govern
Chief Superintendent
An Garda Síochána*

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.

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

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

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

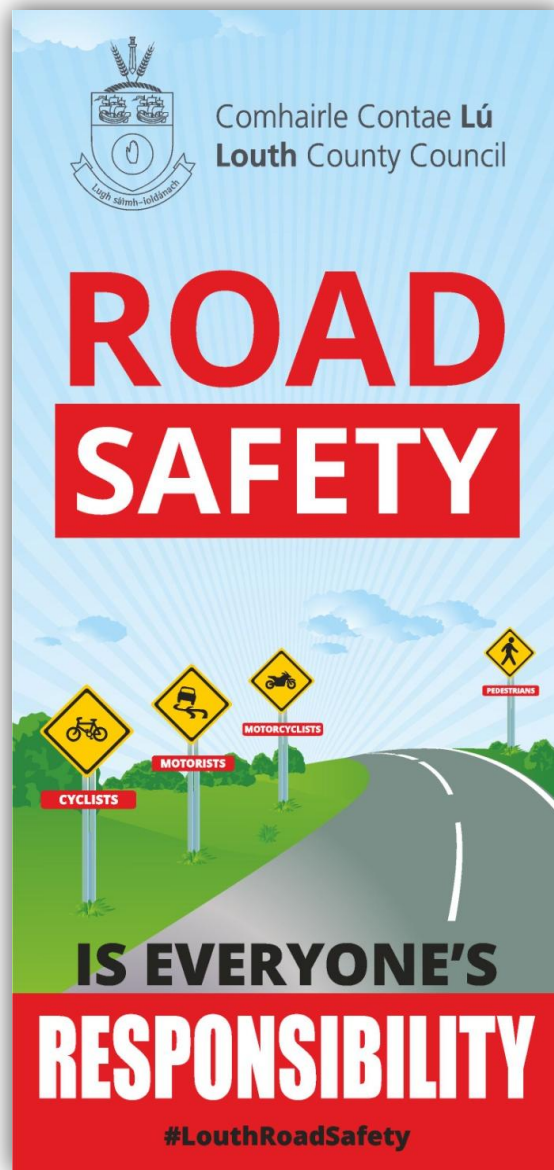
1. Safe roads and roadsides
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash response
6. Safe and healthy modes of travel
7. Safe work-related road use

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

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

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

Sam Waide
CEO
Road Safety Authority



Introduction

Since Ireland introduced its first Road Safety Strategy ‘*The Road to Safety 1998 – 2002*’, significant progress being 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-sectored 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 population². This achievement is set against an increase of 236% in the number of cars on the road network between 1994 and 2020³. The financial costs of road traffic collisions in Ireland are significant, conservatively estimated at €1.29 billion in 2019 across the economy⁴.

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.



² ETSC’s Road Safety Performance Index (PIN) Programme - June 2021

³ Irish Bulletin of Vehicle and Driver Statistics 2021

⁴ Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy 2021–2030

The Safe System Approach

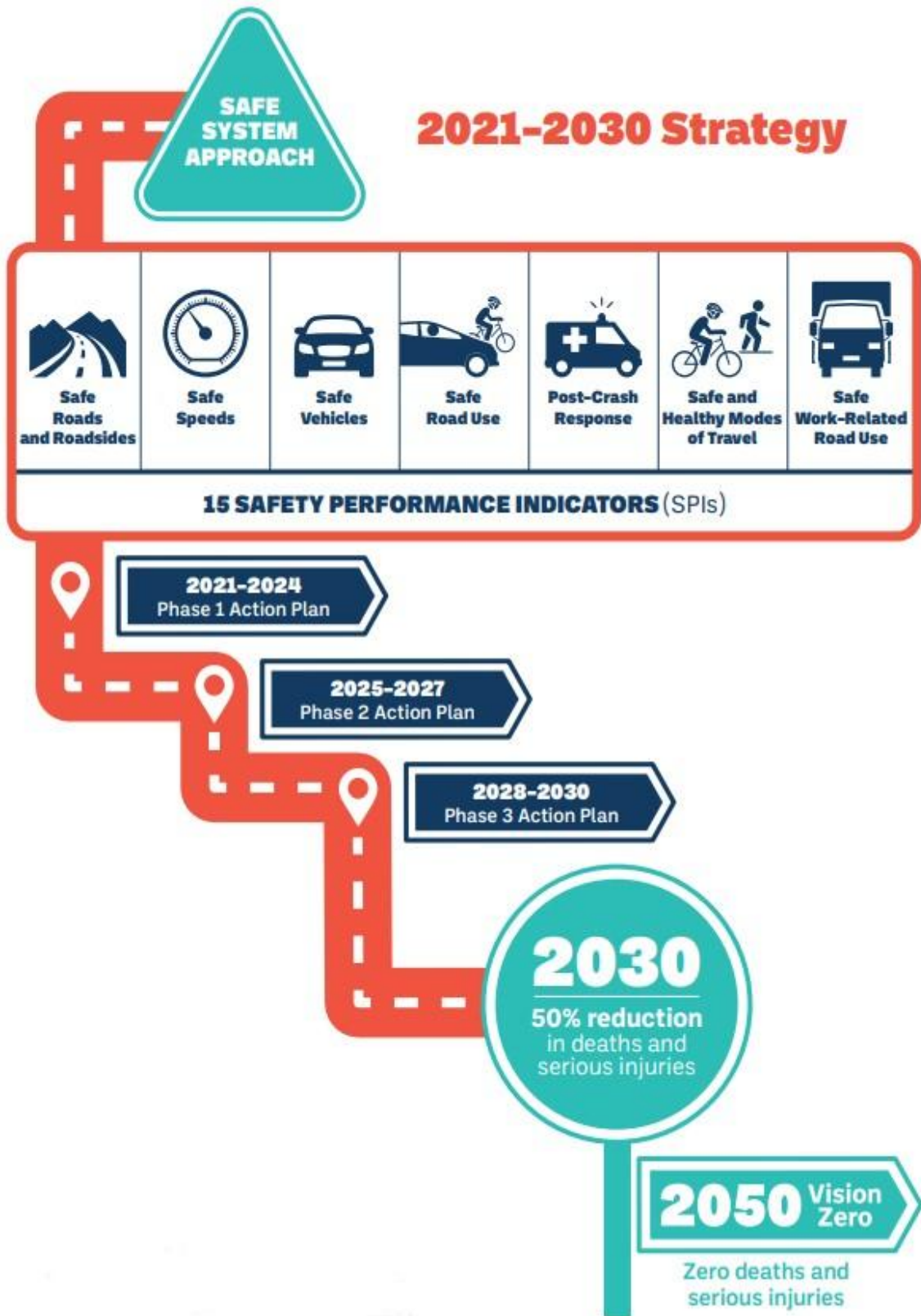
Over the lifetime of the Road Safety Action Plan, vehicle and road technologies will become increasingly important, as has recently been evidenced with the development of autonomous (driverless) cars, which can sense their environment and navigate without human input. We have also seen the introduction 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 national 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.

Seven Safe System priority intervention areas have been identified as follows:

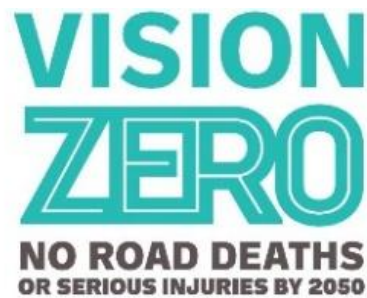
1. **Safe roads and roadsides.**
To improve the protective quality of our roads and infrastructure.
2. **Safe speeds.**
To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.
3. **Safe vehicles.**
To enhance the safety features and roadworthiness of vehicles 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.



Vision

The vision of the County Louth Road Safety Working Together Group is:

To reduce the number of fatalities and serious injuries among road users in County Louth, in line with national casualty reduction targets and long-term goal of achieving 'Vision Zero'. This will be delivered through the Safe System approach to road safety management."



