



COUNTY WEXFORD ROAD SAFETY PLAN 2025-2030



Comhairle Contae
Loch Garman
Wexford
County Council

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Foreword and Vision



Eddie Taaffe,
Chief Executive,
Wexford County Council

Wexford County Council is committed to the ongoing development of a safe and sustainable transport network within the County. We are fully aware of the growing local and national concerns regarding the increase in road collisions and fatalities.

The County Wexford Road Safety Plan 2025-2030 is part of a coordinated strategy aimed at addressing these issues. This document is aligned with the Road Safety Authority's (RSA) 'Vision Zero' strategy, which aims to reduce road deaths and serious injuries by 50% by 2030 and to eliminate road traffic fatalities and serious injuries by 2050. Additionally, this plan incorporates the Safe Systems Approach, which underpins the Government's National Road Safety Strategy (2021-2030).

Key elements of this plan are directly linked to our Climate Action obligations, particularly through the promotion of Active Travel in order to reduce reliance on motorised transport. The plan also emphasises improvements to our road infrastructure with a heightened focus on Vulnerable Road Users.

Road safety is a shared responsibility. The County Wexford Road Safety Working Together Group (RSWTG) brings together key stakeholders, including the Transport Infrastructure Ireland (TII), National Transport Authority (NTA), Department of Transport, Road Safety Authority (RSA), An Garda Síochána, and the Emergency Services, to ensure a coordinated approach to improving the safety of our road network.

By adopting this strategic, coordinated approach, we are well-positioned to make significant progress toward improving road safety in Wexford.

In conclusion, I would like to extend my sincere thanks to the members of the RSWTG for their engagement and assistance in preparing this plan. I look forward to working together in the years ahead to achieve our shared road safety goals.



Inspector Michelle Byrne,
Roads Policing Unit

An Garda Síochána in County Wexford under Chief Superintendent Derek Hughes is dedicated to the continued improvement of Road Safety in the county. An integral part of that improvement is to reduce the number of fatalities and serious injuries arising from collisions on our roads and the investigation of their causes.

The Garda Roads Policing Units and all operational Gardaí in the Wexford Garda Division will enforce all elements of Road Traffic legislation.

Particular emphasis will be placed on checkpoints conducting random breath testing for alcohol and drug wipe swabbing for drug driving. Emphasis will also be on lifesaver offences; speeding, dangerous driving, non-wearing of safety belts and the use of mobile phones while driving.

Forensic Collision investigators will be deployed where there is a fatality, and their expert views will be used to assist in enforcement and prosecutions where necessary.

The level of enforcement in these areas will be prioritised and maintained with a view to making the roads in County Wexford the safest in the country.

An Garda Síochána urges all road users to respect the speed limits and to exercise personal responsibility for their driving behaviour, thereby protecting their own lives and preserving the safety of all other road users.



Sam Waide,
CEO,
Road Safety Authority

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

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

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

The Safe System approach recognises that while road safety education and training can reduce the

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

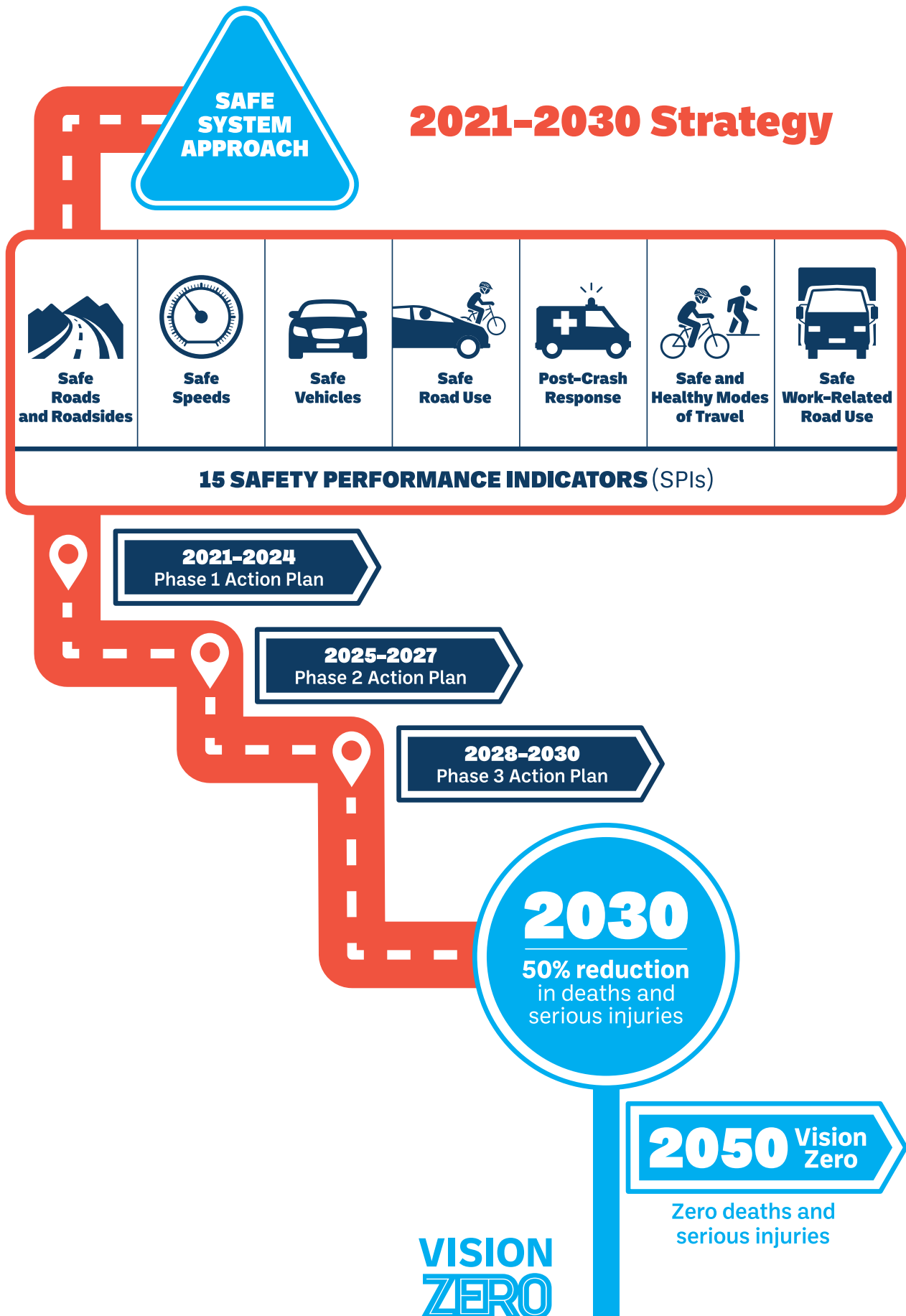
1. Safe roads and roadsides
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash response
6. Safe and healthy modes of travel
7. Safe work-related road use

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

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

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

Journey to Vision Zero



Introduction

Wexford County Council fully supports the objectives of the National Road Safety Strategy and is committed to developing a strong safety culture and a programme that targets collision reduction within its road network.

To accomplish this, Wexford County Council produced this new 5-year plan setting out our vision for road safety, the policies and actions the Local Authority will pursue to achieve this goal.

This new Road Safety Plan 2025 to 2030 will be delivered with an increased focus on the provision of better infrastructure, improved road user behaviour, and enforcement. Safe mobility is central to the quality of life of all who live and work in County Wexford.

A 'safe systems' approach to road safety is based on the principle that life and health should not be compromised to meet the demands of mobility. Wexford should be a county where it is safe for everyone walking, cycling and travelling to their destination safely.

The Local Authority has established a working group (Road Safety Working Together Group) which has been vital to the development of this Road Safety Plan. The Group includes key stakeholders such as the Road Safety Authority, An Garda Síochána, Transport Infrastructure Ireland, Department of Transport and representatives from within Wexford County Council Roads and Transportation Department and Fire Service. The Wexford Road Safety Working Together Group and Wexford County Councils Transportation and Water Services Strategic Policy Committee has held workshops to discuss and define objectives of the Road Safety Plan.

Government Road Safety Strategy 2021-2030

Ireland's fifth Road Safety Strategy 2021-2030, launched in December 2021, seeks to build on the progress and understanding provided by the first four strategies, with the objective of improving road safety on Irish roads.