Participants and speakers at Transition Year Road Safety Event in the TLT Theatre, Drogheda (November 2019)

Profile of County Louth

Louth is characterised as an important and busy county strategically positioned on the eastern seaboard between the island of Ireland’s two largest cities (Dublin and Belfast) resulting in a significant and diverse range of economic, social and cultural strengths and opportunities.

Although Louth is the smallest county with an area of 827 square kilometres, it is the most densely populated county in Ireland outside of Dublin, with a population density of 156 persons per km², compared with a national average of 70 people per km².

Figures from the 2022 CSO Census show the total population of County Louth as 139,100. The county is in the top half of the State population table by size and it has grown by 10,216, or 7.9%, over the six year period from the previous 2016 Census figure of 128,884⁵.

Approximately 62% of Louth’s is population lives in its two main urban centres while 38% are defined as living in rural parts of the County, with Ardee comprising 4% of the total and smaller towns, villages and hamlets accounting for the remaining 34%.

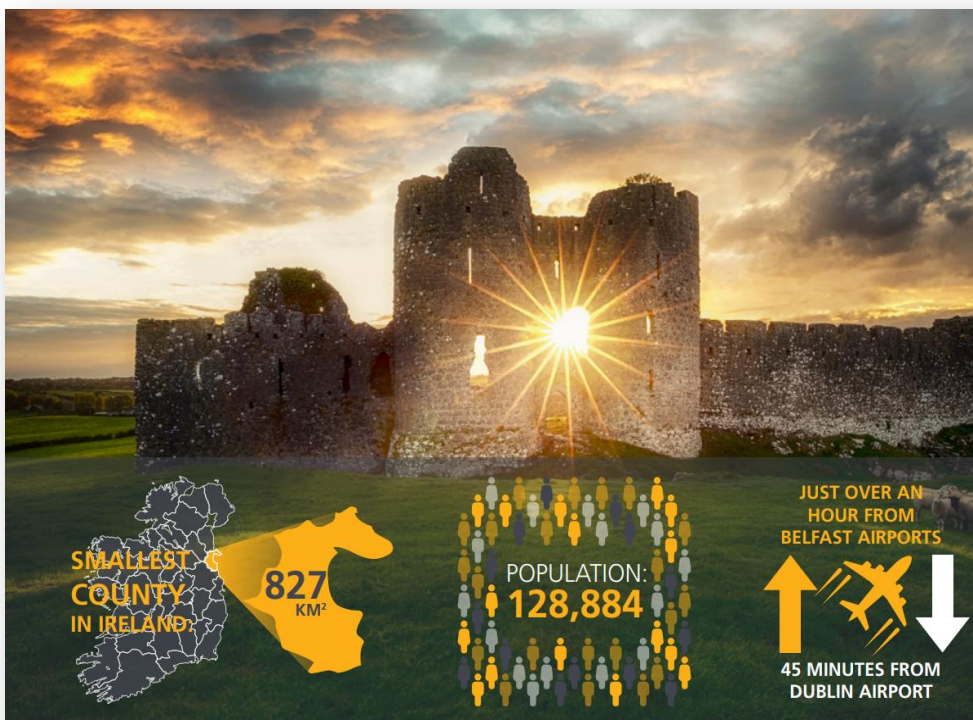


Image courtesy of Louth County Council Corporate Plan 2019-2024

⁵ <https://www.cso.ie/en/releasesandpublications/ep/p-cpr/censusofpopulation2022-preliminaryresults/geographicchanges/>

5.0 County Louth Road Network

County Louth's road and motorway networks place the County one hour from Belfast and Dublin, while most major towns and cities in Ireland can be reached in three hours or less. It is also forty-five minutes from Dublin Airport, just over an hour from Belfast City and International Airports and is well-served by train and bus to destinations on the eastern seaboard and to all other destinations. There are a total of 1,621 kilometres of public road within County Louth of which consist of:

- 49 Km Motorway
- 43 Km National Primary Roads
- 20 Km National Secondary Roads
- 286 Km Regional Roads
- 1223 Km Local Roads

The following National Roads cross the county:

- M1/N1 Dublin to Belfast
- N2 Dublin to Monaghan
- N33 Link Road between M1 and N2
- N52 Tipperary to Dundalk
- N53 Dundalk to Castleblayney

The M1 motorway which is operated by Celtic Roads Group passes through County Louth and is the key route stretching northwards from Dublin to the border with Northern Ireland. It forms part of the TEN-T United Kingdom-Ireland-Benelux Road Axis which links the three main cities on the island of Ireland with Great Britain and Continental Europe. Finishing at Junction 18 (Ballymascanlon) north of Dundalk, the road has a dual carriageway designation (named the N1) until it reaches the border with Northern Ireland, where it becomes the A1 dual carriageway.

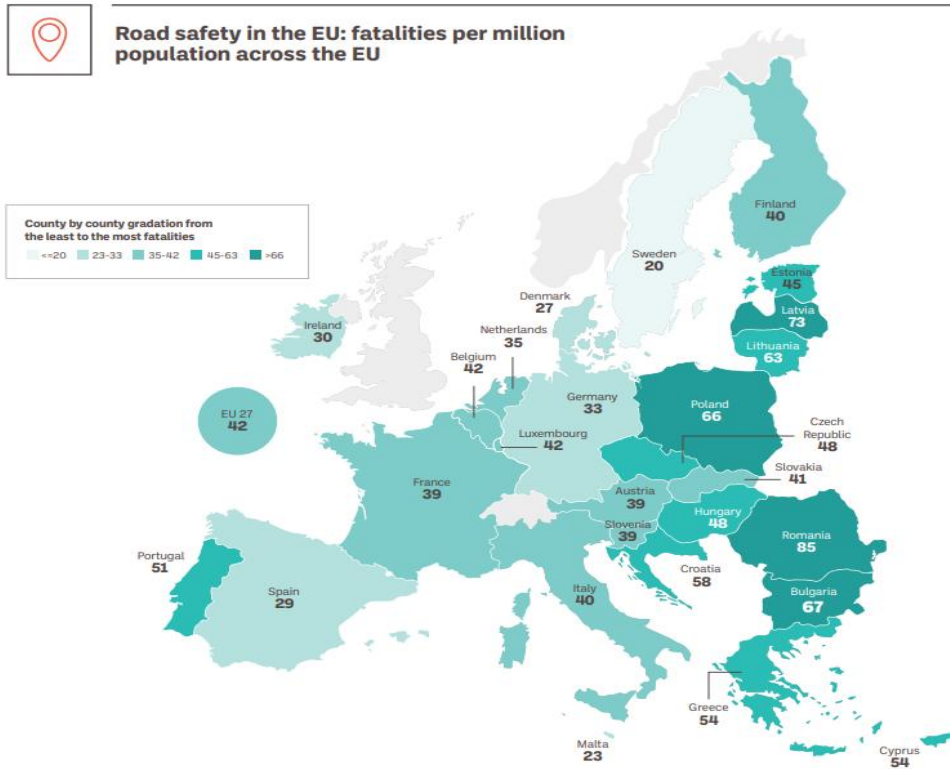
The M1 is the busiest road in county Louth with traffic data from Transport Infrastructure Ireland in May 2022 recording average daily traffic numbers in excess of 39,000 vehicles between Junction 10 (Drogheda North) and Junction 14 (Charleville), approximately 10% of which were Heavy Goods Vehicles.



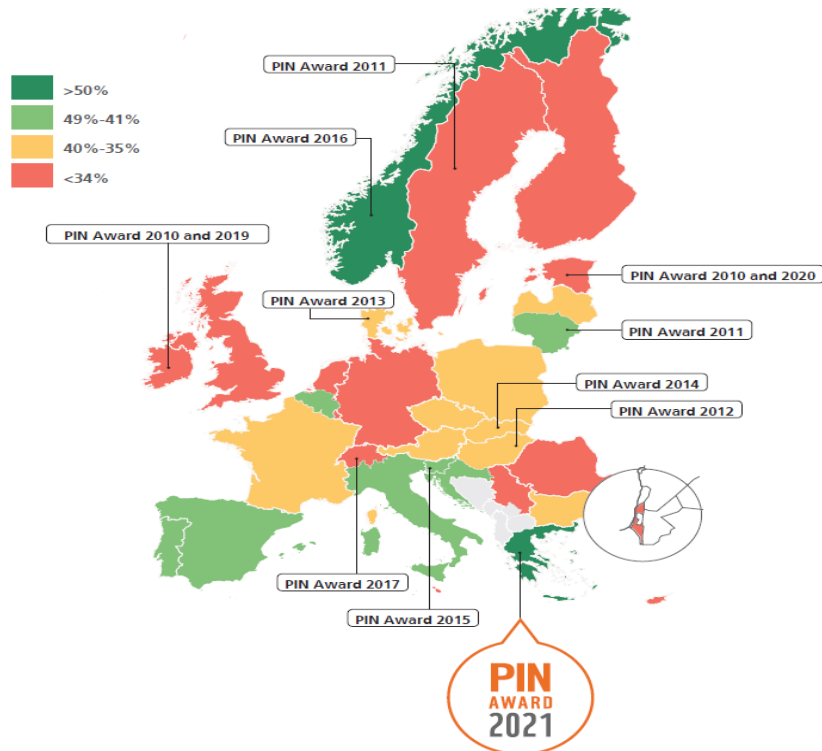
Park and Share Facility – N52 at Junction 16, M1 Motorway

EU Collision Trends

2020: Deaths per million inhabitants (EU28)⁶



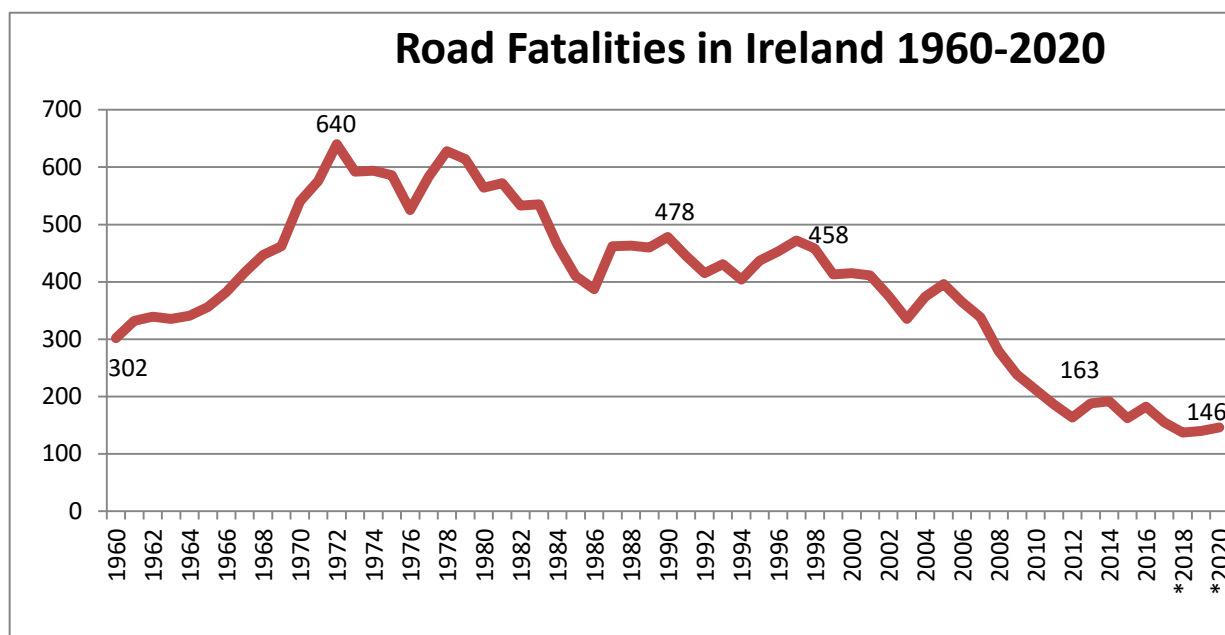
Relative change in road deaths between 2010 and 2020⁷



⁶ Source: Road Safety Authority Annual Report 2020

⁷ Source: ETSC 15th Road Safety Performance Index (PIN) Report.

The number of road deaths in Ireland decreased from 212 in 2010 to 149 in 2020 – a 30% reduction. Ireland was one of the few PIN countries that saw an increase in road deaths in 2020 despite the Covid-19 pandemic. A 6% increase in 2020 followed the two safest years on record.



Vehicle Ownership

As of 31st December 2020, a total of 69,330 vehicles were registered in the County Louth Licensing Authority Area⁸.

	Private Cars	Motor Cycles	Goods Vehicles	Tractors	Exempt Vehicles	PSV	Other	Total
Co Louth	55,879	1,013	8,543	1,055	723	764	1,353	69,330
National	2,215,127	44,819	377,890	87,592	31,940	29,641	73,975	2,860,984

Licensed Vehicles

As of 31st December 2020, a total of 81,551 Driving Licences were registered at County Louth addresses⁹.

	Learner Permits	Annual Licence	3-year Licence	10-year Licence	Total Licences
Co Louth	7,034	228	8,409	65,880	81,551
National	255,142	10,518	341,198	2,482,362	3,089,212

⁸ Irish Bulletin of Vehicle and Driver Statistics 2020

⁹ Irish Bulletin of Vehicle and Driver Statistics 2020

Driving Test Pass Rates

Pass rates for County Louth test centre continue to reflect the national average rates during the period 2013 to 2020.

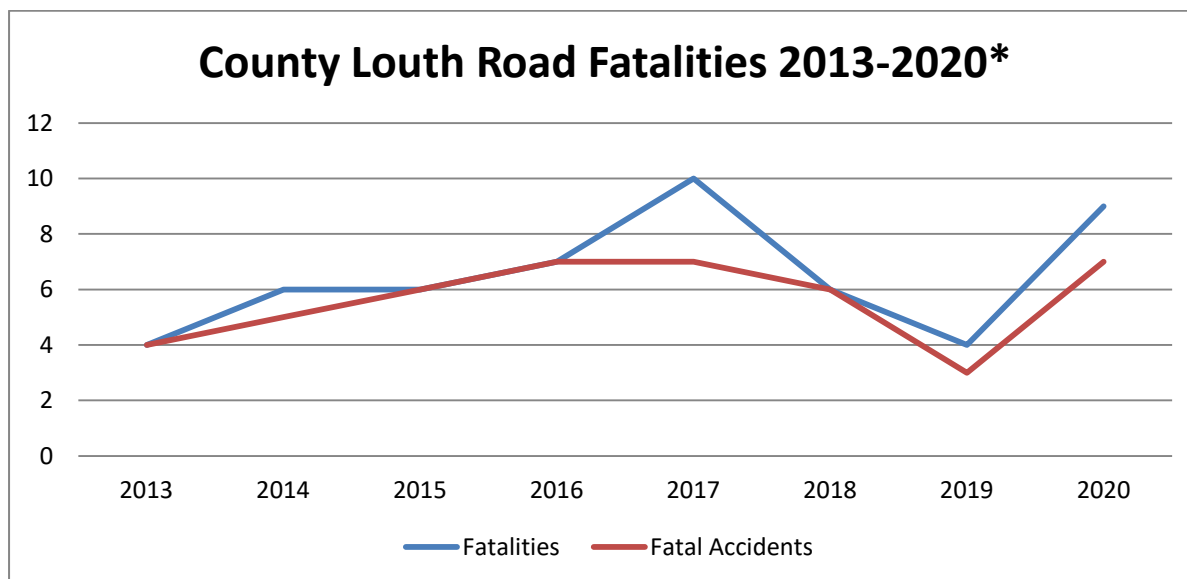
	2013	2014	2015	2016	2017	2018	2019	2020
Co Louth	50.83%	54.91%	53.09%	52.53%	51.97%	50.76%	56.30%	55.40%
National	55.27%	53.35%	53.95%	53.65%	52.90%	52.49%	53.90%	52.00%

6.6 County Louth Road Fatalities from 2013 to 2020

A total of 52 people¹⁰ lost their lives on County Louth roads over the eight-year period from 1st January 2013 and 31st December 2020, equivalent to 3.99% of the national road deaths total for the same period. Figures from the CSO 2016 census population figures show that County represents 2.70% of the total national population¹¹.