The primary aim of the government's new Road Safety Strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030. This means reducing deaths on Ireland's roads annually from 144 to 72 or lower and reducing

serious injuries from 1,259 to 630 or lower by 2030. Guiding this strategy is Vision Zero, Ireland's long-term goal of achieving zero road deaths or serious injuries by 2050. The strategy has been developed through extensive engagement with the public and with other key stakeholders. Over 2,000 submissions from the public were received as part of the national public consultation and the public's input on the future of road safety helped inform the development of the national Road Safety Strategy.

The Road Safety Strategy 2021-2030 will be delivered in three phases as follows:

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

Phase 1 ran from 2021 to 2024 and was backed by a projected €3.8bn investment, it included 50 high-impact actions and 136 support actions. Local authorities are the lead agency or the support agency for a number of these actions.

Safe System Approach

The National Road Safety Strategy talks of the Safe Systems approach, and how it differs from Ireland's traditional model in road safety where the road user has a personal responsibility for their behaviours while using the road. Whilst this is still true to a certain extent, the Safe Systems approach recognises that even with an emphasis on prevention of road collisions, some collisions will continue to occur. The road system should be designed therefore to take account of human error, with particular focus on providing forgiving road environments that can potentially limit injury severity if a collision were to occur.

The Road Safety Working Together Group supports the National Strategies incorporation of the 'Safe Systems Approach', which can be summarised as follows.

"The Safe System philosophy takes a wider perspective of road accidents, recognising that

human beings are fallible, that their errors must be anticipated and the risk of serious consequences from these errors minimised. The responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road users but shared with e.g. vehicle producers and infrastructure managers. The basis of the ethical assumption is that it is not acceptable to pay a price in deaths for the mobility the society needs"

The key principles which Safe Systems approach to road safety is built on includes:

- **Human Behaviour** – no matter how well we are trained and educated about responsible road use, people make mistakes, and the road transport system needs to accommodate this.
- **Human Frailty** – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design

consideration.

- **Forgiving Systems** – roads that we travel on, vehicles we travel in, speeds we travel at and the attitudes of road users to each other, needs to be more forgiving of human error.

Guiding our journey towards Vision Zero is the Safe Systems approach, identifying seven Safe System priority areas which will be the focal points of our work over the period of the strategy, as follows:

- Safe Roads & Roadsides
- Safe Speeds
- Safe Vehicles
- Safe Road Use
- Post-crash Response
- Safe and Healthy Modes of Travel
- Safe Work-Related Road Use



Profile of the County

County Wexford is located in the south-east corner of Ireland. It is a maritime county, bounded by the sea on two sides—on the south by the Atlantic Ocean and on the east by St. George's Channel and the Irish Sea, with a coastline that extends to approximately 260 km. The county has a land area of approximately 236,527ha. It covers both rural and urban landscapes with the main urban areas of Wexford, Enniscorthy, Gorey and New Ross. There are five Municipal Districts serving the county.

The population of County Wexford, according to the 2022 Census, is 163,919 an increase of 9.3% on the figures recorded in the 2016 census¹. It is the 13th most populated County in the Country and the fifth most populated in the Southern Region.

Transport Network



Figure 1 - Overview Map of Wexford Transport

1 Census of Population 2022 - Preliminary Results - CSO - Central Statistics Office

Road Network

The Road Network is divided amongst five Municipal Districts Gorey, Enniscorthy, Wexford, New Ross and Rosslare.

The total Road Network in County Wexford is 3724km, comprising 47km Motorway and 125km National Roads.

The remaining network consists of regional and local roads of approximately 3552km of which 3025km is Local Road.

There are 2 major road schemes under development in County Wexford. Currently at the preconstruction phase, they are the N11/M25 Oilgate to Rosslare Harbour and the N25 Rosslare Europort Access road.

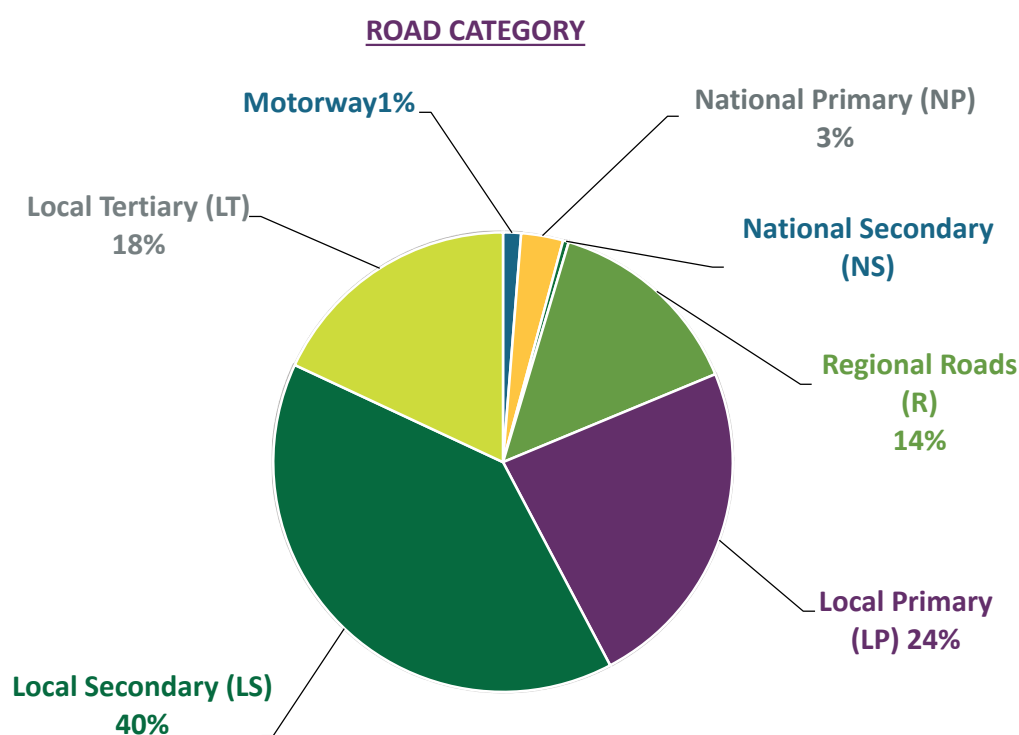


Figure 2 - Road Category in County Wexford

Road Category	Length in KM	% of Network
Motorway	47	1%
National Primary (NP)	110	3%
National Secondary (NS)	15	0.4%
Regional Roads (R)	526	14%
Local Primary (LP)	876	24%
Local Secondary (LS)	1477	40%
Local Tertiary (LT)	672	18%
Total	3724	

Table 1 - Road Category in County Wexford

The principal transportation route in the county is the N11/M11 which serves the eastern side of the County, the Average Daily Traffic on that route is over 17,000 movements.

The N11/M11 route forms part of TEN-T Route E01, linking the Greater Dublin Area to Rosslare Europort. The TEN-T Regulations oblige member states to provide high quality strategic transport links with the objective of strengthening the social, economic and territorial cohesion of the EU.

Active Travel

Wexford County Council's Active Travel team is working on delivering new infrastructure and existing infrastructural upgrades to support and encourage active travel in the county. It is intended that these upgrades will encourage a modal transportation shift to more active travel journeys, improving the quality of life for people in Wexford as well as helping to reduce our carbon footprint.

'Active travel' means making a journey in a physically active way. This could be walking, cycling, wheeling (using a wheelchair or mobility aid), or using a scooter. Active travel journeys are typically short journeys such as trips to school, to work or to the shops.

According to CSO figures 29% of trips are to locations less than 2km from home, and of these, 57% are made by car. The development of improved Active Travel infrastructure will support more people to walk and cycle for everyday short journeys, improving health, creating safer communities and reducing environmental impacts.



Figure 3 - Active Travel Scheme - Newtown Road Wexford

Travel Patterns

In terms of commuting travel modes, in Census 2016, 71% of the county's commuters were either the driver or a passenger in a car or van. Twenty percent used sustainable forms of transport to commute, and approximately 5% worked primarily from home.



Figure 4 - Census 2022 Employment, Occupations and Commuting

Travelling to Work

The CSO figures show there were 61,703 people travelling to work in County Wexford in April 2022. Car dependency in the county is high with two thirds (66.6%) of people (41,118) driving to work by car in 2022. There were 948 people travelling by bus and 136 by train. Looking at active travel, 4,864 people walked to work, up from 4,232 in 2016 (increase of 15%), while 525 people cycled, an increase of 88 people since 2016 (20% increase).

Commuters in the county were travelling for longer in April 2022, with an average journey time of 28.5 minutes which was the same as in 2016. There were 17,410 Wexford commuters who had a journey time of less than 15 minutes.

Travelling to School, College or Childcare

In Wexford, nearly 4,990 children aged under 5 travelled to childcare or school. Most of these (almost 4,200) travelled by car, while 511 walked and 57 went by bus.

Most of the 18,073 primary school aged children (5 to 12 years old) travelling to school in the county in April 2022 also travelled by car, with 11,828 doing so. Walking was the second most common means of travel at 2,586 children. A further 1,987 children used the bus while 136 children cycled.

Of the 13,045 secondary students (those aged 13-18 years) travelling to school, 6,041 were driven to school in a car, while 333 drove themselves to school. There were 4,237 students using a bus, and 22 using the train. A further 1,706 students walked to school while 61 cycled.



Figure 5 - Improved Public Transport Links Newtown Wexford

The transition towards more active travel modes and public transport usage is important if we are to meet our climate action objectives and sustainability goals. The number of private motor vehicle trips will need to reduce if we are to reduce our dependence on carbon-based transport and to improve road safety.



Figure 6 - Improved Public Transport Links Newtown Wexford

The Challenge

Collision and Casualty Trends

The information provided by the RSA below in Figure 7 illustrates some of the details of National Collision trends from the Road Safety Review in 2023. The figures are provisional and subject to change.

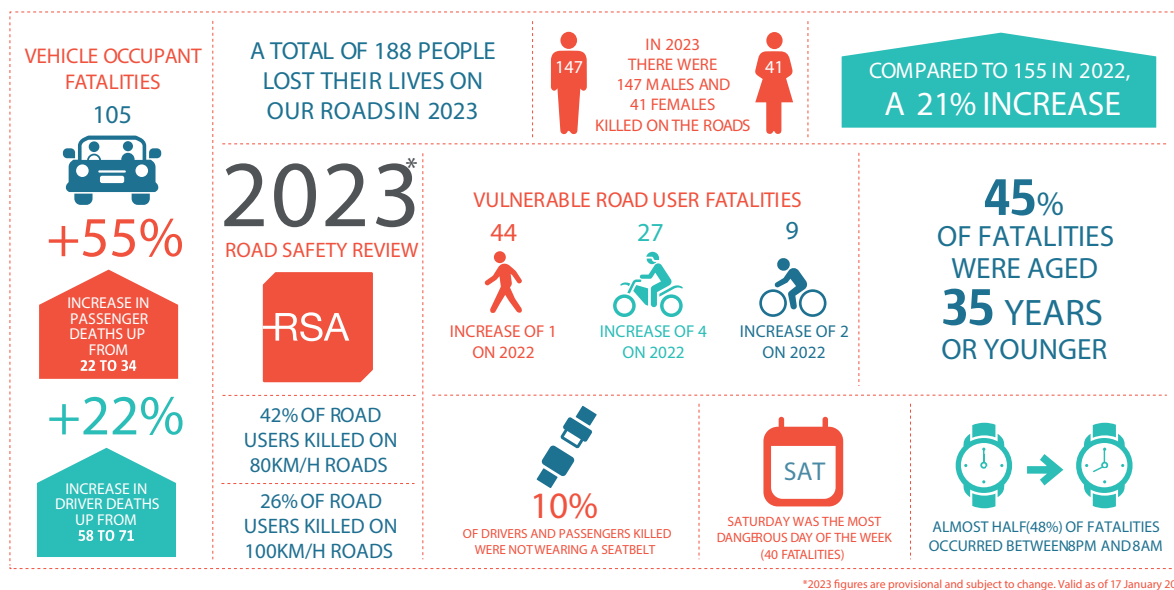
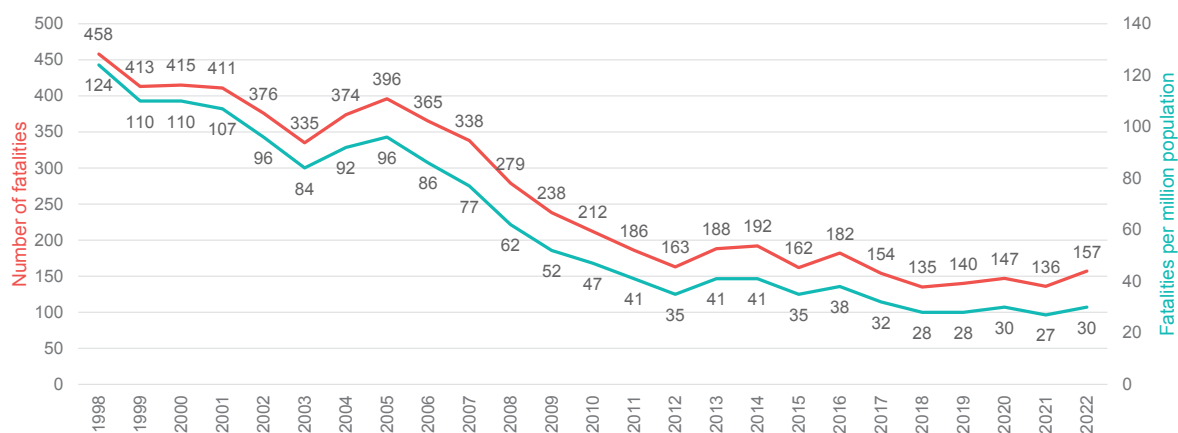


Figure 7 - 2023 Road Safety Authority Infographic

National Collision and Casualty Trends

Fatalities long-term trend

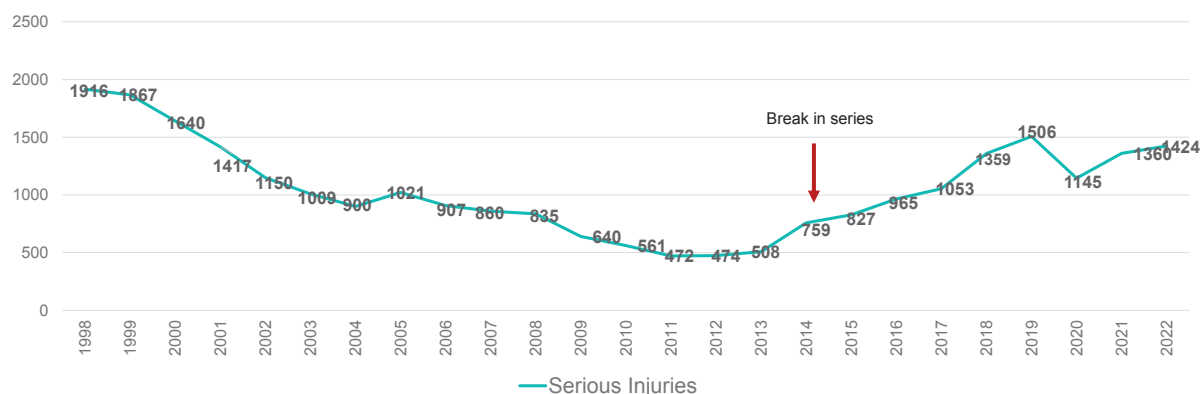
1998-2022



Note: All data for 2020-2022 are provisional and subject to change.

Figure 8 - RSA Fatalities Long-term trend 2023

Serious injuries long-term trend 1998-2022



Note: Data for 2020-2022 is provisional and subject to change. There can be significant fluctuations in serious injury numbers until such a time as the validation of these records is completed by the RSA. There is a break in the trends for injury collision and casualty numbers from 2014 onwards, which means that serious injury numbers from 2014 are not directly comparable with previous years. This is because there was a change in the way in which the RSA received collision data from AGS in 2014 i.e. a change from a paper based to electronic system. This break does not affect the trend figures for fatalities.

Figure 9 - RSA Serious injuries long-term trend

Nationally, (as shown in Figure 8) the number of fatalities decreased considerably over the past 25 years. However, in the past 10 years the trend shows after an initial decrease in the figures (from 192 in 2014 to a low of 135 in 2018) it is changing to a significant increase more recently which mirrors the upward trend of the Serious Injury figures.