Fatalities	2013	2014	2015	2016	2017	2018*	2019*	2020*	Total
County Louth	4	6	6	7	10	6	4	9	52
National	188	192	162	182	155	137	140	146	1,302

*Provisional figures for 2018, 2019 & 2020

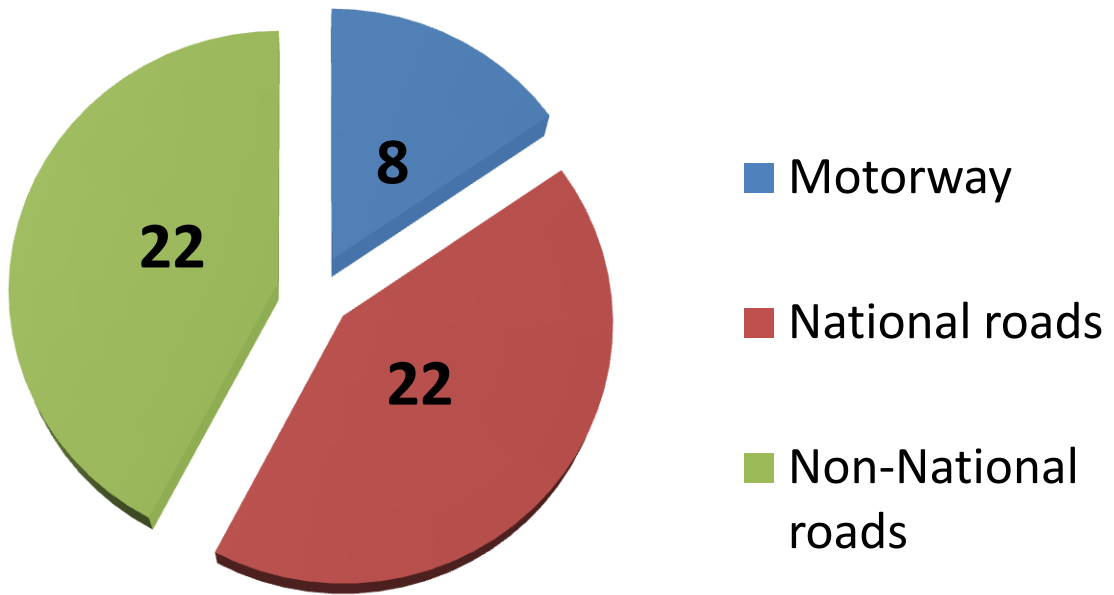


*Provisional figures for 2018, 2019 & 2020

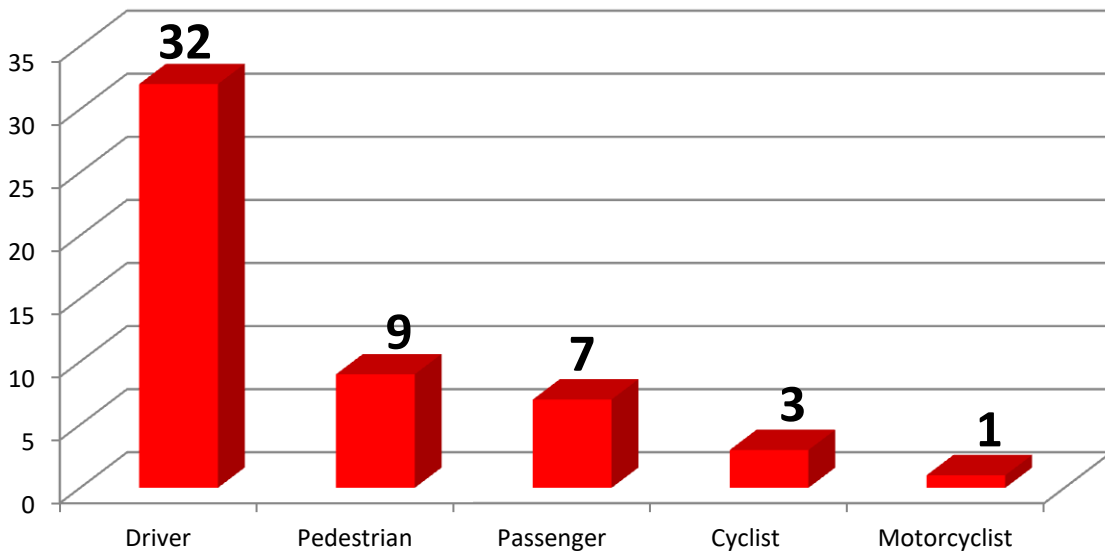
¹⁰ Data for 2018, 2019 & 2020 is provisional at time of publication.

¹¹ CSO EY001: Population at Each Census from 1841 to 2016 by County

Co Louth Fatalities by Road Type 2013-2020*

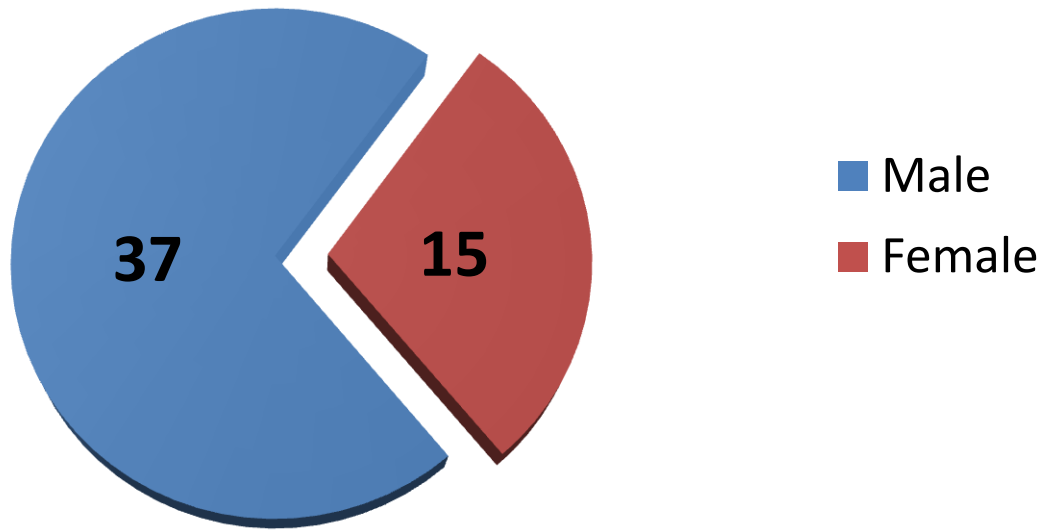


Co Louth Fatalities by Road User Type 2013-2020*

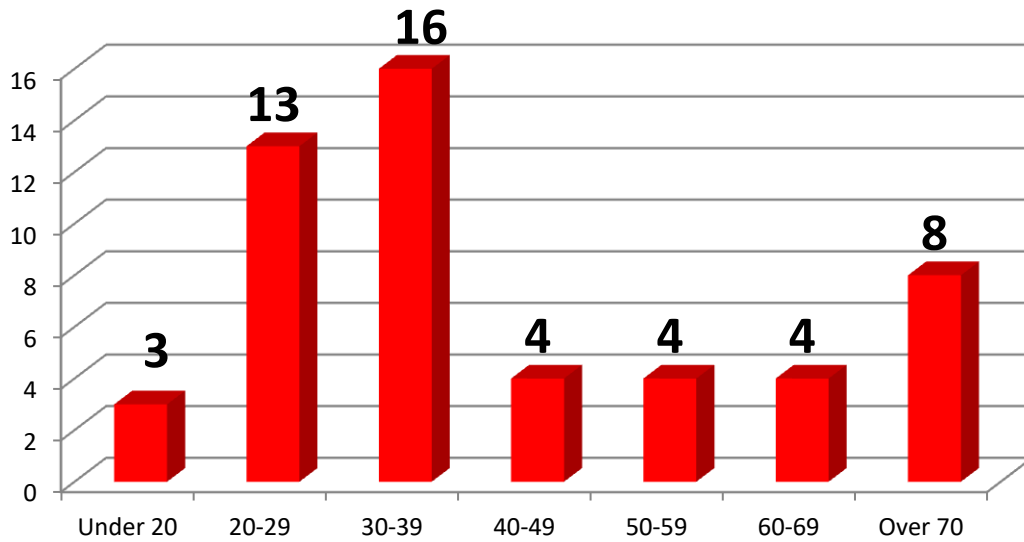


*Provisional figures for 2018, 2019 & 2020

Co Louth Road Fatalities by Gender 2013-2020*



Co Louth Road Fatalities by Age Group*



*Provisional figures for 2018, 2019 & 2020

County Louth Serious Injuries from 2013 to 2020*

Serious Injuries	2013	2014	2015	2016	2017	2018*	2019*	2020*	Total
Collisions	19	14	21	20	28	36	42	25	205
Injured	28	17	23	22	38	43	44	30	245

*Provisional figures for 2018, 2019 & 2020

Figures from the European Commission¹² estimate that for every death that occurs on Europe's roads there are 4 permanently disabling injuries such as damage to the brain or spinal-cord, 8 serious injuries and 50 minor injuries.