There was a total of 188 road fatalities in 2023 (3 in County Wexford), which was a 22% increase nationally on the 155 road fatalities in 2022 (9 in Wexford). It should be noted that 'figures are provisional and subject to change'. The increase in this trend is highly likely to continue in 2024.

This fluctuation confirms that more work is needed to drive continuous reduction in road related fatalities and serious injuries within Ireland, and that significant challenges remain to achieve the Vision Zero Targets by 2050.

Wexford Collision and Casualty Trends



Figure 10 - Wexford Fire Service Training Exercise on Rose Fitzgerald Kennedy Bridge

The graphs below illustrate the trends in Traffic Collisions (Fatal, Serious and Non-Serious) in County Wexford. The data was provided by An Garda Síochána to the RSA and analysed by TII and Department of Transport for Wexford County Council. However, the statistics presented in this report may change later when new information becomes available.

Regional and Local Road

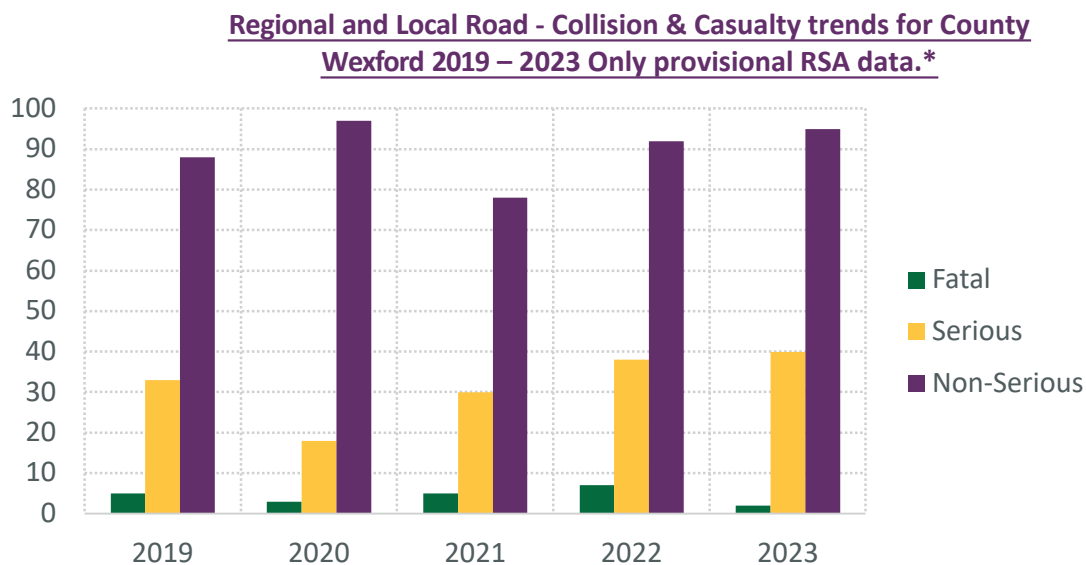


Figure 11 - Collision and Casualty trends for County Wexford Regional and Local Roads

National Road and Motorway

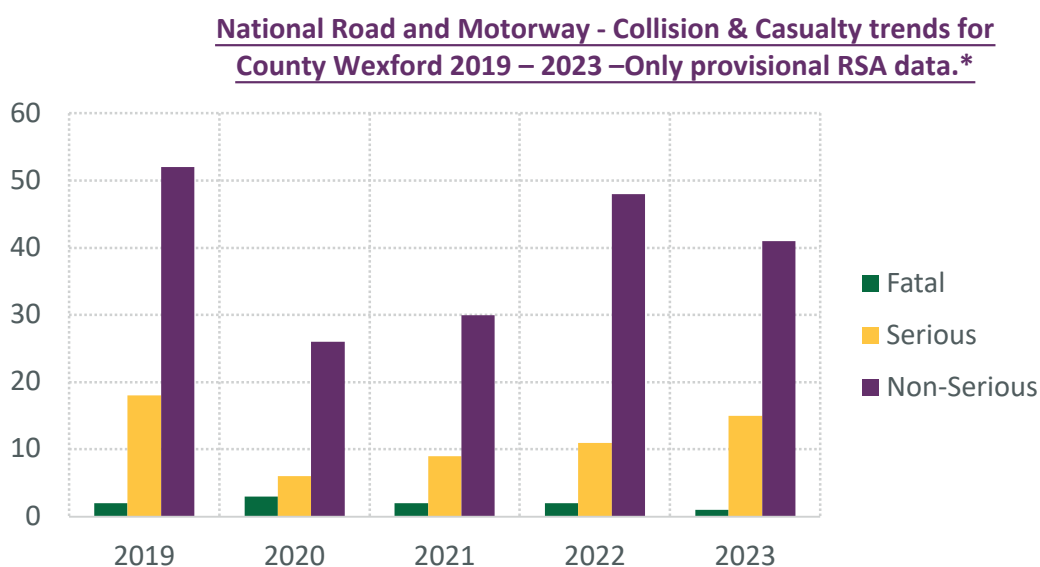


Figure 12 - Collision and Casualty trends for County Wexford Motorway and National Roads

Broad Collision Types 2023

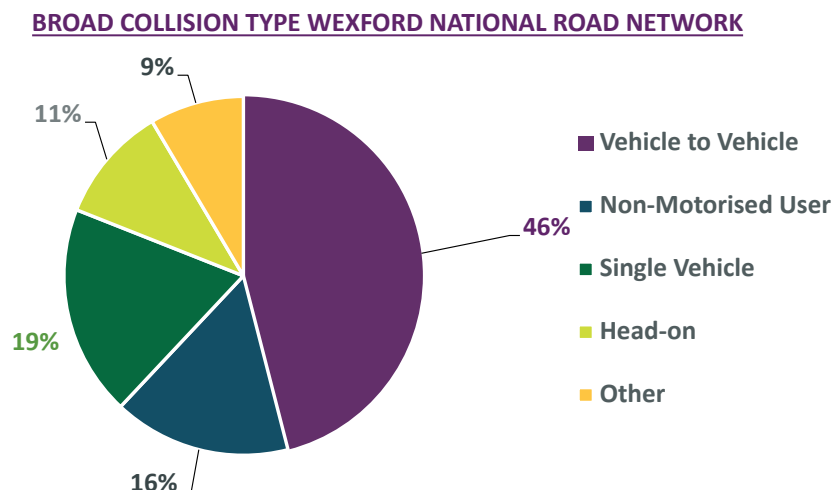


Figure 13 - Broad Collision Type Wexford National Road Network

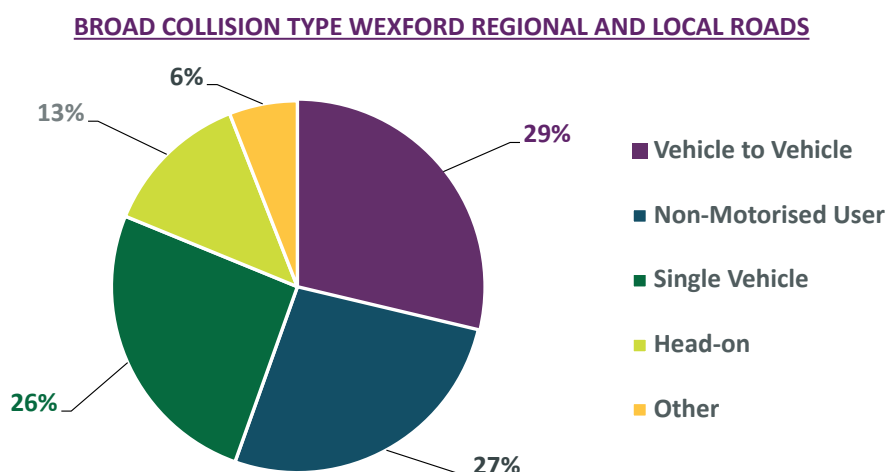


Figure 14 - Broad Collision Type Wexford Regional and Local Road Network

The graphs above indicate a clear relationship between the type of collision and the type of road. In general, the data shows that 70-75% of collisions are classified as Non-Serious, 20-25% as Serious, and the remaining collisions are Fatal. These proportions are consistent across different road types, such as National Road and Motorway networks and Regional or Local roads. In other words, the distribution of collision types (Non-Serious, Serious, Fatal) is similar across the entire Road Network in Wexford. These figures are consistent with the National Collision & Causality trends.

Summary of County Wexford Collision Data

Wexford's Road Network is overwhelmingly composed of Regional and Local Roads (96%), mirroring the national distribution where 94% of the road network is similarly classified. Despite this vast coverage, these roads only carry about 55% of the traffic (as inferred from national traffic distribution trends), indicating that the National Roads and Motorways (comprising 4% of the network) handle a disproportionately larger share of the traffic.

Even though Regional and Local Roads carry just over half of the traffic, they account for a significant portion of the collision incidents involving non-motorised users, such as pedestrians and cyclists (27%). In contrast, National Roads and Motorways experience 16% of such incidents, despite carrying the bulk

of the traffic. This disparity highlights an area for intervention in the future.

While National Roads and Motorways account for only a small portion of the network, they experience a higher percentage of vehicle-to-vehicle collisions (46%) and head-on collisions (11%). Given that Regional and Local Roads carry about 55% of the traffic but experience a higher incidence of collisions involving non-motorised users, there is a clear need for targeted resources to reduce these incidents.

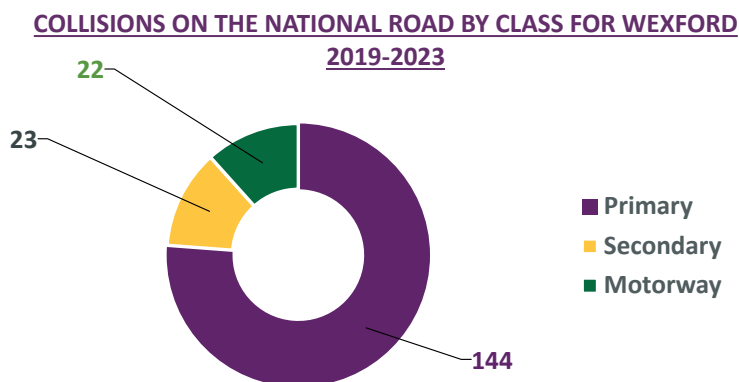


Figure 15 - Graph illustrates the number of collisions within the analysis period 2019-2023 within County Wexford by National Road Type.

Collision comparison with other Local authorities in the Southeast

Comparing the rate of fatal collisions per population among Local Authorities provides a useful indicator on how Wexford County is performing compared to other Councils in the Southeast. Using population data from the 2022 Census, a fatal casualty rate comparison is made with neighbouring County Councils, (per 100k of population) as shown in Figure 16.

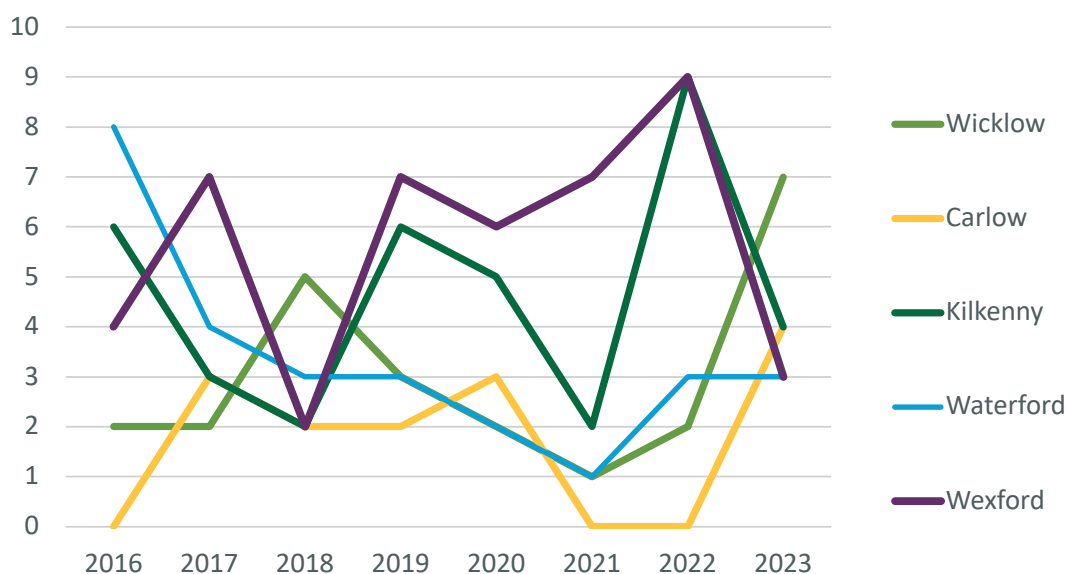


Figure 16 - Fatal Collisions for Southeast Local Authorities

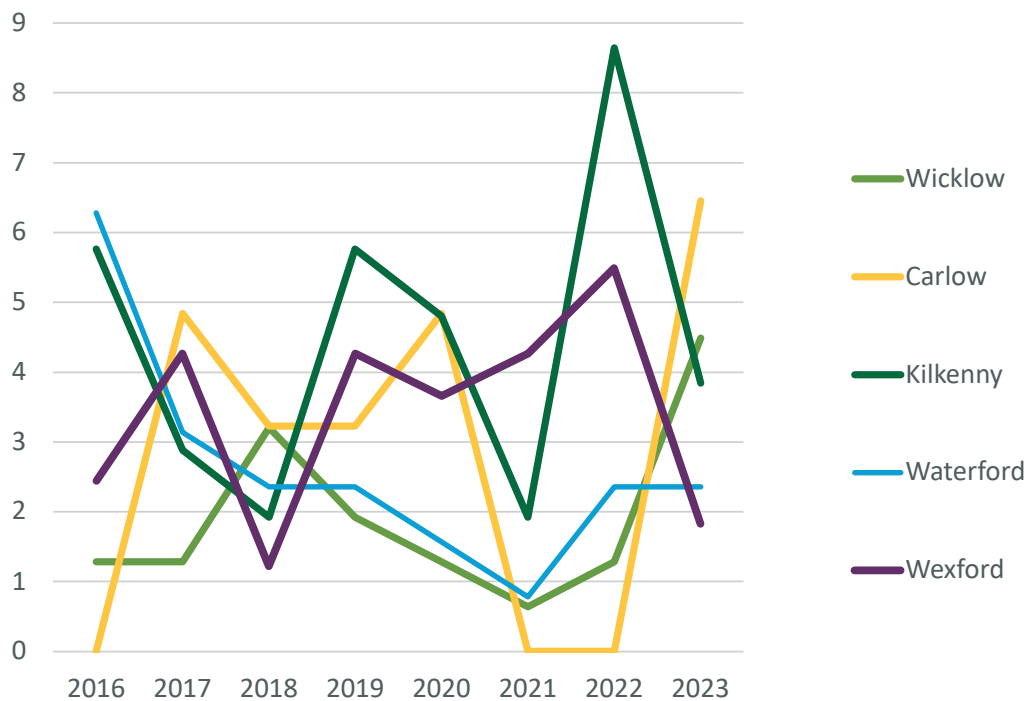


Figure 17 - Fatal Collisions for Southeast Local Authorities per 100k of population

Factors which contribute to collisions

The following factors are significant contributors to road collisions. The primary ones to be addressed initially are:

- Speed inappropriate for, or inconsistent with, the prevailing circumstances or driving conditions;
- Impaired driving through alcohol or drugs;
- Failure to use or properly use seatbelts and child safety restraints;
- Driving while under the influence of alcohol or drugs;
- Unsafe behaviour towards vulnerable road users (pedestrians, motorcyclists, cyclists, young children and older people);
- Unsafe behaviour by vulnerable road users (pedestrians, motorcyclists, cyclists, young children and older people) e.g. not wearing high visibility clothing;
- Driver fatigue – driving while over-tired and/or unable to remain awake;
- Driver distraction e.g. mobile phone use;
- Medical fitness to drive.

Review of the Road Safety Statement and Plan 2004-2009

The Road Safety Statement and Plan was adopted by Wexford County Council 13th September 2004. The 5-year Road Safety Plan was prepared by the County Wexford Road Safety Working Group. The document identified objectives, and the strategy to be used to reach the objectives. The objective of the County Wexford Road Safety Group was simply to Reduce Road Accidents Throughout County Wexford.

The strategy by which the Road Safety Working

Group proposed to reduce road accidents can be summarised as follows:

- Produce, implement and review a road safety plan and statement.
- Study the causes of accidents.
- Identify: - Where, When and How accidents occur.
- Examine accidents and locations.
- Identify remedial measures and areas for joint action.
- Develop: - Safe routes to school plan /

Cycle network plan / Pedestrian route plan.