The World Health organisation (WHO2021) has identified road traffic collisions as a global leading cause of death and disability. The vast majority of accidents are preventable; therefore it is possible to eliminate unnecessary trauma to families, reduce the lifelong consequences of serious injuries and to ease the unacceptable financial costs on society.



'Who will be driving you home tonight?' at Transition Year Road Safety event, TLT Theatre, Drogheda

¹² https://ec.europa.eu/transport/road_safety/specialist/erso/statistics_en

Road Safety Working Together Group

Louth 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 has been 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 the road user taking personal responsibility for their behaviour.

The role of the County Louth Road Safety Working Together Group is to:

- Bring together other stakeholders involved in the process.
- To foster links with organisations which have a role to play in road safety.
- Set objectives for County Louth in line with national government policy for the reduction and prevention of road collisions.
- Produce a Road Safety Strategy Action Plan for County Louth.
- Oversee the implementation of the actions identified over the period of the plan.
- Evaluate the progress of the plan.
- Produce an annual review outlining the progress and implementation of the plan.

The Road Safety Working Together Group has produced County Louth's second Road Safety Action Plan covering the period 2023-2024, offering strategic direction for road safety in the County. This document is complementary to the national strategy and outlines the actions to be undertaken in Louth 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 County Louth in line with national targets. The Action Plan will be based around the holistic Safe System approach to road safety management.



Scoil Mhuire na nGael and Castletown Girls NS, winners at the RSA 'Seatbelt Sheriff' awards

Stakeholders

The key stakeholders on the Road Safety Working Together Group charged with overseeing the implementation of the four year plan are:

Louth County Council

The Local Authority is responsible for the planning, design, improvement and upkeep of the road network to provide a safe and efficient environment serving the needs of industry, agriculture, tourism and the general community located within and around the County.

The Council provide a number of related services i.e. road safety, winter maintenance, traffic management, speed limits, public lighting, temporary road closures, road opening licences, abnormal load permits and reporting on planning applications which relate to roads.

Through funding provided by the National Transport Authority Active Travel Fund, Louth County Council will deliver a variety of projects throughout the County designed to incorporate walking and cycling as part of normal daily routines through the provision of appropriate infrastructure and initiative designed to promote active travel.

The School Warden service provided by Louth County Council caters for hundreds of children attending schools in the county during school term, enabling them to cross the road in safety.

Louth Fire & Rescue Service.

As part of Louth County Council, Louth Fire and Rescue Services are tasked with the provision of a Fire and Rescue Service along with Fire Prevention and Building Control duties to the people of County Louth and parts of East Meath. There are five fire stations in the county based in Ardee, Carlingford, Drogheda, Dundalk and Dunleer.



An Garda Síochána

The main objective of the Garda National Roads Policing Bureau (GNRPB) is to increase public confidence in safety on Irish roads by:

- Reducing the number of deaths and serious injuries on our roads.
- Improving driver behaviour and attitudes through education and awareness campaigns, and
- Denying criminals' use of the Irish road network.



An Garda Síochána is dedicated to supporting the Government's Road Safety Strategy for 2021 – 2030, to reduce the number of deaths and serious injuries on Irish roads by 50% over these 10 years, and beyond.

A key element of the work of the Garda National Roads Policing Bureau is to analyse observed trends to identify and implement Roads Policing operations. A focus of these operations is: Lifesaver Offences: Speeding, Seatbelts, Mobile Phones and Driving while Intoxicated, and Crime detection and prevention, and to denying criminals the use of Irish Roads.

In each Garda Division, there are dedicated Roads Policing Units with the responsibility of enforcing Road Traffic legislation. These Roads Policing Units are supported by every member of An Garda Síochána who also have this responsibility to enforce all road traffic legislation

National Ambulance Service

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

The NAS vision is to provide excellent ambulance services to patients and the public through the highest levels of clinical and professional proficiency contributing to the improved health and wellbeing of people.



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.

Road Safety Authority (RSA)

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



They 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.

Their 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.

Transport Infrastructure Ireland (TII)

TII was established through a merger of the National Roads Authority and the Railway Procurement Agency in 2015. TII's mission is to deliver transport infrastructure and services which contribute to the quality of life for the people of Ireland and support the country's economic growth.



TII endeavours to provide a safer network of national roads and to mitigate safety problems on existing national roads. They are working towards the objectives set out in the Government Road Safety Strategy for 2021-2030.

TII has an extensive road safety agenda aimed at reducing the number of collisions occurring on the network of national roads. It meets the requirements of EU Directive (2004/54/EC) on Road Infrastructure Safety Management through the following standards:

- Network safety ranking. Collision data is used to rank the safety of the national road network and to identify high collision locations.
- Inspections of temporary safety measures are carried out at road works to ensure that safety measure guidelines are being complied with.
- Road safety inspections are performed on national roads to identify potential safety hazards and possible solutions.
- Road Safety Impact Assessments are completed on national road schemes to determine the safety impacts of different planning options for new schemes.
- Road Safety Audits evaluate road schemes at design, construction and completion stages to identify potential hazards to road users.

The TII Safety Section is involved in extensive road safety research activities aimed at understanding the patterns of collisions on the national road network. It also evaluates road safety remedial measures and traffic calming schemes funded by TII.



Castletown Girls NS winners of the Supreme Award at the 2018 RSA Leading Lights in Road Safety awards

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 the Norway and Sweden both of whom recorded less than 20 deaths per annum per million inhabitants in 2020¹³.

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.

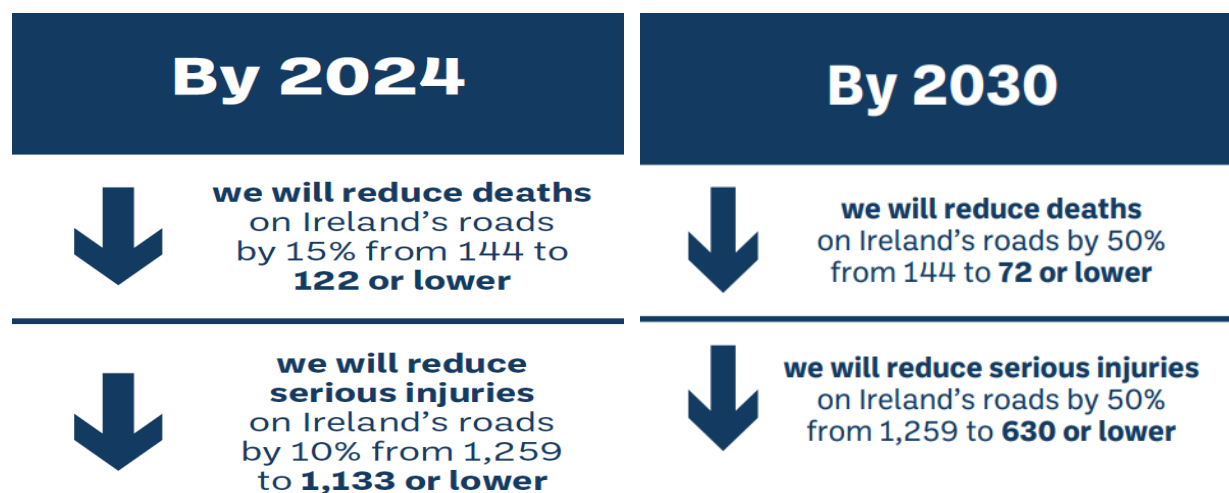
To achieve this long-term goal Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030. (An average of 2017-2019 figures for fatalities and serious injuries are being used as target baselines). To ensure that road safety interventions and actions continue to be effective, the 2021-2030 strategy will feature three phases of action plans:

Phase 1: 2021-2024

Phase 2: 2025-2027

Phase 3: 2028-2030

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.