- Assess and cost proposed measures.
- Prioritise various projects.
- Implement projects and co-ordinate action.
- Monitor completed projects.

The 2004 Road Safety Plan identified the roles of the agencies involved in implementing this plan. It also highlighted measures to be considered to cater for Road Safety:

- Safety audits and development control for new private and public roads and developments.
- Accident investigation and prevention.
- Providing road safety schemes at high-risk locations.
- Speed Limit Review.
- Safety measures near schools.
- Provision for cyclists / pedestrians / mobility impaired / disabled.
- Traffic management and traffic calming measures.
- Road Maintenance.
- Street Lighting.

Annual reports were to be produced identifying progress. The plan was to be reviewed in the final six months of its life.

Significant progress has been made in relation to Road Safety in County Wexford since the previous plan. Numerous successful interventions have been delivered by Wexford County Council whether its projects such as Safe Routes to Schools, 30km/h Speed Limits, Improved Cycling Infrastructure or Safety Improvement Schemes or educational programmes like Just1Life.

Role of Working Group and Key Stakeholders

Road safety is not the sole responsibility of any one person or authority. It involves many different partners and stakeholders working together to reduce casualties. The co-ordination and implementation of this Road Safety Plan will only be achieved by co-operation and engagement with relevant stakeholders.

In preparing this Road Safety Plan, Wexford County Council worked closely with An Garda Síochána, the Road Safety Authority, Transport

Infrastructure Ireland, National Transport Authority, the Health Service Executive and other relevant agencies.

Road Safety Working Together Group

As mentioned, reducing the number of collisions on the road network involves many different partners and stakeholders working together. The Road Safety Authority recognises that the ambitious road safety targets like Vision Zero would only be met through the cooperation of all agencies involved in road safety and the shared responsibilities by all road users.

The Roads and Transportation Department within Wexford County Council has been responsible for coordinating stakeholders, establishing a new Working Group and developing this Road Safety Plan. The Local Authority shall play a significant role in delivering the measures outlined in the Road Safety Plan, so is an important stakeholder and custodian of the Road Safety Plan, and key to its successful implementation.

The main aims of the Road Safety Working Together Group (RSWTG) are as follows:

- To oversee the implementation of the County Wexford Road Safety Plan 2025-2030.
- To agree actions to be progressed over the lifetime of the plan.
- Secure funding for the implementation of actions.
- Ensure that all agencies/representatives on the Group work together to achieve the objectives of the plan, discuss road safety priorities and understand good practice.
- Recommend road safety policies to the Transportation and Water Services Strategic Policy Committee of Wexford County Council.
- Input into the County Speed Limit Review Process.
- To foster links with other organisations that may have a role to play in Road Safety.
- To review and report on progress in the Road Safety Plan over the period of the plan.
- As part of the new Road Safety Plan 2025 to 2030, the Road Safety Working Together Group will schedule regular meetings in line with the Road Safety Strategy.

As part of the new Road Safety Plan 2025 to 2030, the Road Safety Working Together Group will resume regular scheduled meetings in line with the Road Safety Strategy. An Elected Member will be requested to join the RSWTG.

Key Stakeholders



Wexford County Council

There is over 3700km of road infrastructure serving County Wexford.

The Motorway (M11) is maintained under PPP Scheme, administered & funded by TII, while the maintenance & improvement of the National Road Network is funded by TII and administered by Wexford County Council.

The remaining public road network, consisting of regional & local roads is funded by the Department of Transport (DOT), administered, and managed by Wexford County Council.

Wexford County Council is committed to improving the physical road network, including improving road safety by maintaining, developing and improving existing roads, while pursuing proposals to construct new roads, as financial resources permit. These responsibilities include:

- improvement and maintenance work on the National Road infrastructure.
- improvement and maintenance work on the Regional and Local Road infrastructure.
- progressing road designs to current standards & forward planning for future projects.
- implementing winter maintenance operations, traffic management & traffic calming schemes.
- Installation and maintenance of roadside furniture, public lighting, services and signage.

Wexford County Council carries out a range of improvements to enhance safety on the road network, developing & implementing low-cost safety improvement schemes. In the case of new road projects, safety audits are undertaken to identify potential hazards. In relation to existing

roads, accident records and road safety expertise are utilised to identify hazardous locations. Safety improvement at these locations are typically achieved by various road safety engineering measures such as sight distance improvements, road delineation, signage and traffic control measures.

Importantly, the Council employs a Road Safety Team namely a Road Safety Officer and a Road Safety Engineer (part funded by TII and DoT). The Road Safety Officer presents safety initiatives at schools and community groups, covering a range of topics that are aligned to the current road safety strategies. One of the most successful initiatives Just1 Life, is a unique presentation targeted at Transition Year students from secondary schools across the County and has been delivered for past 17 years (in cooperation with Wexford Rotary Club).

Wexford County Council's role shall focus on the following:

- to work with all stakeholders.
- to maintain the public highway and work with TII in delivering highway improvements.
- to develop and promote road safety.
- to support road users of all age groups from pre-school to third level as well as community groups.

In tandem Wexford County Council engages with the National Transport Authority (NTA) to progress a multi annual program of works under the Active Travel initiative. The objective of Active Travel Initiative is to promote a modal shift away from private car usage, aiming to increased levels of walking, cycling and increased use of public transport. The program is predominantly urban focused, with typical schemes consisting of new cycle and pedestrian facilities, junction improvements and extensions of footpaths to schools and colleges under the "Safe Routes to Schools" initiative.



Road Safety Authority (RSA)

Our mission and how we work to achieve it.

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.

What we do

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.



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 primary function of TII under the terms of the Roads Act (2015) is 'to secure the provision of a safe and efficient network of national roads.'

TII exists to fulfil an important purpose of national strategic significance, touching the lives of citizens and visitors alike on a daily basis.

The TII mission is to provide high quality transport infrastructure and services, delivering a better quality of life and supporting economic growth. In fulfilling the mission, TII strive towards three over-arching aims which, taken together, represent our vision:

- To be leaders in the delivery and operation of transport infrastructure.
- To ensure that Ireland's national road infrastructure is safe, sustainable, and resilient, delivering better accessibility and mobility for people and goods; and
- To be recognised as an organisation that values its people, customers, and partners.

A key Goal in the TII Statement of Strategy 2021 to 2025 in the Safety Reduce the risk and number of collisions, injuries and deaths on our light rail and road infrastructure. This is to be achieved through delivering on Strategic Objectives;

- Deliver on TII actions in the Government's Road Safety Strategy.
- Target investment based on analysis of collision data and a proactive risk-based approach.
- Continuously improve the safety of workers engaged in TII construction and operations.
- Promote new technologies, design standards and procedures to improve safety on TII networks.
- Strengthen TII's safety culture through leadership, engagement and communication

TII has a Regional Road Safety Engineer and a Road Safety Inspection Engineer who liaise regularly with Wexford County Council, in relation to road safety issues on the national road network in the county.



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

Health Service Executive (HSE)

The Health Service Executive (HSE) provides health and social services to everyone living in Ireland. Our services are delivered to young and old, in hospitals, health facilities and in communities

across the country. The HSE recognises that it has a key role to play in Road Safety. Road Traffic collisions are a significant social problem resulting in death, injury and long-term disability which impacts the health system as well as society as a whole. The Irish Health Service deals with the many health related outcomes of road crashes and collisions through the National Ambulance Service, A & E services, hospital services, rehabilitation, longer term and community care. It deals with the trauma, tragedy and results of crashes and collisions on our roads on a daily basis. The HSE fully supports and endorses the aims and objectives of the National Road Safety Strategies.



National Ambulance Service Ireland (NAS)

The National Ambulance Service takes in excess of 300,000 emergency calls each year. The key objective is to respond to 999/112 emergency calls as quickly as possible with the most appropriate skills and equipment. The mission of the National Ambulance Service 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. This care begins immediately at the time that the emergency call is received and continues through to the safe treatment, transportation and

handover of the patient to the clinical team at the receiving hospital or emergency department.