¹³ <https://etsc.eu/euroadsafetydata/>

County Louth Targets

Ideally those targets which are set out at national level should be reflected in the County Louth 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 has 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. Using the data in the table below, the average number of KSI's which have occurred over the four year period equates to 46.

	2017	2018	2019	2020
Drivers	16	19	21	17
Passengers	14	8	5	8
Motorcyclists	2	4	4	2
Cyclists	2	7	4	5
Pedestrians	14	11	14	7
Total	48	49	48	39

Road Safety Support Groups

Collision Prevention Programme

The Collision Prevention Programme is a partnership that brings together An Garda Síochána and Louth 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 Louth committee is scheduled 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.

Dangerous Behaviours

Several challenges will need to be addressed to ensure the success of the County Louth Road Safety Plan. They include:

Mobile Phones

According to international research, distracted driving could be a factor in 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 driving¹⁴

The Road Safety Authority's Driver attitude and behaviour survey 2021¹⁵ showed that almost 1 in 4 (23%) of drivers check mobile phone notifications while driving. 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 while 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 Authority¹⁶ have shown that as at 31st December 2020 a total of 1,593 notices were issued in County Louth over the previous three year period for the offence of 'Driving a vehicle while holding a mobile phone'.



¹⁴ <https://www.rsa.ie/road-safety/campaigns/mobile-phones-and-distractions>

¹⁵ The Road Safety Authority's Driver Attitudes & Behaviour Survey 2021

¹⁶ <https://www.rsa.ie/road-safety/statistics/penalty-points>

Fatigue

Driving is a complex task that can be impaired by fatigue. Many sleep-related crashes are because of lifestyle issues such as driving without adequate sleep, while 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 a 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 driving¹⁷. Among people who drive for work, this figure increases to 33%.

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

1. Young men
2. People working night shifts
3. Those who drive for a living such as commercial drivers
4. 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 on Bank Holiday Weekends at participating Service Stations.

Speeding

Speed is the biggest contributory factor in road deaths in Ireland. 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 through it were acceptable to exceed 100 km/h speed limits by more than 10 km/h. In 2020 this rose to 34%.
- The 2018 Free Speed Survey¹⁸ carried out by the Road Safety Authority found that:



¹⁷ https://www.rsa.ie/docs/default-source/default-document-library/driver-attitudes-and-behaviour-survey-2020.pdf?sfvrsn=6c5a630b_3

¹⁸ https://www.rsa.ie/docs/default-source/default-document-library/rrd_res_20190204_freespeedsurvey2018final.pdf?sfvrsn=55642d55_3

- 23% of car drivers broke the speed limits on motorways
- 27% of car drivers broke the speed limit on rural roads
- 44% of car drivers broke the speed limits on dual carriageways
- 52% of car drivers broke the speed limit on urban roads

The National Drugs National Drug Related Deaths Index (NDRDI) report 2013-2017 found that 74% of drivers arrested for speeding were men, whilst nine out of ten driver fatalities which involved speeding were also men.

Penalty Point Statistics released by the Road Safety Authority¹⁹ have shown that as at 31st December 2020 a total of 7,733 notices were issued in County Louth over the previous three-year period for the offence of ‘Speeding’.

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 which test 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 four years for their first offence and six 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 2020²⁰. (These figures are subject to an ongoing review).

 An Garda Síochána @GardaTraffic · Mar 15
Drogheda Roads Policing Unit stopped this car with help from the Dundalk Roads Policing Unit after it was found speeding on the M1 in poor weather conditions. The driver tested positive for cocaine and was arrested.
Proceedings to follow.
[#SaferRoads](#) [#ArriveAlive](#)



¹⁹ <https://www.rsa.ie/road-safety/statistics/penalty-points>

²⁰ <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

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 state that 104,803 breath tests were conducted countrywide in 2020²¹ resulting in 8,069 motorists being detected driving while intoxicated. (These figures are subject to an ongoing review).



Seat Belts

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.

²¹ <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

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 collision²².

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

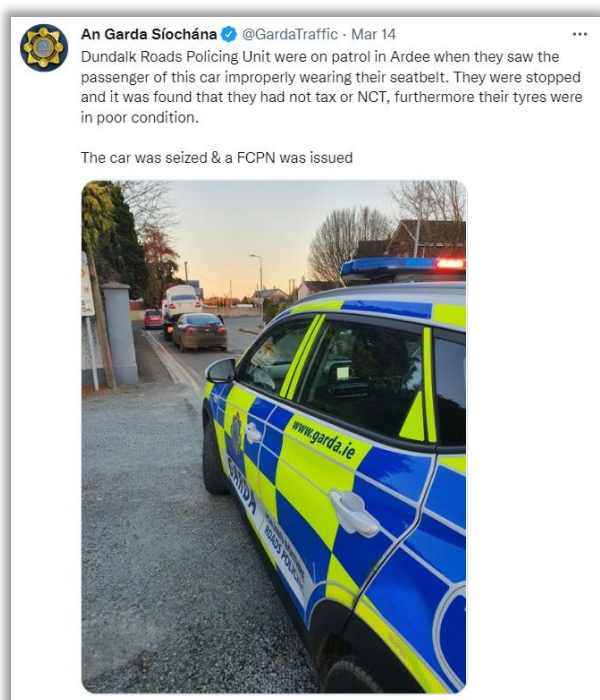
Penalty Point Statistics released by the Road Safety Authority²³ have shown that as at 31st December 2020 a total of 382 notices were issued in County Louth over the previous three-year period for various ‘Safety Belt’ offences.

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 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.

Penalty Point Statistics released by the Road Safety Authority²⁴ have shown that as at 31st December 2020 a total of 53 notices were issued in County Louth over the previous three-year period for various ‘Tyre’ related offences.



²² RSA Fatal Collisions 2008-2012 Alcohol As a Factor Report 1st June 2016

²³ <https://www.rsa.ie/road-safety/statistics/penalty-points>

²⁴ <https://www.rsa.ie/road-safety/statistics/penalty-points>

Vulnerable Road Users

Of the 52 people who lost their lives on Co Louth Roads during the period 2013 to 2020, nineteen 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.



St Patrick's & St Brigid's NS, Drogheda winning entry at the RSA's Seatbelt Sheriff Art competition

Older Road Users

Many older people feel reliant upon their car and see driving as a necessity. Without a car they can 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 52 people who lost their lives on Co Louth Roads during the period 2013 to 2020, ten were aged over 65. The breakdown of which was three drivers, three passengers, three pedestrians and one cyclist.

Cyclists

The Cyclist Injury Trends 2006- 2018²⁵ report produced by the Road Safety Authority which included an in-depth review of figures for 2016, found the following.

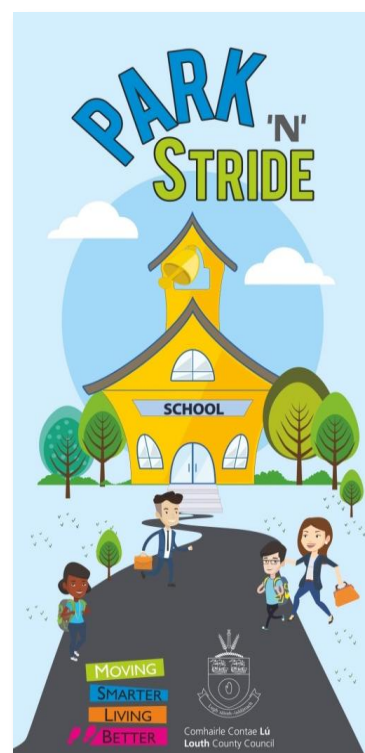


- 73.7% of those injured in 2016 were male, while 57.1% were aged 25 to 49.
- 47% were wearing a helmet at the time of the collision, while 41% were not; in 12% of cases helmet-wearing was not known.
- 91.3% were injured in a multi-vehicle collision in which at least one other vehicle was involved and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

Of the 52 people who lost their lives on Co Louth Roads during the period 2013 to 2020, three were cyclists.

Pedestrians

Pedestrians are one of the most vulnerable groups 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 2016-2020²⁶ 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 52 people who lost their lives on Co Louth Roads during the period 2013 to 2020, nine were pedestrians.

²⁵ 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

²⁶ <https://www.rsa.ie/road-safety/campaigns/older-pedestrians>

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 has a comprehensive road safety educational programme in all pre-primary and primary schools and the Gardaí, through their schools' programme, will reinforce these messages of road safety.

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 52 people who lost their lives on Co Louth Roads during the period 2013 to 2020, one was a child.



Scoil Mhuire Na nGael, Dundalk's winning entries to Louth County Council's Bike Week competition

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 52 people who lost their lives on Co Louth Roads during the period 2013 to 2020, one was a motorcyclist.

Road Safety Action Plan (Phase 1: 2023-2024)

The Government is committed ‘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.

The County Louth 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

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:

AGS = An Garda Síochána

RSA = Road Safety Authority

TII = Transport Infrastructure Ireland

LCC = Louth County Council

LFR = Louth Fire & Rescue

HSE = Health Service Executive (To include National Ambulance Service)

LGMA = Local Government Management Agency

CCMA = County and City Management Association

Action Number	Pillar	Local Action	Lead Department or Agency	Local Responsibility	Due Date	Support Department or Agency	Linked to GRSS Action (National)
1	Safe Roads and Roadsides	Louth County Council will progress Road Safety Improvement Scheme on the N2 Collon, together with any additional Safety Improvement Schemes identified by TII.	Transport Infrastructure Ireland	Louth County Council	Annually	Physical Development	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.
2	Safe Roads and Roadsides	N2 Ardee to Castleblayney Road 32km upgrade scheme. An Environmental Impact Assessment Report and Compulsory Purchase Order to be prepared for the N2 Ardee to Castleblayney Road Scheme by Q3 2023. Subject to relevant approvals, the project is planned to progress to the statutory approvals process by Q4 2023.	Transport Infrastructure Ireland	Monaghan County Council/ Louth County Council	Q4 2024	Physical Development	3. Increase the length of divided roads on the National Primary Network from 1,310km (2020) to 1,366km (2024).

<p>3</p>	<p>Safe Roads and Roadside</p>	<p>Submit a list of 30 No low-cost safety schemes per annum identified by each Municipal District to Department of Transport</p> <p>Undertake junction alignment works and sight visibility works at junctions on regional and local across Louth, with target of 10No junction improvements over life of plan.</p> <p>Under take HD 28 skid resistance improvements on National roads at 1-3No locations each year.</p> <p>Improvement skid resistance on R/L roads with surface protection and renewal programme covering 5-6% of the N/R/L network per annum</p> <p>Protect 460km of N/R/L roads from ice formation & snow accumulations in line with new adopted national TII winter maintenance plan 2024.</p> <p>Operate, maintain & repair 115No sets of traffic light systems and PELICAN crossings to ensure</p>	<p>Department of Transport</p>	<p>Louth County Council</p>	<p>Annually</p>	<p>Roads & Local Services</p>	<p>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.</p>
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		<p>continued safety for road users and pedestrian crossings and add 1No pelican crossing p/a (subject to funding)</p> <p>Protect and renew 1km of public footpaths p/a with renewal programmes across Louth focusing investment on defective areas and missing linkages or on interconnecting estates to the public realm.</p>					
4	Safe Roads and Roadsides	<p>Continue to progress Co Louth Active Travel projects with the aim of providing safe walking & cycling infrastructure in our towns & villages.</p> <p>Submit new cycling and walking projects at the end of Q4 2023 for NTA approval & funding.</p>	National Transport Authority /Department of Transport	Louth County Council	Q4 2024	Active Travel	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.
5	Safe Roads and Roadsides	Louth County Council to provide Vehicle Restraint Systems at identified locations on national and Local Roads	Transport Infrastructure Ireland	Louth County Council	Q1 2023	Roads & Local Services	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.

6	Safe Roads and Roadsides	All LA16 forms to be completed within three months of fatal collisions occurring in County Louth.	Louth County Council	Municipal District Engineers / An Garda Síochána	Annual	Road Safety Officer	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.
7	Safe Roads and Roadsides	Provide timely and appropriate road traffic collision data to local authorities and agencies with responsibility for road improvement and maintenance, to inform their work.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	DoT / LGMA / AGS	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.
8	Safe Roads and Roadsides	'Delivery of safe designs' training to be rolled out to relevant staff when available.	Department of Transport	Louth County Council	Q4 2023	HR Training Section	64. Provide training to 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.

9	Safe Roads and Roadsides	Louth County Council engineers to participate in 'Collision analysis and reporting from an engineering perspective' and 'Guidance on the design of roads utilising the Safe System Approach' training courses once available.	Transport Infrastructure Ireland	Louth County Council / An Garda Síochána	Q4 2024	Roads & Local Services / Physical Development / An Garda Síochána.	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.
10	Safe Roads and Roadsides	Annual Road Works Programme for National, Regional and Local roads in County Louth to be uploaded to Louthcoco.ie website.	Louth County Council	Road Safety Officer	Annual	Department of Transport	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.
11	Safe Roads and Roadsides	Maintain, operate repair 14,000 existing public lighting columns and fittings across county to provide adequate lighting of footpaths and pavements in Co Louth. Roll out of the Public Light Energy Efficiency Project (PLEEP) in County Louth (led by Kilkenny County Council and ultimately replace existing 14,000 SOX streetlights with bright LED luminaires.	Kilkenny County Council	Louth County Council	Q4 2024	Roads & Local Services	69. Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.

12	Safe Roads and Roadsides	The NTA Bus Shelter Installation Programme 2023-24 to include 5 No new bus shelter schemes each year in Co Louth on Bus routes in collaboration with NTA and bus companies.	National Transport Authority	Louth County Council	Q4 2024	Roads & Local Services	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.
13	Safe Roads and Roadsides	The NTA Bus Shelter Installation Programme to include a number of locations each year on regional and local roads in Co Louth with aim of improving the infrastructure around the bus stop.	National Transport Authority	Louth County Council	Q4 2024	Roads & Local Services	72. Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.
14	Safe Speeds	Review periodic signs at schools. Roll out to other locations if deemed necessary (subject to funding). Investigate the suitability of Vehicle Activated Signs at suitable locations where deemed necessary (subject to funding).	Department of Transport, Transport Infrastructure Ireland, National Transport Authority	Louth County Council / An Garda Síochána	Q4 2024	Roads & Local Services	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.
15	Safe Speeds	Provide feedback at Collision Prevention Programme Committee meetings to An Garda Síochána regarding potential locations for mobile safety cameras.	An Garda Síochána	Louth County Council	Annual	Collision Prevention Programme Committee	9. Review the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences.

16	Safe Speeds	<p>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.</p> <p>Continue rollout of Virtual Reality Goggles to secondary and third level education</p>	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	An Garda Síochána / TII / LCC	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.
17	Safe Speeds	Louth County Council to liaise with Irish Rail regarding any high risk road /rail infrastructure points identified by them.	Irish Rail	Louth County Council	Q4 2023	Physical Development	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.
18	Safe Speeds	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	CCMA / LA's	76. Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.