Wexford Fire Service

The Fire Service responds to all emergency calls from the public for assistance, primarily to protect life and save injury to individuals, but also to prevent and restrict damage to property throughout Wexford. This response consists of a pre-determined turnout of appliances and equipment based on the nature, magnitude and severity of the incident. There are 5 fire stations throughout County Wexford (Wexford, Enniscorthy, Gorey, New Ross and Bunclody). Many emergency calls are not just in relation to fires, but can be to incidents involving road traffic collisions, incidents involving chemical spillages or toxic emissions and river rescues, etc.

The Annual Average Number of Calls the fire service responds to is close to 1000 per year. The Fire Service administer all items relating to the operational fire service, fire safety, building control, emergency planning and petroleum licensing.



Figure 18 - Wexford Fire Service Training on N25 RFK Bridge

Wexford County Council Road Safety Plan 2025-2030

The main objective in the Road Safety Plan is to reduce the number of collisions and casualties on the roads throughout the County in line with national targets and to provide focus on making roads in County Wexford a safer place for all road users.

Aims and Objectives of the Road Safety Plan

The principal aims of the Wexford Road Safety Plan 2024 to 2030 are as follows:

- To develop an achievable action plan to improve safety for all road users in the County.
- To continue the engagement with other road safety agencies through the Road Safety Working Together Working Committee.
- To highlight and interrogate the scale of the fatal and injury collisions that are occurring at present on Wexford's Road Network.
- To provide a focus on road safety and to ensure that road safety underpins all Transportation policy measures and is a key consideration in the planning, design, construction and maintenance of the road, footpath and cycle network within the county.
- To develop new initiatives to focus on specific vulnerable road user groups.
- To play a role in meeting national road safety targets set out in the National Road Safety Strategy 2021 to 2030.



Targets

At the core of the National Road Safety Strategy 2021–2030 is the aim to achieve Vision Zero in Ireland by 2050. Vision Zero was formally adopted in Ireland's Programme for Government in June 2020 (Department of the Taoiseach, 2020) and is also the goal underpinning the EU Road Safety Policy Framework 2021–2030 'Next Steps towards Vision Zero' (EC, 2020b). Aligning with these, Ireland's Vision Zero goal is that by 2050 no one will be killed or seriously injured on Ireland's roads.'

Vision Zero will be delivered through embedding the Safe System Approach into local and national road safety policy and practice. The Safe System Approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. 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.

In order to reach this long-term goal and track progress towards it, interim targets have been set for fatality and serious injury reductions in Ireland for 2024 and 2030 based on the baseline of the average of the 2017-2019 figures for fatalities and serious injuries as target. These are shown in Table 2.

National Road Safety Strategy – Interim Targets (baseline 2017-2019)		
	By 2024	By 2030
Fatalities	Reduce deaths on Ireland's roads by 15% from 144 to 122 or lower 167 current as of 17th December 2024 and are provisional figures, subject to change.	Reduce deaths on Ireland's roads by 50% from 144 to 72 or lower
Serious Injuries	Reduce serious injuries on Ireland's roads by 10% from 1,259 to 1,133 or lower	Reduce serious injuries on Ireland's roads by 50% from 1,259 to 630 or lower

Table 2 - National Road Safety Strategy – Interim Targets (baseline 2017-2019)

Applying percentages from Table 2 interim and longer-term targets have been set for the Road Safety Plan as shown in Table 3.

Collision Type	2020	2021	2022	2023	Average	Target 2024	Target 2030
Fatal	6	7	9	3	6.25	5.3	3.1
Serious	24	39	49	55	41.75	35.5	20.9

Table 3 - Wexford Road Safety Plan – Interim Targets

The targets being set as part of the road safety plan are ambitious and will require a concerted effort by the Council, in conjunction with other key agencies, to reduce collision numbers and collision severity on the roads.

Critical Success Factors

The key challenges facing road safety in Ireland are outlined in the National Road Safety Strategy. Several critical success factors are identified in the national strategy that must be followed to ensure that the targets in the strategy are reached.

These are as follows:

- political commitment which will be instrumental to the success of this strategy.
- timely development and implementation of evidence-based policy and legislation.
- timely, efficient data sharing and use of benchmarking across key stakeholders.
- innovation in how we design our interventions, and our approach to partnership working.
- provision of essential funding for benefits realisation.
- provision of safe, segregated infrastructure to facilitate modal shift towards active travel.
- behaviour change due to enforcement interventions, education, and training.
- dedicated partnership-working with good governance and accountability.
- public and media support of our interventions and activities.

In line with National Strategy, the Road Safety Plan 2025 - 2030 is designed to ensure a co-ordinated, collaborative, and consistent approach to improving road safety for all road users. Its implementation will be dependent on the co-operation of the principal agencies charged with responsibility for road safety with each road user

playing a part in reducing casualty numbers. As part of the plan, a Road Safety Working Together Group will continue to oversee and steer the implementation of the Road Safety Plan 2025 - 2030.

Action Plan

There are three distinct phases set out in the Government Road Safety Strategy 2021-2030 (GRSS) as follows:

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

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

- High-impact actions (50 Actions) – Direct impact on collision reduction.
- Support actions (136 Actions) – evidence based and small interventions.

Both the high-impact actions and support actions are essential to improving road safety in Ireland, and achieving the ambitious Phase 1, 2030 and 2050 targets. Local Authorities have a role in the delivery of a number of high impact and support actions. Completion of all these actions will be dependent on several critical success factors, including dedicated partnership-working and data sharing across key stakeholders. Actions are informed by existing Council policy objectives set out in the Wexford County Development Plan 2022- 2028 and the Wexford County Council Climate Action Plan 2024-2029.

Elements of a Safe System

The County Wexford Road Safety Plan 2025-2030 identifies four key elements to underpin its work and its intention to achieve a county fit for everyone's access needs. The specific actions to

be taken in relation to each of these elements are outlined in the following sections. The elements of a safe system comprise a different way of framing the traditional “4 E’s” (education, engineering, enforcement and evaluation) from traditional casualty reduction approaches.

It is estimated that road infrastructure and surroundings play a contributing role in more than 30% of collisions, with well-designed and properly maintained roads said to reduce the probability of accidents and so-called forgiving roads, laid out using Safe System principles, reduce the severity of those accidents that do take place.

The following sections provide an overview first, then specifics of actions outlined in the Government Road Safety Strategy 2021-2030 where Local Authorities have a lead or support role. It also outlines the actions to be undertaken by Wexford County Council each year related to these priority areas.

In the 2021-2030 Government Road Safety Strategy, seven Safe System priority intervention areas have been identified:

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

Safe Roads and Roadsides

‘Safe roads and roadsides’ involve the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.

In-depth research in Sweden has shown that of all factors (user, vehicle and road), road-related factors yield the highest potential for further reductions in car occupant deaths. The aim is to support correct road use in the form of ‘self-explaining’ roads and provide ‘forgiving roadsides’ such that, if crashes occur, they do not lead to death and serious injury.

2021-2030 Road Safety Strategy Actions under Safe Roads and Roadsides

Action Number	Action	Lead /Support Agency
4 (i)	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.	DOT,CCMA/ WCC
4 (ii)	Address National Road High Collision Locations, identified under TII’s Network Safety Analysis programme (in accordance with GE-STY- 01022 of TII Publications). Schemes will be progressed where engineering measures are deemed appropriate.	WCC, TII
4 (iii)	Address hazards on the National Road Network, identified under TII’s Road Safety Inspections programme (in accordance with AM-STY-06044 of TII Publications). WCC will address identified hazards based on priority ranking for treatment.	WCC, TII
4 (iv)	Carry out Road Safety Audits on proposed road, greenway and active travel schemes, in accordance with GE-STY-01024 of TII Publications.	WCC, TII, DOT
4(v)	Comply with TII’s inspection requirements for temporary safety measures at road works, in accordance with CC-STY-04002 of TII Publications).	WCC, TII
4 (vi)	Continue to progress timber post and rail fencing retrofit programme on National Roads, with a view to completion by 2025 subject to landowner agreement.	WCC, TII

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.	DoT, NTA, CCMA /WCC
56	Review and make recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals.	DoT, NTA/WCC
61	Complete LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.	DoT, WCC/TII
62	Provide appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	RSA, DoT, CCMA / WCC
63	Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy actions.	DoT, WCC
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	TII/WCC
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.	CCMA, WCC
69	Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	CCMA, WCC
71	Facilitate the improvement of rural bus stop facilities in line with a Safe System approach as funded by the NTA	NTA/WCC
72	Facilitate NTA works to Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	NTA/WCC

The following is a list of actions to be undertaken by Wexford County Council:

- Carry out the full programme of Safety Improvement Works, completing the annual Wexford Regional and Local Roads Grant Allocations.
- Progress Safety Improvements Schemes annually, based on TII's High Collision Locations and Road Safety Inspections and co-ordinate applications for funding.
- Complete LA16 fatal collision forms in conjunction with An Garda Síochána.
- Work closely with An Garda Síochána and the Road Safety Authority to identify collision prone locations in the County.
- Publish/renew a prioritised plan on road construction and maintenance (including footpaths and cycle lanes) each year.
- Minimise street clutter as part of all pedestrian and cycle and public realm enhancement schemes and maintain clear footways in the interest of accessibility by reducing obstructions.
- Work closely with the National Transport Authority in the development of guidelines for the design of walking and cycling facilities and provide training to key staff.
- Upgrade 100% of the public lights to LED lighting over the period of the plan (98%).
- Work closely with An Garda Síochána to enforce legislation in respect to illegal and dangerous parking on pavements, roadsides and other locations.
- Facilitate the improvement of rural and urban bus stop facilities in line with a Safe System approach as funded by the NTA.