19	Safe Speeds	Examine suitable locations where 30kmh speed limit zones may be appropriate, in line with National Guidelines to be published 2024 with regard to best practice models.	Department of Transport	Louth County Council	Q4 2024	Roads & Local Services	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.
20	Safe Speeds	Examine the feasibility of 30kmh speed limit or lower in school vicinities (subject to national policy and guidelines).	Department of Transport	Louth County Council	Annual	Roads & Local Services	79. Examine the feasibility of 30kmh speed limit or lower in school vicinities and report on progress.
21	Safe Vehicles	<p>Promote a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including:</p> <ul style="list-style-type: none"> • Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle, • Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock Braking System (ABS), Emergency Stopping, Lane Departure, and • Promote online facility to check NCT or CVRT vehicle test history. 	Road Safety Authority	Director – Vehicle Standards & Enforcement, Director – Road Safety, Research & Driver education	Annual	SIMI	14. Develop a 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.

22	Safe Vehicles	Educate drivers about tyre safety, maintenance and checking and promote the national campaign.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	AGS / ITIA / REPAK ELT	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.
23	Safe Vehicles	Promote the public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	SIMI	88. Conduct a public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.
24	Safe Road Use	Specific enforcement projects in Co Louth, concentrating where necessary in areas where speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour are an issue.	An Garda Síochána	Roads Policing Unit	Annual	Road Safety Officer	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.

25	Safe Road Use	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	Director – Road Safety, Research & Driver education	Annual	AGS / MBRS / HSA	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.
26	Safe Road Use	Raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enrol the public into the Vision Zero objective.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Q1 2023	AGS / TII / HAS / DoT / MBRS / NOTM / DoH / CCMA / LA	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.
27	Safe Road Use	Work with the Road Safety Together Working Group to 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 recommending the inclusion of a youth representative on the Road Safety Together Working Group.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	DYCA, ETB, Transition Year Coordinators, LCA Leaders, Professional Development Service for Teachers (PDST), National Youth Council of Ireland	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.
28	Safe Road Use	Review membership of current Co Louth RSWTG and set up half yearly meetings.	Louth County Council	Road Safety Officer	Q1 2023	RSA, AGS, TII, NAS, CFO, Representatives as required	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.
29	Safe Road Use	Publish Co Louth Road Safety Plan 2023 to 2024 in Q1 2023, with annual reviews to take place thereafter.	Louth County Council	Road Safety Officer	Annual	RSA, AGS, TII, HSE, CFO	95. Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.
30	Safe Road Use	'Bikesafe' initiative to be rolled out in Co Louth as part of wider nationwide initiative (subject to national launch).	An Garda Síochána	Roads Policing Unit	Q4 2023	Road Safety Authority	113. Pilot and evaluate 'Bikesafe' (an initiative aimed at reducing the number of motorcycle casualties) and make recommendations.

31	Safe Road Use	Implement any developments that may emerge as a result of Dept of Transport review of enforcement powers, specifically in relation to Traffic Wardens.	Department of Transport	Louth County Council	Q4 2023	Finance Section	121. Review current arrangements in relation to traffic wardens and other authorised officers' enforcement powers, complementary to AGS to identify any further developments that may be appropriate.
32	Safe Road Use	Implement public awareness campaigns on the danger of Driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	HSE	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).
33	Safe Road Use	Develop an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles / trailers.	Road Safety Authority	Director - Road Safety, Research & Driver Education Association,	Q1 2023	HAS / Irish Farmers Association / An Garda Síochána	131. Develop an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles / trailers.
34	Safe Road Use	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.	Road Safety Authority	Director - Driver Testing & Licensing	Q1 2023	AGS, NOTM, MRBS, GP's, Drivers, Employers, HSA	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.

35	Safe Road Use	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.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	HSA, CCMA / LA’s, AGS, Bus Éireann	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, • Safe crossing by pedestrians, • safe overtaking of cyclists, • avoidance of ‘dooring’, • use of PPE for pedestrians, cyclists and motorcyclists, • awareness of blind spots on HGVs and Buses, • road users and workers at road works.
36	Safe Road Use	Promote public education to support the safe use of e-scooters (micro mobility vehicles) on Irish roads, particularly for last-mile journeys.	Department of Transport, Road Safety Authority	DoT Principal, Director - Road Safety, Research & Driver Education	Q1 2023 and Ongoing	NTA	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.

37	Safe Road Use	Promote an educational campaign on the safe use of junctions by all road users with a focus on driver interaction with cyclists.	National Transport Authority, Road Safety Authority	CEO NTA, Director - Road Safety, Research & Driver Education	Q1 2023	An Garda Síochána	135. Conduct an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.
38	Safe Road Use	Promote the standardised guide to reducing road safety school gate risk.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	AGS, CCMA / LA's, DoE, An Taisce, DoT, NTA, National Parents Council	136. Develop and Launch a standardised guide to reducing road safety school gate risk.
39	Safe Road Use	Promote a campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q2 2023	AGS, Fire Service, HSA, CCMA / LA's, TII	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).
40	Safe Road Use	Roll out a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	Fire Service, AGS, NAS	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.

41	Safe Road Use	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	AGS, NTA, CCMA / LA's, Community Groups	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.
42	Safe Road Use	Optimise RSA.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.	Road Safety Authority	Director - Corporate, Policy, Strategy & Technology	Annual	Stakeholders	149. Optimise RSA.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.
43	Safe Road Use	Continue with Multi Agency roadside inspections to include checking of tachographs and vehicle road worthiness of HGV's, trailers and buses.	An Garda Siochana	Roads Policing Unit	Annual	Road Safety Authority / Health & Safety Authority	154. Comply with EU Directive requirements in relation to driver hours, tachograph regulations; a min of 3% of days worked by drivers of vehicles in scope of the Driver's Hours and Tachograph Regulations, at least 30% to be checked at roadside and at least 50% at premises. A min of 5% of HGV, buses and their trailers registered in the national fleet inspected for roadworthiness per annum at roadside inspections.

44	Post-Crash Response	Participate in Emergency First Response (EFR) first person on scene training programme for fire / emergency crews (Subject to national rollout).	Fire Service	Chief Fire Officer	Q4 2024	NAS	173. Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout.
45	Post-Crash Response	Participation in working group to review and make recommendations as appropriate on the improvement of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time.	Fire Service	Chief Fire Officer	Q4 2024	AGS	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.
46	Safe and Healthy Modes of Travel	Active Travel Unit to continue to liaise with the MD's to develop a list of proposed projects ready for submission for future funding calls.	Department of Transport	Louth County Council	Annual	Active Travel	40. Continue to implement active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure.
47	Safe and Healthy Modes of Travel	Promote EU Mobility week event each September	Department of Transport	Louth County Council	Q3 2023	Active Travel / Road Safety officer	41. Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.

48	Safe and Healthy Modes of Travel	<p>Louth Sports Partnership will: Continue to facilitate practical cycling skills programmes as part of National Bike Week using approved Cycle Right Tutors in local schools.</p> <p>Engage with local clubs to help deliver Bike Maintenance and Cycle Safety programmes.</p> <p>LCC will continue to add cycling stands across county to encourage cycling and provide bike storage areas in town centres.</p>	Department of Transport / Cycling Ireland	Louth County Council	Annual	Louth Sports Partnership / Placemaking	42. Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.
49	Safe and Healthy Modes of Travel	<p>Ongoing engagement between National Transport Authority and Louth County Council in relation to the Ardee, Dundalk and Drogheda cycling strategies.</p> <p>Develop Greenway infrastructure across county focusing on approaches to Dundalk and Drogheda and on National roads</p>	National Transport Authority	Louth County Council	Q2 2023	Active Travel / Physical Development	176. Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.
50	Safe and Healthy Modes of Travel	Continue roll-out of 'Safe Routes to School' programme to those eight schools in Louth who were selected for Round 1 and Round 2 funding.	National Transport Authority / An Taisce Green Schools	Louth County Council	Q4 2024	Active Travel Section	177. Roll-out of the Safe Routes to Schools Programme and provide "front-of-school" treatments to a minimum of 500 schools.

51	Safe Work-Related Road Use	Engage with academic, business, civil society and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	Stakeholders	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.
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Pictured above - Gift of a Lift Christmas Road Safety campaign

Pictured Left – Virtual Reality Goggles demonstration at Youth Diversionary Programme in Drogheda Garda station

Pictured Right – Junior Road Safety Officer initiative for Primary Schools