Safe speeds

Are the central element of a Safe System approach. It cuts across all Safe System categories involving consideration of road and vehicle planning and design and the setting of speed limits based on minimising injury as well as combined publicity and enforcement. Successful implementation of a Safe System approach ensures that allowable speeds on parts of the network are not higher than the built-in protection afforded by roads and roadside and vehicles. While crashes may occur, they should not lead to death and serious injury.

Road Safety Strategy Actions under Safe Speeds

Action Number	Action	Lead /Support Agency
6	Establish a working group to examine and review the framework for 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.	WCC, DOT
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.	WCC, AGS
78	Extend the number of 30kph speed limit zones in high-risk locations (urban city/town centres) for Vulnerable Road Users in line with best practice models.	WCC, DOT
79	Examine the feasibility of 30kph speed limit or lower in school vicinities and report on progress.	WCC, DOT

The following is a list of actions to be undertaken by Wexford County Council in conjunction with key agencies.

- Review and update the Speed Limit Byelaws with a view to progressing the 30kph speed limit in residential areas, towns and villages, and near schools over the period of the plan.
- Introduce various forms of traffic calming around the County, where deemed necessary as per Wexford County Councils Traffic Calming Policy, including junction improvements, speed ramp and chicanes, pedestrian improvement schemes, public realm enhancement schemes and pedestrianisation schemes.
- Work closely with An Garda Síochána and the Road Safety Authority on road safety awareness campaigns related to speed such as ‘Go-slow’ and European Day without a Road Death (EDWARD) day.
- Work closely with An Garda Síochána to identify suitable locations for speed detection and speed alert cameras. An example of this collaboration was during the installation of the pilot Static Speed Camera which was carried out in late 2024. Assist in the provision of safe operating locations for Go Safe vans to conduct speed detection.



Figure 18 - Pilot Static Speed Camera - Aske Gorey

Safe Road use

‘Safe Road use’ incorporates a wide range of safety behaviours such as compliance with the Statutory Speed Limit, driving without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and correct use of child restraints.

Road Safety Strategy Actions under Safe Road Use

Action Number	Action	Lead /Support Agency
22	Develop and implement a communications strategy and plan to raise awareness of the new Government Road Safety Strategy among stakeholders and the public. To explain Safe Systems approach and enrol the public into the Vision Zero objective.	RSA, WCC
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.	WCC, Various Agencies
95	Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	WCC, Various Agencies
133	Implement specific educational measures aimed at protecting vulnerable road users.	RSA, Various Agencies
136	Develop and launch a standardised guide to reducing road safety school gate risk.	RSA, Various Agencies
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.	WCC, Various Agencies
151	Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	AGS, Various Agencies

The following is a list of actions to be undertaken Wexford County Council;

- Review the operation of the Road Safety Working Together group.
- Work closely with An Garda Síochána on day-to-day road safety and traffic matters and road safety awareness campaigns and ensure road safety is a key agenda item as part of the quarterly public Joint Policing Committee.
- Continue to manage and support the Just 1 Life Road Safety programme for Transition Year pupils.
- Greater use of social media to promote various RSA awareness campaigns throughout the year.
- Review the County Councils Traffic Calming Policy.

Safe and healthy modes of travel

Sustainable mobility is contingent on the provision of ‘reliable and realistic’ transport alternatives to complete everyday journeys. ‘Safe and healthy modes of travel’ acknowledge that there is a difference in collision severity risk across different modes of travel and aims to promote and protect road users engaging in public or active transport.

Action Number	Action	Lead /Support Agency
40	Continue to implement an active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure.	DoT/ WCC, NTA, RSA
41	Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.	DoT/ WCC, NTA,
42	Promote and support an expanded Cycle Right training programme, which includes online theory and practical skills for children and adults.	DoT/ WCC
44	Conduct a case study of countries that have adopted mechanisms to reduce traffic (for example car free streets in urban areas) to enhance the safety of other road users and make recommendations for Ireland.	DOT, LA, TII
176	Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.	NTA/WCC
177	Roll-out of the Safe Routes to Schools Programme and provide. "Front-of-school" treatments to a minimum of 500 schools.	NTA, CCMA, LA/ RSA

The following is a list of actions to be undertaken by Wexford County Council as part of 'Safe and healthy modes of travel':

- Progress the active travel infrastructure multiyear programmes in line with international best practice based on the new Cycle Design Manual for projects.
- Work with various agencies and stakeholders to promote sustainable and active modes of travel.
- Support the delivery of cycle training to pupils annually under the Department of Transport Cycle Right programme.
- Work with the National Transport Authority to develop a Cycle network plan for the County and learn about best practice elsewhere in Ireland and Europe.
- Carry out front of school treatments to schools under the Safe Routes to School programme (SRTS) in line with the National Transport Authority Best Practice guidelines. Schools located on high-speed roads will also be considered for safety improvement works.
- Undertake Area Based Transport Assessment (ABTA) for the major urban areas to identify access and mobility requirements to ensure that sustainable transport is considered and planned for at the earliest level in the hierarchy of plans and investment programmes.

By implementing these priority intervention areas of the Safe System approach, we are delivering international best practice. Of the seven safe system priority areas, Wexford County Council has no lead or support role under the three remaining priority areas;

Safe work-related road use	Safe work-related road use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries.
Safe vehicles	The safe vehicles element of the Safe System approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.
Post-crash response	Post-crash response concerns the rescue, treatment and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and consequences of injuries in the event of a collision.

Evaluation and Monitoring

The effectiveness of a particular service refers to the extent to which it achieves its objectives. It is vital that the progress of Road Safety Plan 2025 - 2030 is reviewed annually to establish if it is effective in meeting the objectives and carrying out its actions. As part of the Road Safety Plan 2024-2030, a report will be carried out annually to monitor the implementation of the plan and will be presented to the Elected Members at Transportation and Water Services Strategic Policy Committee as well as the Road Safety Working Together Group.

Summary

The various road safety interventions and targets as set out in previous National Road Safety Strategies coupled with an ever-strengthening road safety culture have resulted in a successful period in road safety for Ireland with deaths and injuries decreasing at a rate that is comparable with other best performing countries in the EU. There has been significant improvement in compliance by road users in respect of the main collision causation factors such as seatbelt wearing, speeding on some roads, and alcohol related offences. However, despite an overall reduction in road deaths, there is a continued need to focus on vulnerable road-users and causal factors where there are low levels of compliance, and this will be a major focus of the Government Road Safety Strategy 2021—2030.

This County Wexford Road Safety Plan 2025 to 2030 will focus on the holistic Safe System approach to road safety management. The Safe System Approach emphasizes 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. This approach is being followed in the Road Safety Plan through the Road Safety Working Together Committee and other agencies with actions outlined under the Safe Systems priority intervention areas.

Fully embracing and embedding a Safe System approach across all components and partners of the traffic system will allow us to transform our policy and practice beyond traditional road safety interventions and achieve greater reductions in fatalities and serious injuries than before. This will also include aligning with key international road safety policies, such as the Stockholm Declaration (Road Safety Sweden, 2020).

The Plan also seeks to encourage every member of the community to play their part in reducing road collisions by taking responsibility for their own behaviour as road users through road safety awareness and education campaigns.